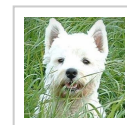




Track 1 Apr 2016 11:54:58



## Route Summary

Ticknall Tramway Trail. Circular Cycle & Walking path

## Route Overview



**Category:** Walking

**Rating:** Unrated

**Surface:** Smooth

**Child Friendly:** Yes

**Refreshments:** Cafe at Calke Abbey & Ferrers centre. Pubs & cafe in Ticknall

**Date Published:** 1st April 2016

**Difficulty:** Easy

**Length:** 9.250 km / 5.78 mi

**Dog Friendly:** Yes

**Parking:** Free parking at Ferrers centre (weekdays) or park at Calke A

**Last Modified:** 1st April 2016

## Description

### Start

At the Ferrers centre, Staunton Harold (free midweek parking - payable at weekends and BH's).

Cycle or walk down the long driveway towards Calke. At the end of the driveway (triangle) cross the road and go a few yards to your right until you see the entrance to the trail on the left. Up on the trail and turn left .. continue on the well marked path which will take you under two arch ways and through a tunnel. Continue until you come to the Limeyards tunnel (access to cyclists not allowed) climb up the embankment to your right and continue on the path that brings you out at the rear of the Park entry pay booth. Bear right and continue along the road (one way) to the house, garden and stable block. Refreshments and toilets available here.

Back on the road towards the park exit. Keep following the track which is clearly marked until you reach the point where you joined the trail. Carefully cross the road, cycle/walk a few yards then turn left onto the private road of the Staunton Harold estate. Climb the steep hill back to the centre where you can get refreshments at the cafe or in the garden centre restaurant. Toilets in the centre.

### History

This is a fairly newly opened circular trail (2015), which follows some of the route of the old Ticknall to Ashby horse-drawn tramway.



Built between 1799 and 1802 by Benjamin Outram of the Butterley Ironworks Company, it consisted of cast iron rails set on limestone sleepers and held in place by a blacksmith made nail. The rails were L shaped and held the flangeless wheels of the carts in place while they were pulled along by small horses. It was last used in May 1913 and closed in September 1915.

Since closure it has been reclaimed by nature but over the last few years it has been transformed into a circular route enabling exploration of the Calke estate or by cycle.

The whole of the tramway was single track so various passing places were required along the route.

The tramway originally crossed the Melbourne to Smisby road, passed through Southwood and continued on to Ashby. (This part of the tramway no longer exists).

Tunnels and arches were built to help conceal the tramway or allow access to farms. The most important is the cut and cover turned under the main drive, this ensured it was well hidden from those using the carriage drive to the house.

The Dimminsdale spur - in 1828 Earl Ferrers required a tramway to take lime from the quarry near Staunton Harold, so a route was made from Dimminsdale to join the existing Ticknall tramway.

## Waypoints

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# Choose your trail

