

## The Valley

The nineteenth century history of the Luxulyan Valley is inextricably linked with water and transport. Extensive leats and the remains of former mineral tramroads can be seen throughout the valley underlining its great importance as a transport conduit supporting local industry.

The leats provided water essential for both sluicing Charlestown Harbour and powering machinery at the nearby Fowey Consols copper mine, which once held the most efficient Cornish beam engine ever built.

All of this and more was brought about through the efforts of local landowner and entrepreneur Joseph Thomas Treffry (1782-1850) of Fowey, who reshaped much of the landscape north of Par Bay to enable the successful exploitation of the area's valuable mineral resources, principally copper ore, granite and china clay.

Walking these trails from Luxulyan Station down to and beyond the incredible Treffry Viaduct is to encounter some of Treffry's most impressive accomplishments whilst enjoying the tranquil woodland setting.

So special in fact is the valley, that it is included as part of the UNESCO inscribed Cornish Mining World Heritage Site, through its great cultural importance to the whole of humanity.

For further information on what to see and do within the Cornish Mining World Heritage Site, please log on to: [www.cornishmining.org.uk](http://www.cornishmining.org.uk)



## Rail Information

Luxulyan is the first station after Par on Newquay's branch line, the Atlantic Coast Line. Trains run all year round, but there is no service on summer Saturdays.

Tickets to Luxulyan can be purchased from any National Rail station and Off Peak Day Return tickets, offering great value for money, are available from all staffed stations in Cornwall and Devon.

GroupSave tickets allow 4 people to travel for the price of 2 Adult Off Peak Day Return fares.

For information about train times and fares, call National Rail Enquiries on 08457 48 49 50 or visit [www.firstgreatwestern.co.uk](http://www.firstgreatwestern.co.uk)

## Useful websites

[www.greatscenicrailways.com](http://www.greatscenicrailways.com)  
[www.cornishmining.org.uk](http://www.cornishmining.org.uk)  
[www.luxulyanvalley.co.uk](http://www.luxulyanvalley.co.uk)  
[www.focal.org.uk](http://www.focal.org.uk)

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# Walks from the Railway

Discover the Cornish Mining Heritage of the Luxulyan Valley

Two routes detailed inside  
2.5 miles or  
3.7 miles

## Walking

Please remember all public rights of way cross private land, so keep to paths and keep dogs on leads. Occasionally, short term work may mean diversions are put in place. Please follow local signs if necessary. Sturdy waterproof shoes or wellington boots are strongly recommended as some sections are steep and tracks can become waterlogged.

If you have enjoyed these walks, visit Wheal Martyn, the local Area Centre for the World Heritage Site, near St Austell.

## Wheal Martyn

Set in 26 acres of woodland walks and nestled within the historic Ruddle Valley amongst the preserved remains of a Victorian clay works, Wheal Martyn gives a fascinating insight into Cornwall's important billion pound china clay industry. The industrial and social history of this vital Cornish industry is explained through artefacts and interactive displays, and the story is brought right up to date with a spectacular view into a modern working clay pit.

Wheal Martyn, Carthew, St Austell, Cornwall PL26 8XG  
For more information, visit [www.wheal-martyn.com](http://www.wheal-martyn.com)

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## Discover the Cornish Mining Heritage of the Luxulyan Valley.

Take the train on the scenic Atlantic Coast Line to Luxulyan then follow this map to discover the mining heritage of this beautiful valley.

There are two routes one 2.5 miles, the other 3.7 miles. Both routes take in the amazing Treffry Viaduct as well as many other historic remains of the mining era.

In Luxulyan there is a local pub, the King's Arms, where you can enjoy some lunch and there is a handy village shop nearby.

