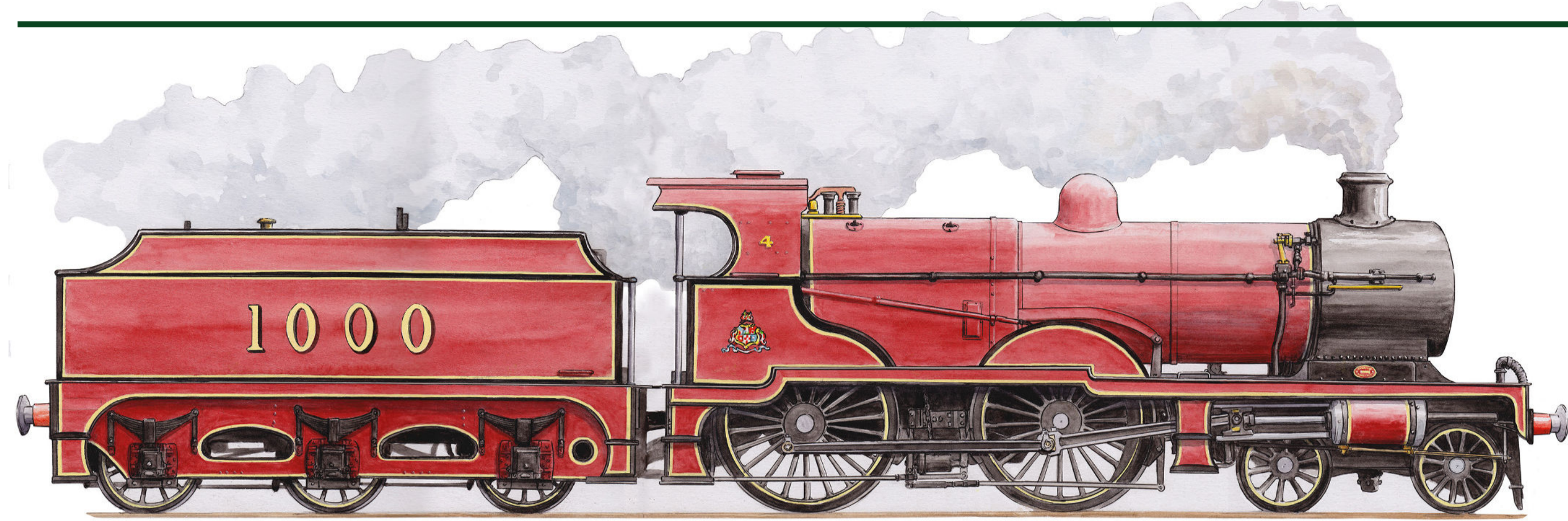


Welcome to MATLOCK AND THE RAILWAY



Midland Railway Locomotive 1000 restored in 1959 to its 1914 superheated condition

Midland Railway No.1000 was designed and built by the Midland Railway in Derby in 1902. It was the first in an innovative family of 'compound' steam locomotives. By using the steam twice these compound engines used much less coal. In total 240 were built up to 1932. These graceful 4-4-0 engines were a common sight in Matlock until the 1960s.

