



VIEWS FROM THE TRAIN WINDOW



The Derwent Valley Line

Jump aboard the Derwent Valley Line train service between Derby and Matlock and enjoy a relaxing and scenic experience discovering the Derwent Valley Mills World Heritage Site. Throughout the seasons the Derwent Valley Line provides contrasting views of the valley's diverse woodlands, lush meadows, scenic hillsides, historic canal and meandering River Derwent.

Your journey from Derby to Matlock provides great views of an historic and picturesque landscape. This leaflet provides a detailed panoramic description of your journey. Shortly after departing from Derby, riverside meadows appear around Duffield and Belper before turning to steeper sided ancient woodlands, hugging the hillsides. A panoramic vista welcomes passengers into Cromford with views towards Cromford Canal, Cromford Mills and Willersley Castle. At Matlock Bath, the Victorians were left in awe by the sheer cliffs of High Tor, from which your train emerges from a tunnel into Matlock.

Alight at any station and explore the numerous walks or visit one of the fabulous tourist attractions, the Derwent Valley Line is the perfect choice for a summer outing, winter break or evening walk.



Great Walks by Train

The Derwent Valley offers numerous walks for you to enjoy. Travelling by train allows for a linear walk by taking the train and walking back. The following linear walks can be accessed from stations on the Derwent Valley Line.

Derwent Valley Station to Station Walks – twelve linear links provide attractive hill-side, riverside and woodland walks between stations, designed so that you can catch the train in one direction and walk back.

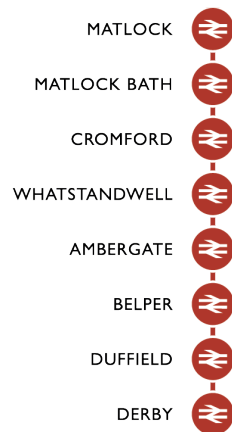
Cromford Canal offers five miles of gentle walking, diverse wildlife and much historical interest. The canal can be joined at Cromford, Whatstandwell or Ambergate and links to the High Peak Trail at High Peak Junction.

Discover Perri the Peregrine's walking trails in the Derwent Valley Line Activity Book. Perri's family walks take you on a tour from each station varying from 20 to 30 minute walks to longer adventures over a couple of hours.

The Derwent Valley Heritage Way is a fifty five mile walking route from the Derwent Reservoir south to the river Trent. The Derwent Valley Line provides access to the Derby to Matlock section.

www.nationalheritagecorridor.org.uk

Walks leaflets are available from Tourist Information Centres or at www.derwentvalleyline.org.uk



Derwent Valley Line Travel Information

EMR operate an hourly timetable with a travel time of typically 34 minutes between Derby and Matlock and 65 minutes between Nottingham and Matlock.
www.eastmidlandsrailway.co.uk 03457 125 678

The Derwent Valley Line is easy to get to with train connections at Derby and Nottingham from many parts of the UK including Birmingham, Bristol, Cardiff, Edinburgh, Leeds, Leicester, London, Newcastle and Sheffield. For Rail Times and Fare Information visit National Enquiries
www.nationalrail.co.uk 03457 48 49 50 (24 hours)

Further Derwent Valley Line travel and station information is available at www.derwentvalleyline.org.uk

Ticket Information

There are a range of fare options available for different journeys and many ways to buy your ticket.

Off-Peak and Anytime Tickets

For local journeys, Off-Peak Day Returns, bought on the day of travel, are the standard ticket, with children aged 5-15 travelling at half the adult fare. Off-peak Single and Returns are valid after 0859 Monday to Friday and anytime at weekends and Bank Holidays. Anytime tickets apply on weekdays before 0900, which cost a little bit more than Off-Peak tickets. Group tickets and railcard discounts may be available for many passengers.