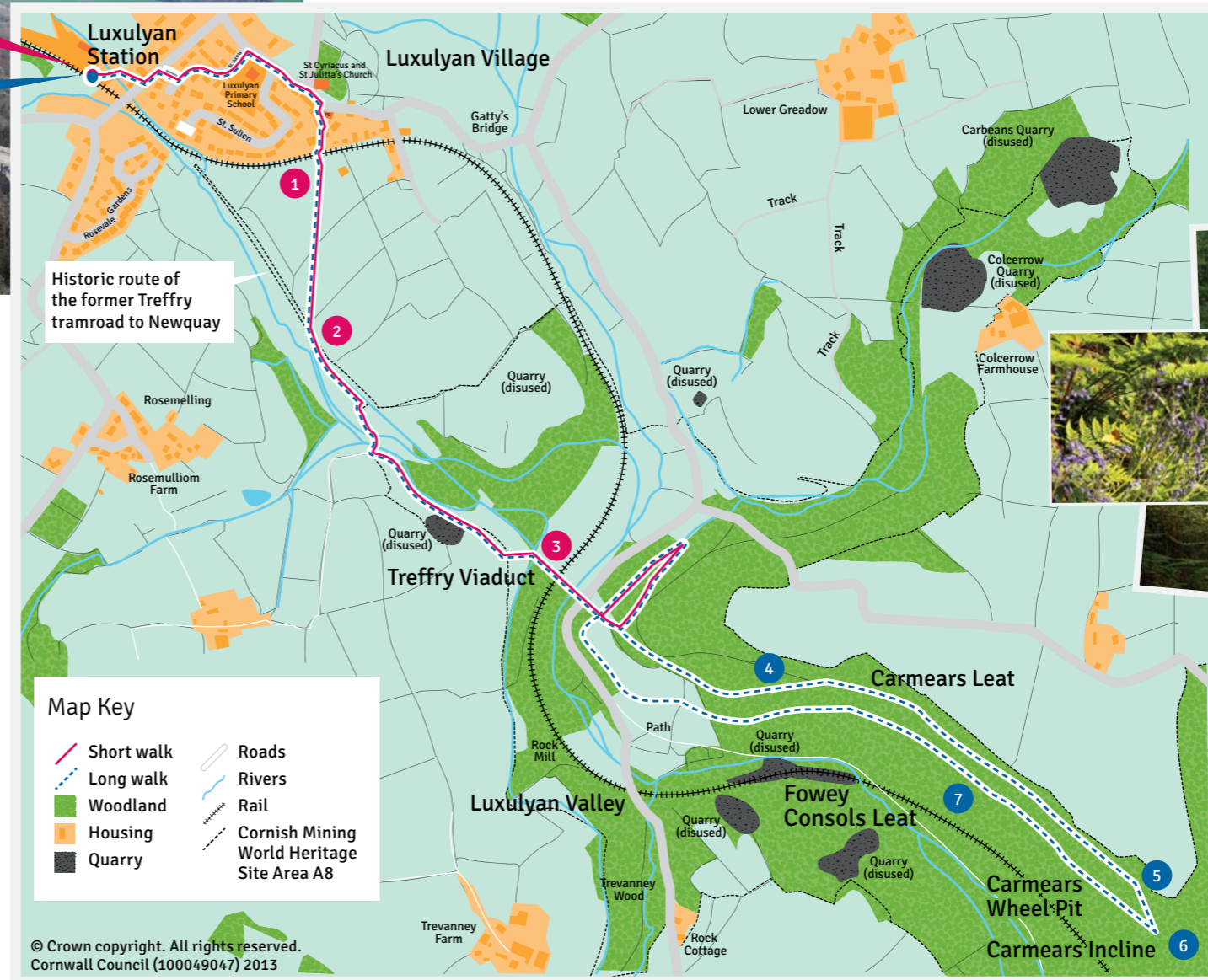


Below: the Austen's engine house of Fowey Consols Mine at the foot of the beautiful Luxulyan Valley



Short walk (2.5 miles)  
start and end point

Long walk (3.7 miles)  
start and end point



### 1 Branch Line Overbridge

This granite overbridge was constructed circa 1872 at the establishment of the Cornwall Minerals Railway. The existing tramroad inclined plane, further down the valley, was too steep for locomotive traffic, which demanded that an easier route be created through the valley from Ponto Mill to Luxulyan - today's Atlantic Coast Line.

### 2 The Tramroads

The remains of horse drawn mineral tramroads can be seen throughout the valley and were an efficient way of conveying granite, china clay, copper ore, lime, coal, and other supplies and materials. The two parallel lines of granite blocks set into the trackway at this location once held the iron rails which formed the tramroad link between the respective harbours of Newquay and Par.

### 3 The Treffry Viaduct - a work of art in granite

Built between 1839-42, the viaduct conveyed leat waters to power an inclined plane and to feed the nearby Fowey Consols copper mine; standing at 30m above the valley floor this entirely granite built structure has ten majestic arches and was the first of its type constructed in the south west.



### 4 The Leats

Water was an essential commodity in the nineteenth century as a vital power source for industry and you will see many signs of its management throughout the walk. It powered many water wheels and enabled ore processing at the nearby Fowey Consols copper mine while keeping Charlestown Harbour, also part of the World Heritage Site, silt free for shipping. Of the two principal leat systems within the valley the upper, known as the Carmears Leat, powered the inclined plane (feature 6), while the lower, the Fowey Consols Leat (feature 7) fed the mine.



### 5 The Carmears Wheel Pit

This impressive granite water wheel pit initially powered the adjoining inclined plane (feature 6) and was later reused to drive a china stone grinding mill, the remains of which can be seen on either side of the pit.



### 6 The Carmears Incline

This was constructed at the same time as the viaduct and wheel pit, and completed the link between the mineral harbours at Newquay and Par, on the north and south coasts respectively. It also connected with the major granite quarries to the northeast of the valley, at Colcerrow and Carbeans, and hauled trucks laden with cut granite, china clay, coal, lime and sundry supplies.

### 7 The Fowey Consols Leat

Fowey Consols was a major copper mine in the middle years of the nineteenth century with a workforce approaching 1,700 at its height. In order to reduce the mine's operating costs many water wheels were employed to pump, haul and process ore, which required a 2.5 mile (4 km) leat to be constructed from a tributary of the Par River near Gatty's bridge, just outside Luxulyan village, to the mine.