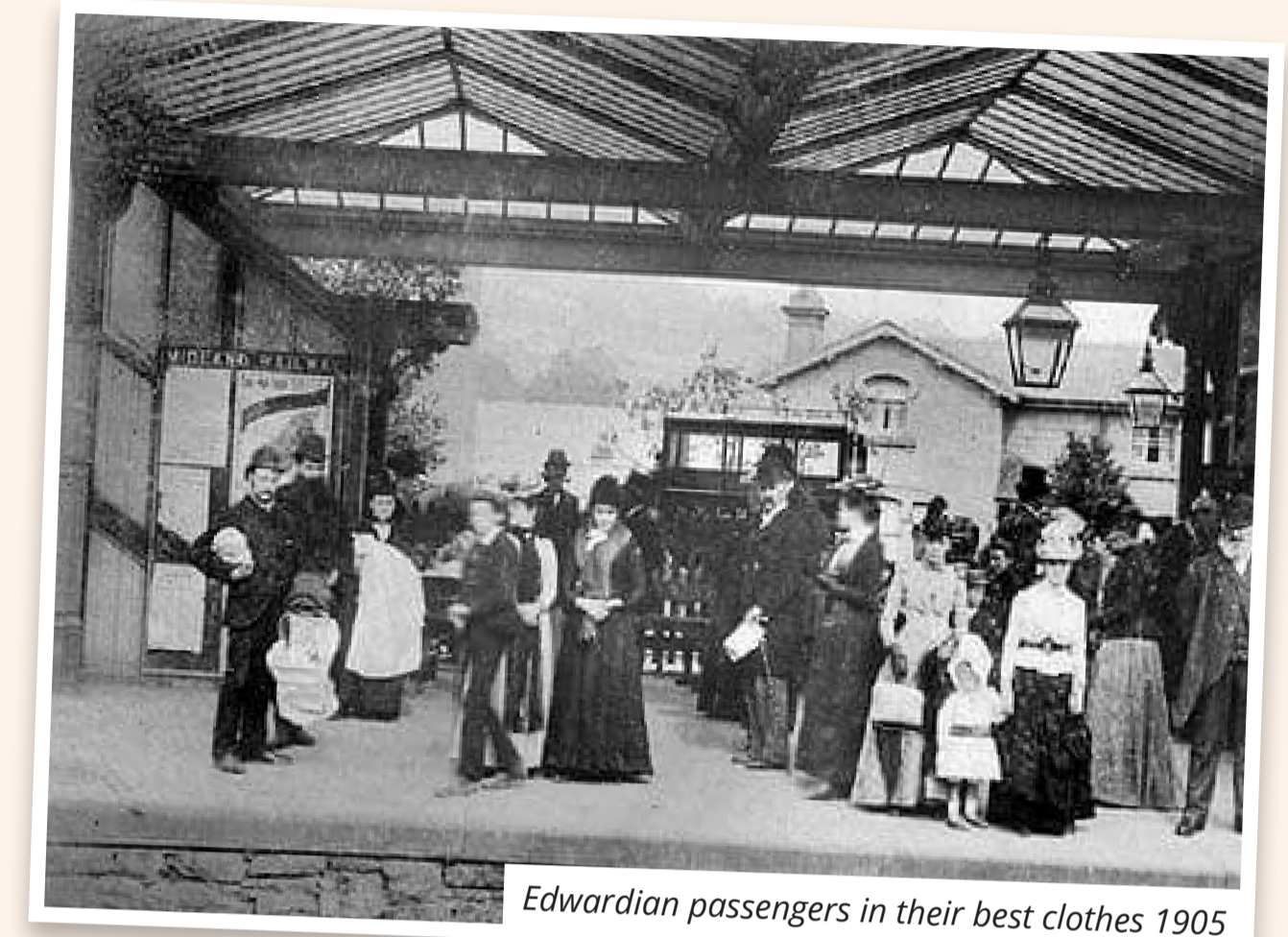
The artwork symbolises the emergence of modern-day Matlock following the arrival of the mainline railway from London in 1849.

