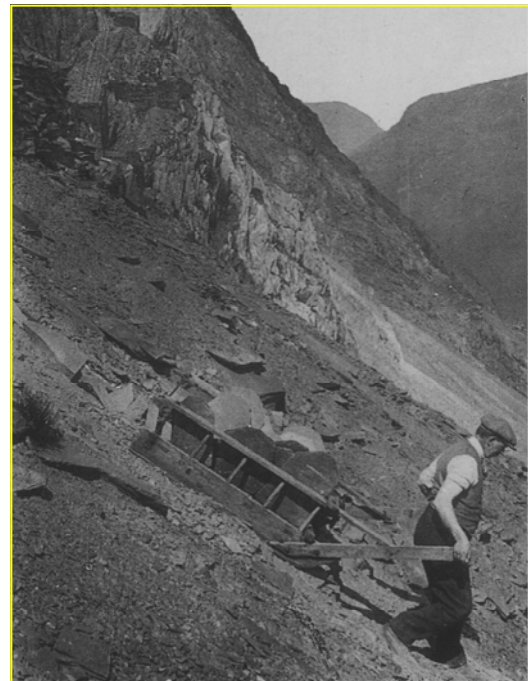
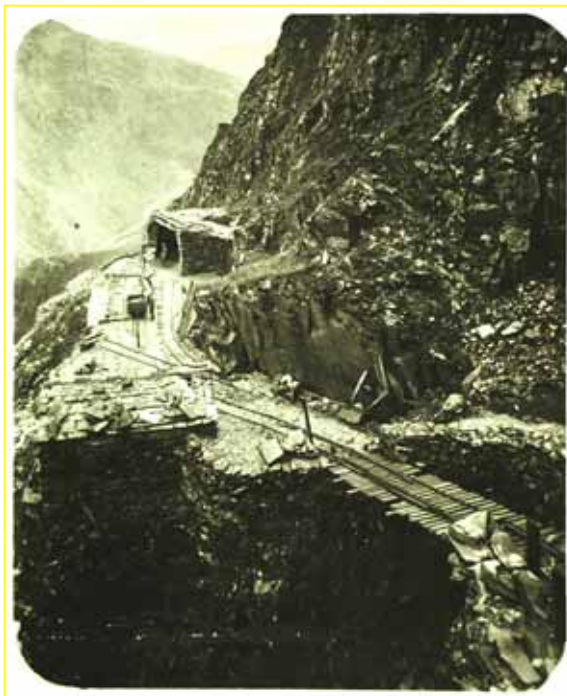


# Transporting the Slate

Transporting finished slated from this remote and mountainous site was always difficult and many of the remains now visible on the site reflect attempts to solve this problem. The earliest are probably the packhorse tracks leading from Ash Gill and Bull Gill Quarries down to the Warnscale Beck.

The technique of hand sledding was used to transport slates down to the scree slopes directly from Bull Gill and Yew Crag to the Buttermere Road. Highly skilled men would run in front of loaded sledges holding onto two shafts, steering the slates down the screes to the road below, a highly dangerous occupation. Parts of the sledways, made of small fragments of slate waste, can still be seen.



The self-acting inclines, worked by gravity, were introduced in the 1880s and are still highly visible features of the landscape. Each consisted of a steeply inclined railway on a regular gradient, requiring the construction of embankments and cuttings. This track carried trucks controlled by cables from drumhouses.

Following the creation of the Buttermere Green Slate Company, inclines were built to carry the finished slates away. After 1892, The Hause became the centre of operations and was to linked the quarries by road, tramway and inclines inside the mine.



The Yew Crag incline was modified in 1932 when an electric winding engine was installed. An even greater engineering feat, involving the bridging of Bull Gill, was the construction of the Honister external incline.

