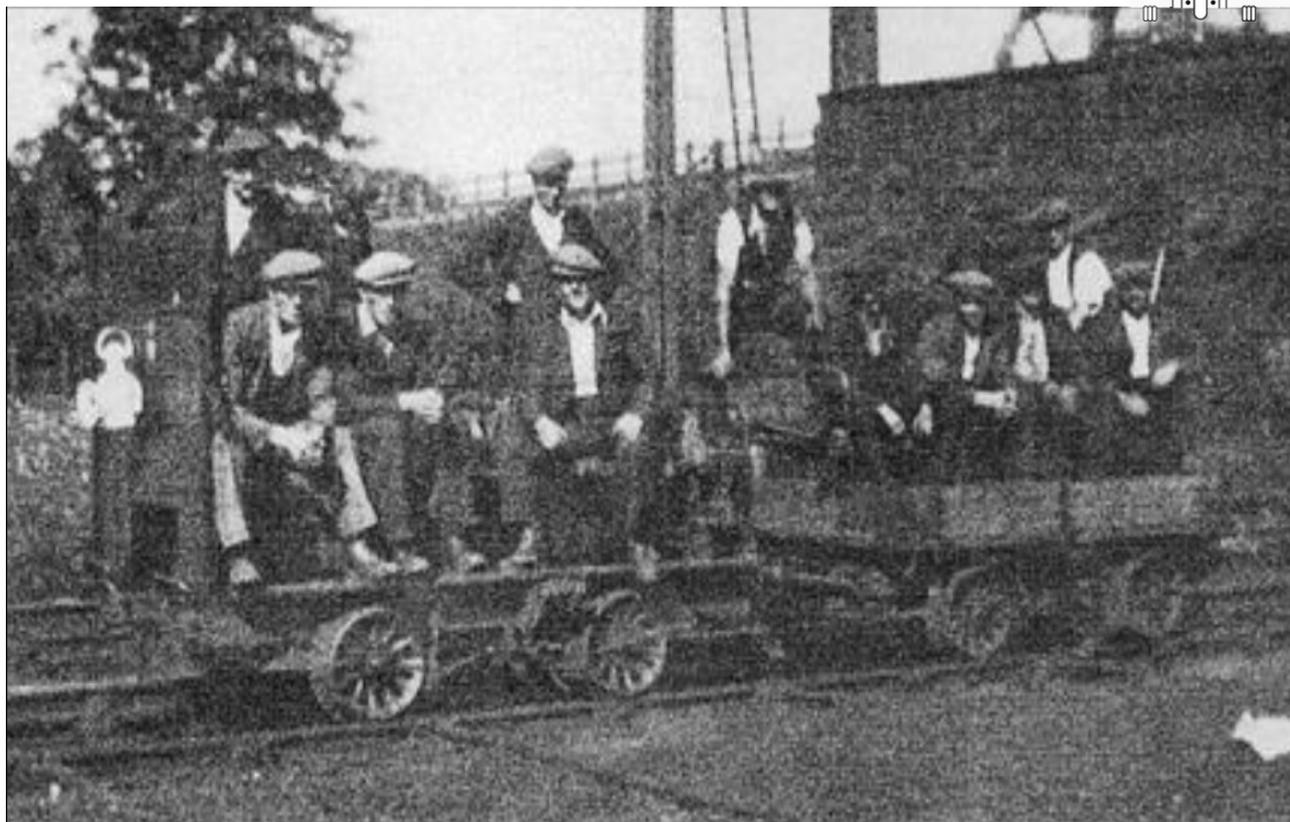


## Stanley Colliery Tramway Manrider (A manrider is a vehicle used by miners in a coal mine)



Thanks to Margaret Poyser for finding this photograph which is the only one known to exist of the tramway that carried coal from Stanley Footrill Colliery to Chaddesden and operated between 1894 and 1915/16. We thought it worth while to reproduce this unique photo despite its poor quality.

The embankment and machinery in the background suggests that the location is at the Stanley end of the line. The Chaddesden terminus was near the junction of Cumberland Avenue, Walpole Street and Hillcrest Road which is on level ground.

The tramway had double track with a gauge of 22 inches (56cm). There were no locomotives. Instead, a continuous wire cable ran between the rails at a fast walking pace and wagons were clipped to the cable at intervals. Wagons were detached from the cable at the end of their journey and pushed by hand into sidings for loading or unloading. There is no sign of the haulage cable in the photograph as evidence that the location is the end of the line. At the time of opening, the tramway was the longest cable hauled line in the world but it lost the record in 1896 when the Glasgow Subway opened with an even longer cable running several times faster.

The men have clean faces so it is likely that they have just arrived from Chaddesden to start their day's work. Trees in the background are in leaf showing that it is summer, but a cloudy morning as there are no strong shadows. A pleasant ride across Chaddesden Moor in summer and far easier than walking to work, but not so good in rain or hail as the wagons have no shelter. This photo would not be possible in winter when the working day would have begun and ended in darkness.

The headlamp on the leading (left hand) wagon is a nice feature. It confirms that the tramway used left hand running as is conventional in the UK. (The haulage cable ran clockwise when viewed in plan.)

Note the brake pedal and linkage between the wheels of the leading wagon. There had to be some means of stopping when the wagons when detached from the cable at the end of their journey! A bar coupling can be seen between the wagons.

Some of the men are seated showing that the wagons have been converted to manriders with longitudinal seats, like a contemporary tramcar, seating three on each side. Eleven faces can be counted. Either somebody is missing or there was always an empty seat.