The Real Thing

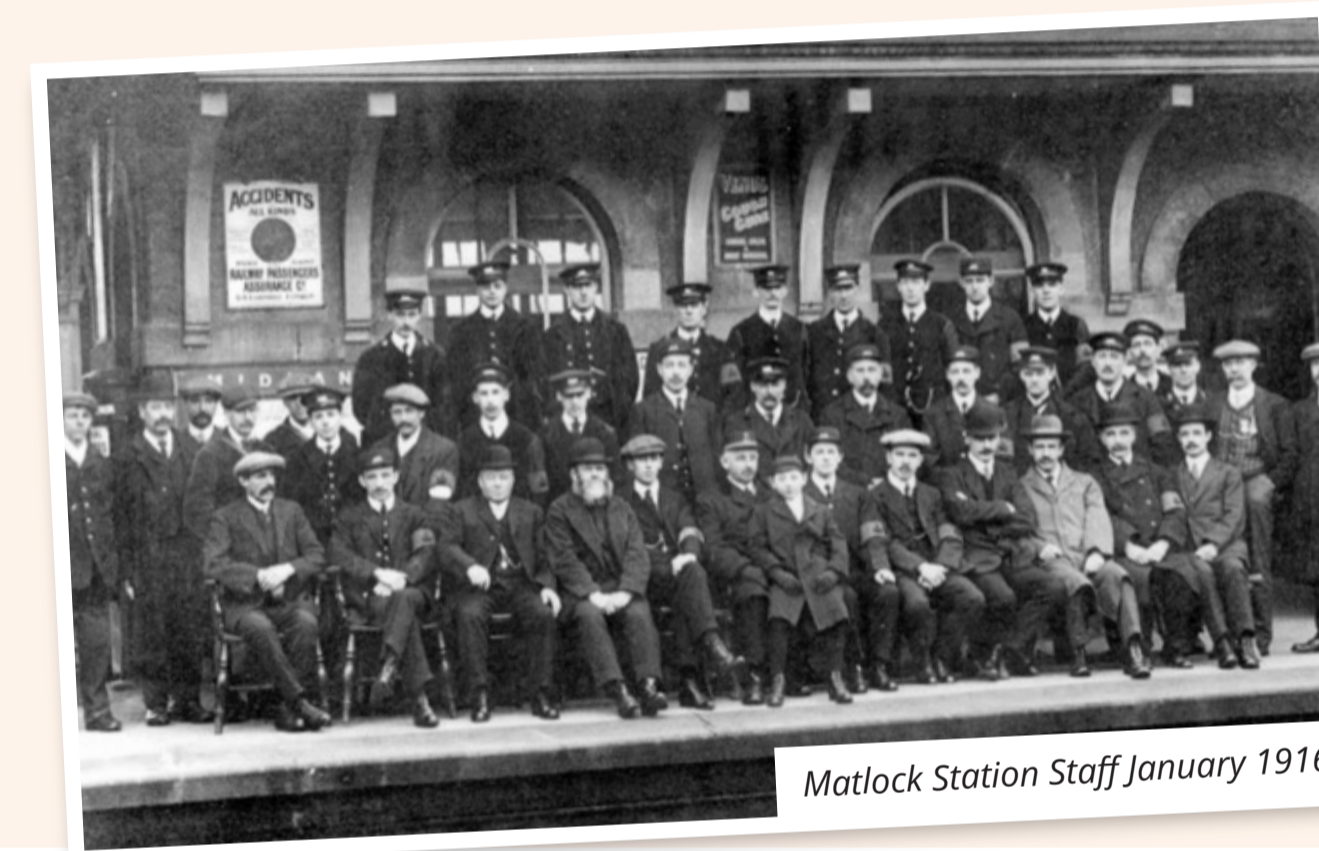
The original No.1000 was withdrawn in 1951 after 49 years' service. It was restored and taken into the National Railway Museum's collection. It can be seen at Barrow Hill Roundhouse outside Chesterfield (as at 2024). www.barrowhill.org

The Railway and the Hydros

The railway was crucial to Matlock's development as a spa town. Pioneered by John Smedley, hydrotherapy (or 'the water cure') was believed to cure many ailments. Hotels and guest houses providing the water cure (called 'hydros') were built along Matlock Bank and by 1898 there were 30 of them. It was the railway that enabled this to happen and turned Matlock into a thriving holiday town. The water cure fashion declined in the 20th century with Smedley's the last hydro to close in 1955. Today (2024) most of the old hydro buildings still exist in a variety of new uses.



Edwardian passengers in their best clothes 1905



Matlock Station Staff January 1916

Growth, Decline and Redevelopment

The railway extended to Manchester in 1867. The station had over 40 staff in its heyday with other businesses operating nearby. The mainline north of Matlock closed in 1968. The 2007 development of the supermarket, car park, bus station and a new route (Derwent Way) for the A6 main road occupies most of the former railway land and the associated Cawdor Quarry.

