

# Furness Haematite Trail (FHT)

**Full Circuit - 25 miles from Barrow Dock Museum, via  
Furness Abbey - Little Urswick - Lindal - Ireleth -  
Askam - Thwaite Flat**

Thank you for downloading this guide.

The guide is in 2 sections.

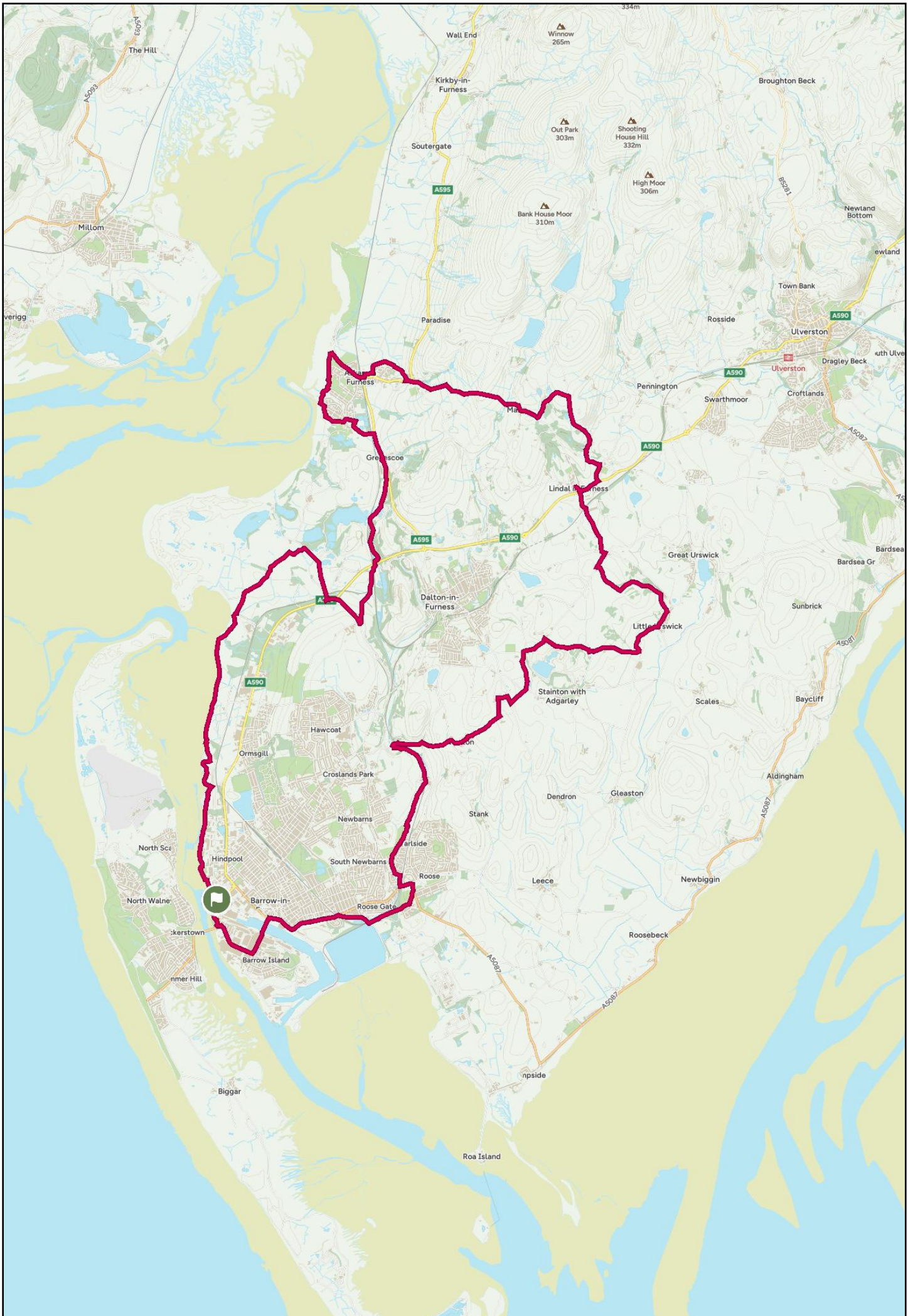
- A map showing the FHT Full Trail.
- Walk Instructions - for the full FHT.