Hop On and Off at Stations on the Way

Day Return and Groupsave tickets between any two stations on the Derwent Valley Line (Nottingham – Derby - Matlock) allow you to hop on and off at intermediate stations on both your outward and return journeys. If you break your journey at an intermediate station you must then resume your journey in the same direction to your destination. For example, with a day return between Derby and Matlock, you could stop off at Belper and then Whatstandwell en route to Matlock and, on your return to Derby, stop off at Cromford and then Ambergate.

For further information about the Derwent Valley Line and the work of the Community Rail Partnership visit [@DVLrail](http://www.derwentvalleyline.org.uk)



Groupsave and Group Travel Tickets

Groups of three or more travelling together can save 34% off adult fares with up to four children travelling for just £1 each. Groupsave is available for local off peak travel, tickets can be purchased at staffed stations or from the conductor on the train. Larger groups of 10 or more travelling together can save up to 26% on standard rail fares. Ideal for school and college groups wishing to use the Derwent Valley Line for an educational visit.

Derbyshire Wayfarer

Derbyshire Wayfarer day rover tickets are valid on most bus and rail services in Derbyshire and the Peak District. Tickets are valid for rail travel after 0900 Monday to Friday and anytime at weekends and Bank Holidays.

Derwent Valley Line Community Rail Partnership

Derwent Valley Line Community Rail Partnership is a partnership of local councils, train operators, station adoption and community groups encouraging greater use of the Derwent Valley Line rail service.

They secured a more frequent train service and made the stations more attractive in partnership with station adopters, local community and the rail industry.

SCENES FROM THE CARRIAGE WINDOW

A guide to what you can see along the scenic Derwent Valley Line running through the Derwent Valley Mills World Heritage Site.

What is described can best be seen from seats on the left side facing forward from Derby and the right side facing forward from Matlock.



Derby Station in 1840.



The distinctive blue clock face on St Matthew's Church, Darley Abbey.



DERBY – for the Museum of Making at Derby Silk Mill and Derby Museum and Art Gallery.

- 1 The Midland Station of 1839-41 was built to serve three independent railway companies. They were amalgamated in 1844 to form the great Midland Railway Company and by 1846 the railway estate occupied 232 acres. There are two notable architects associated with this line. Most of Francis Thompson's buildings have been demolished but the Roundhouse and Clocktower of about 1839 are a rare survival from the earliest railway days. The Roundhouse could hold 30 locomotives. It was at Derby Station in 1850 that Sir Joseph Paxton conceived a conceptual sketch of the Crystal Palace.
- 2 On the other side of the track and across the road a housing estate built in 1842 for employees of the North Midland Railway may be glimpsed. 55 terraced houses, built to designs by Frances Thompson, were rescued and restored by the Derbyshire Historic Buildings Trust between 1979 and 1982.

- 5 Just after them, over your left shoulder if facing forwards, is the church tower of the 18th century mill settlement of Darley Abbey, with its blue clock face. St Matthew's Church was built in 1818 by mill owner Walter Evans.
 - The river washlands are part of the Derwent Valley Mills World Heritage Site. Fragments of ridge and furrow may be seen in certain light conditions.
- 6 North of the newer housing is Burley Hill where pottery was manufactured during the 13th and 14th centuries.
 - The village is Little Eaton. A branch line from here closed in 1957. It ran up to Denby Pottery.
- 7 The tall mill chimney locates Peckwash Mill, a paper mill of about 1800.
- 8 The spire and tower of St Alkmund's Church, Duffield date from the 14th century but a church was recorded here in The Domesday Book (1086).
- 9 Duffield Hall has an Elizabethan core but was much extended in 1871. For many years it was the headquarters of the Derbyshire Building Society.

DUFFIELD – for the Ecclesbourne Valley Railway

- 10 Here the former Wirksworth branch line of 1868 once joined the main line. It now provides a steam and diesel rail service to this old lead-mining town.
- 11 The high plateau is Castle Hill (property of the National Trust). The castle keep that formerly stood here was second only in size to the White Tower in London and Colchester Castle when it was built in the 12th century. It was demolished in 1266.
- 12 Moscow Farm of 1812-15 was built by the Strutts, the local mill owners, to supply produce to their workforce at Belper and Milford.
- 13 The bright green copper dome of its clock tower helps pinpoint Makeney Hall, which was home to a number of Strutts until 1917. It is now a hotel.
 - Chevin Golf course is an indicator that you are approaching the impressive Milford Tunnel portal. Only the eagle eyed will be able to glimpse the fine stonework of the northern tunnel portal
- 14 After the tunnel, the new housing occupies the much re-used site of ancient forges, a corn mill, an 18th century iron foundry and an innovative gas works built by the Strutts in 1810 to serve their mills.
- 15 The wooded Chevin ridge. 'Chevin' derives from a Celtic word meaning high ridge. An ancient route runs along its crest and can still be identified today.
 - A modern industrial estate occupies the site of Belper's first railway station, which was relocated to the centre of the town in 1878. Fragments of Francis Thompson's original complex survive.



Makeney Hall



The Northern Portal of the Milford Tunnel.

BELPER – for Strutt's North Mill, the River Gardens, the mill community and award-winning independent shops.

- 16 George Stephenson and his son Robert surveyed the line before a railway cutting was created straight through the town centre. The chimney of Strutt's former public baths on Gibfield Lane, built in 1910, is high up above the cutting.
 - Eleven bridges span the railway, re-connecting the town's roads. To build the northernmost town centre bridge, houses were taken out of the centre of two terraces of housing built by the Strutt family in the 18th century for their millworkers.
- 17 The great red-brick square of the East Mill of 1912 (over your left shoulder as you come out of the cutting) was an early steel framed structure, designed by Sidney Stott.
- 18 One of Belper's best kept secrets, the beautiful River Gardens of 1906, is glimpsed from the vantage point of the railway bridge, whereas they cannot be seen from the road.
- 19 The spire surmounts Belper's cemetery chapels of 1859.
- 20 The river meadows and the Belper Pool now form part of the Wyver Lane Nature Reserve.
- 21 Wyver Farm, another Strutt farm, incorporates innovative agricultural processing arrangements.



The Belper Cutting in 1840.



PLEASURE GARDENS, BELPER, DERBYSHIRE. (ON THE MIDLAND MAIN LINE BETWEEN LONDON & THE NORTH)

A Midland Railway 'View from the Train' postcard of Belper River Gardens, 1908.



Belper's Second Station of 1878.