There is a version of these instructions for printing on our [Facebook Group](#) page.

March 2026.

FURNESS HAEMATITE TRAIL - FULL CIRCUIT - 25 MILES FROM BARROW VIA FURNESS ABBEY - LINDAL - ASKAM



# FURNESS HAEMATITE TRAIL



## Section 1: Dock Museum to Furness Abbey

**These instructions for the 5-mile Section 1 of the full Furness Haematite Trail can also be used in conjunction with the separate 4-mile Section 1 Loop Route instructions to return to the Dock Museum.**

**A map and .gpx of the route is available to download from the Facebook group [Furness Haematite Trail - Maps & Guides](#)**

There is restricted parking at the Dock Museum. Contact reception by email or telephone 01229 876400 for advice. Opening hours: Wednesdays to Sundays 11.00am to 4.00pm.

*The Dock Museum opened in 1994 and is built over the graving dock (a dry dock), which was opened in 1872. The museum contains a model of an iron ore mine and information on the industry.*

With your back to the Dock Museum entrance, walk to the green and red buoys and read the information panel about iron mining machinery. Turn left and follow a brick-paved path, past some lobster pots walking alongside Walney Channel whilst following the W2W (Walney to Wear) cycle route.

Continue on the brick-paved path through the sculpture park and to the traffic lights ahead at the busy road junction. Use the pedestrian crossings to turn right onto Bridge Road, following a

broad footpath and cycleway, passing several entrances to BAE Systems shipyard.

At the roundabout note the twin turrets of the Victorian Devonshire Buildings ahead of you.

*Built around 1874 and financed by the Duke of Devonshire the buildings were built to accommodate newly arrived workers and their families. Each block contained dwellings of five or six rooms. There is an octagonal tower at the end of the block with a boarded up opening on the first floor. This was intended to lead to a walkway over the road connecting to the tower of the smaller block to allow pedestrians to cross over the rail tracks.*

Turn left into Michaelson Road, crossing to the right-hand side of the road at the pedestrian lights. At the end of the bridge, take the steps down on your right to Strand. Turn right along Strand.

*Strand- This marks the line of the original channel shore, before the building of the docks. In the 1860's and early 1870's the Strand was the main commercial thoroughfare of the new town.*

*This area by the traffic lights was the site of an iron ore floor, where ore was dumped for loading onto boats moored in the channel. The site was re-discovered when digging foundations for a petrol station.*

Walk a little further on until the bend to the left in the road.

*The new town was controlled by the Furness Railway. As the road bends to the left the Victorian building on your right was the first 'permanent' station, built about 1862. Furness Railway's*

*booking office and headquarters were sited in St. George's Square opposite where the church is. St George's Church was built between 1859 and 1861. The church's first bell was made by Naylor and Vickers of Sheffield, forerunners of the firm who later made Barrow into a shipyard town.*

Continue past St. George's Square and begin walking down the tree-lined Salthouse Road (A5087).

*St George's School on your left is the oldest school in Barrow and was built in 1849 and extended in 1854, the school also served as a Mechanics Institute, where fines were levied for bad language. The school was used for church services until the church was ready.*

*Salthouse Cottages- The two rows of sandstone cottages straddling Rawlinson Street were built between 1847 and 1849 and were the first post-village accommodation built in Barrow. They were built for Furness Railway workers (the remains of railway sheds can be seen on the opposite side of Salthouse Road).*

Proceed down Salthouse Road passing the site of the proposed Marina Village turning right immediately after the rail bridge and continue along Salthouse Road.

Towards the end of the road turn right to pass a 'Private Road' sign and under a low rail bridge.

Immediately take the next turning on the left, to Salthouse Mills Industrial Estate and walk to a Victorian red brick building topped by a water tank on the right.