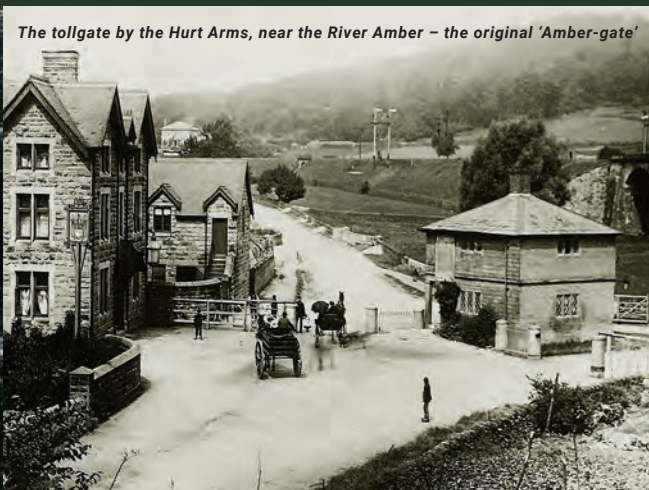
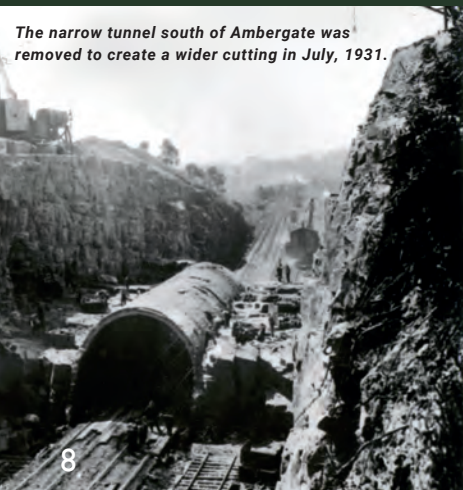
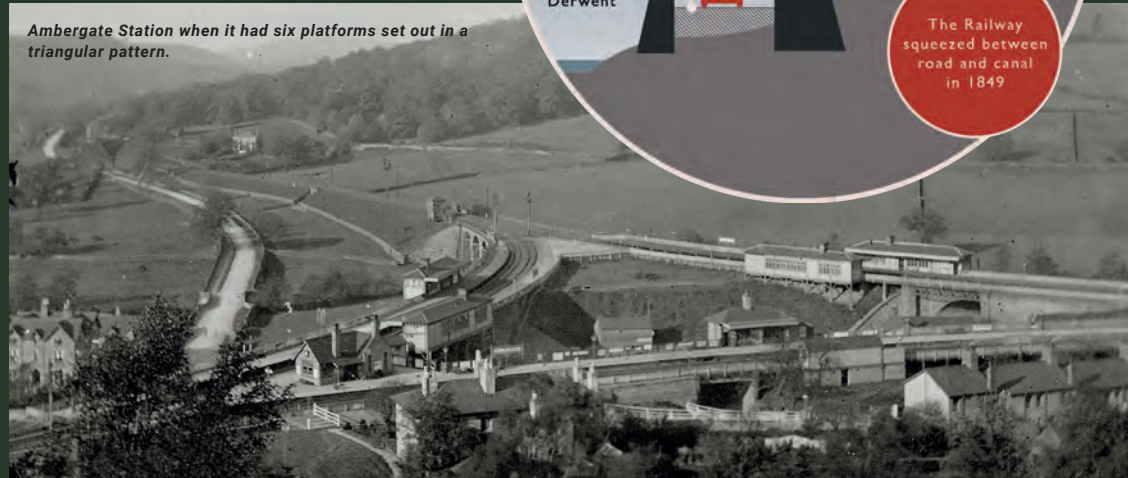




APPROACHING AMBERGATE

- 22** Target wall of 1899 and shooting butts. A training ground for the Victorian volunteer force which succeeded the volunteer force raised by the Strutts under the threat of a Napoleonic invasion.
- The Strutts built earthen bunds (embankments) along this stretch of the river as flood defences. This cutting was, until the line was widened in 1931, a tunnel.
 - Here, the railway line joined up with the turnpike road of 1816-18, to run parallel. The A6 follows its line.
- 23** To the west the little Halfpenny Bridge, beside a concave cricket pitch, leads to an area of ancient woodland, Shining Cliff Woods.
- 24** Ambergate Junction. The main line turns east here and continues along the valley of the River Amber, to connect with Chesterfield, Sheffield, Leeds and all stops north. The train has to slow down as the Derwent Valley Line splits off from the main line, crossing the confluence of the rivers Derwent and Amber on a lofty viaduct. This junction once had a triangular arrangement, when the Manchester to Midlands Junction Railway opened, with platforms on each side from 1876.

Ambergate Station when it had six platforms set out in a triangular pattern.



AMBERGATE – for Great British Car Journey Museum, White Peak Distillery and walking the Cromford Canal.

- 25** At this point the Cromford Canal joins the Derwent Valley. The canal was designed and built 1790-1794 by William Jessop and Benjamin Outram.
- There is a complicated relationship between the linear engineering structures which interweave along the valley. The canal came first, then the road and then the railway, which had to be inserted between them.
- 26** Crich Chase was enclosed in medieval times as a deer park. Its woodland was used for the provision of 'white coal' to smelt lead and some of the oldest coppiced oaks and sweet chestnut trees date from the 1600s.
- Stunning views of the Derwent Valley are to be had along this stretch.

WHATSTANDWELL – for the Cromford Canal and High Peak Junction.