*This was Salthouse Paper Mill. Started in 1887 as Barrow Chemical Wood Pulp Co. Raw materials for the papermaking process came by boat from several countries then by train into the factory. At its height the factory employed several hundred workers and closed in 1972.*

As soon as the former paper mill is reached, turn left along a dirt track and pass an electricity pylon. Go through a kissing gate and follow an obvious path alongside a tall metal fence.

*This footpath was a branch line that carried the iron ore from the Yarlside and Stank mines to link up with the Furness Railway. Towards the end of this path a housing estate appears on your right. This was the site of the workhouse and infirmary erected in 1876 and later became Roose Hospital which closed in 1993.*

Walk straight ahead passing allotments on the left to reach a road junction. Turn left, walk to the end of this short bit of road. Across the road is North Row.

*North Row, and the row of houses behind it, South Row were originally known as Roose Cottages. They were built by the Haematite Mining Company to house the influx of Cornish miners and their families when the Yarlside and Stank mines were opened in 1876. The rail track transporting iron ore from the mines to the Furness Railway line went behind South Row.*

Walk towards the traffic roundabout, cross Roose Road at the refuge to your left onto a broad pavement opposite. Cross the rail bridge, take the next road on the right and continue to Tesco supermarket. At the end of the Tesco building turn left along a

tarmac footpath. Just before reaching a footbridge over Red River, turn right along another tarmac footpath and follow the river upstream. Continue to follow the fence. Eventually you will come to a busy road through the housing estate with a blind bend to your right. Take care here! Cross the road, aiming for another tarmac footpath diagonally opposite. This is the Greenway walking and cycling route that leads to Furness Abbey. You will pass a children's play area and when the houses peter out continue to follow the footpath over a wooden footbridge. At a metal bridge on your right, you have a good view of where Yarlside Mines were on the hillside to your right.

*On the hillside to your right can be seen the site of Yarlside Iron Mines. As with most mines there were a few pits sunk to access the ore. There was also a raised tramway track to transport the ore to the Furness Railway line. The mine was owned by Yarlside Mining Co. (1875-1891) and afterwards by Barrow Haematite Steel Co. Ltd., with royalties from the mine being divided between the Dukes of Devonshire and Buccleuch.*

Continue to residential buildings which are situated at Parkhouse Farm. Go through a pedestrian gate ahead, keeping to the left of a large barn and a concrete wall on your right. Go through two more gates.

*The wall on the left is the medieval boundary wall for the abbey and the amphitheatre near the car park was a medieval quarry where stone to build the abbey was sourced.*

Continue along the path descending to a gate that leads to Abbey Mill Café.

*Abbey Mill café building was recorded in the 15<sup>th</sup> century as being the dwelling for the Abbey's Lay Steward responsible for the Abbey's finances.*

Make your way to the car park where Section 1 of the trail finishes.

Now...

**Either** use the Section 1 Loop Route to return to the Dock Museum.

**Or** use the Section 2 trail guide (which starts from the Amphitheatre car park)

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December 2025

# FURNESS HAEMATITE TRAIL



## Section 2: Furness Abbey to Little Urswick

These instructions for the 4-mile Section 2 of the full Furness Haematite Trail can also be used in conjunction with the separate 4-mile Section 2 Loop Route instructions to return to Furness Abbey.

A map and .gpx of the route is available to download from the Facebook group [Furness Haematite Trail - Maps & Guides](#)

From the Abbey car park turn right uphill on the blocked-off lane for about 50 metres turning right at the finger post. Follow this footpath to the level crossing of the rail track, through a kissing gate and into the field noting the crossing keeper's cottage on the left. In the field walk uphill past some gorse on the left to trees and a kissing gate adjacent to the lane. A view of Bow Bridge is below on your right at the bottom of the field. Turn right onto the lane and, at the grassy triangle at the junction, fork right and go through a kissing gate opposite.

Walk uphill in a straight line heading for the left-hand power line. Halfway up the field head for a four-finger finger post coming into view. Here look back at the fine views of Barrow and the Irish Sea. Go through the kissing gate and into the field.