- 27 To build the railway two sections of the canal were cut through and then reinstated. A part of the original Whatstandwell Station platform can be seen to the north of the tunnel.
 - The Lea Wood Tunnel (315 yards).
 - Here the historic engineering gets very complicated and only the eagle eyed will spot where the railway line ducks underneath the canal, which is carried across the line on an iron aqueduct.
- 28 Crich Stand can be glimpsed over your shoulder, on the hillside. Built in 1923 and dedicated to the men of the Sherwood Forester Regiments who fell in 1914-18, it replaced earlier beacons on the site and provides superb views across the neighbouring counties.
- 29 The tall chimney belongs to Leawood Pumphouse which was built in 1849 to raise water from the river to top up the canal. It helps pinpoint William Jessop's magnificent stone canal aqueduct of 1794 beside which it was built, but you will have to keep your eyes peeled to spot it through the trees.
- 30 Allison Uttley, the author of the Little Grey Rabbit books, lived at Castle Top Farmhouse, which lies just below the brow of the hill.
 - Here you may catch glimpses of the Birdwood trip boat on the Cromford Canal.
- 31 A great Arkwright panorama may be seen across the river meadow just outside Cromford station. From left to right is Rock House – where Sir Richard Arkwright lived for 21 years, Cromford Canal Wharf – the construction of which took part of his garden, St Mary's Church – which he had built and Willersley Castle – the mansion house which he also had built and which became the 'seat' of successive Arkwrights until the 1920s; Sir Richard died before it was completed.

WHATSTANDWELL

27
WHATSTANDWELL TUNNEL

LEAWOOD PUMPHOUSE

29

28
AQUEDUCT

CROMFORD WHARF

31

CROMFORD

ALISON UTTLEY'S CASTLE TOP FARMHOUSE

WILLERSLEY TUNNEL

Willersley Castle



Whatstandwell Station before the First World War



CRICH STAND

CROMFORD – for Cromford Mills, Willersley Castle, Birdwood trip boat and the Cromford Canal, High Peak Junction, Leawood Pumphouse, Cromford Village and Masson Mills.

- 32 The French chateau style adopted for Cromford's station buildings gives it a rather bizarre character, which is presumably why it was chosen as a location for the staged cover of the Oasis single 'Some Might Say'. The architect was Joseph Paxton's son-in-law G H Stokes, who did work for Lord Rothschild in France
 - Willersley Tunnel (764 yards) was constructed in the 1840s.
 - The coming of the railway changed Matlock Bath from a place sought out by the genteel traveller seeking the Picturesque to an excursion hot spot, rebranded "Switzerland in Miniature". The demure pleasures of Georgian hillside walks gave way to Victorian fairground waltzers and it has never looked back since.

MATLOCK BATH – for Heights of Abraham, Gulliver’s Kingdom, Peak District Mining Museum, Masson Mills.

- The Swiss chalet style railway buildings of 1849 now house the Whistlestop Café.
- 33** In 1984, the cable car was installed to provide a thrilling ride up to the Heights of Abraham, which are topped by the Victoria Prospect Tower. The cable car station is just beyond the northern end of the station platform.
- 34** Clinging onto the steep hillside of Matlock Dale are some good Regency and early Victorian white ‘cottage orné’ (small villas set in picturesque settings).
- The series of tunnels which take the traveller through the rock of High Tor is punctuated by a series of short openings allowing glimpses of the river below.
- 35** In the early 19th century visitors could hire a rowing boat from the Boat House Inn (now Derwent Valley Vets) and, for an extra charge, hire the innkeeper’s daughters to provide musical accompaniment on French horns from the bankside.
- The line crosses the River Derwent at the southern limit of the town centre.



MATLOCK – Peak Rail, Hall Leys Park and bus links to Bakewell, Haddon Hall, Chatsworth and Buxton.

- This has been the end of the line since 1968, when the connection to Buxton and Manchester was severed. Since 1991 the railway society Peak Rail has operated a steam service from Matlock to Rowsley South, four miles further north.
- 36** The station master’s house and platform buildings date from the establishment of the line in 1849, albeit with some modification.