*At this point, in the diagonal left-hand corner of the field is a slight depression in the ground. This was where the West Newton mine (Stank Buccleuch Royalty) also known as San*

*Domingo pit was situated. There was a drift/mine level, known as the long drag, connecting this mine to Yarlside mine to your right. The term 'royalty' indicates the right of the landowner, in this case, the Duke of Buccleuch to receive payment (often as a share of the iron extracted) from the mining operations conducted on their land. Another major player in the Furness haematite industry was the Duke of Devonshire. Income from land not owned by these two went to the landowner, often a nearby farmer, upon who's land the ore was being extracted.*

Keeping the boundary on your right, walk to another kissing gate and onto the road at the outskirts of Newton village. Walk straight down the road opposite, past the Village Inn, noting the iron mining illustrations on the pub sign, past the village hall and the Farmer's Arms. Walk on the right-hand side of the road to face oncoming traffic on this narrow lane.

Do not be tempted by any lanes on the left but continue as far as a gravel and partially tarmaced farm road on your left opposite an entrance to North Stank Farm on your right. This lane is known as Occupation Lane. Take this track on the left and keep straight ahead. On reaching a gate with a 'No Entry' sign (applies to vehicles) squeeze past the side of the gate. On your left you will see a chimney. This is Woodbine Pit also known as Dickie Pink's.

*Newton Mines were worked as early as 1855, and the chimney is one of the few remaining surface structures to do with the iron ore mining industry. The chimney was likely part of the steam*

*engine house used to power the mine's operations such as the winding gear at the pit head. The building on your right as you approach a metal gate was the foreman's office and changing room for the miners.*

From the gate go straight ahead until you come to a metal gate on your right with a footpath waymark. Go through and, as you make your way uphill, aim for the left of the buildings where you will find another gate. Notice the remains of a former pit in the little valley to your left.

At the lane turn right. This is quite a busy lane so walk on the right to face oncoming traffic. After about 200m go through a stone stile on your left, with a finger post signed to Long Lane. Walk towards the boundary on your left passing through a stone stile and a wooden stile in the hedge. Walk diagonally to the right, down through the field, aiming for two pylons close to each other.

*Over these two fields was an aerial ropeway where ore in tubs (kibbles) were transported from Woodbine pit to a railway siding at Stainton. If you are lucky, you might be able to find samples of iron ore which had spilled from the overloaded kibbles. On one occasion a kibble was overloaded and swung so low a cow in the field was struck and killed. In the next field you may find shards of domestic pottery. These may have been thrown into the "night soil" collected from people's houses, and spread on the field to fertilise the ground.*

Maintain a diagonal line to a double stile and then over another stile onto Long Lane. Again, this lane can be busy so care should be taken on crossing. Turn right, then take the bridleway on the left at the 30mph sign, eventually walking past Minikin Hall Farm.

*In the field to your right near Longlands Farm are four concrete pads which may have been part of the aerial ropeway, mentioned earlier, leading to the mine beyond the treeline.*

At the end of the track note the football club to your left, then turn right onto the lane.

*A few years ago, an old shaft opened in the football club grounds and had to be filled in. The slight rise in the lane was where a rail tunnel went under the road which has been filled in. The railway was the branch line from Dalton to Stainton quarry.*

Continue until you reach a farm on your left and Liam's Spray Shop and a stile opposite on your right in a hedge. Go over the stile and through a metal gate ahead. Go straight across the field to a stile, and then immediately over a second one the other side of the 'green' lane. This lane is an ancient right of way called Slop Lane shortened due to the ingress of Stainton Quarry to your right.

*Stainton Quarry has a rich history, originally formed from extensive iron ore mining in the Low Furness area. The quarry has been in existence for over 150 years and was originally two quarries now worked as one, producing high purity limestone for export and the local construction industry.*

Follow the boundary on your right to a broken-down stone wall and a squeeze stile.

*This area is known as Stone Closes and the right of way passes the remains of a pit, depression in the ground near the wall, in the left-hand corner of the field. There were also remains of an engine house (not evident) and foundations of a building which may have been a gunpowder store.*

Make your way to the left, negotiating any gorse or hawthorn, to the exit stile onto Stone Barrow Lane.

Bear right and go through a metal gate on your left. Keep right to the corner, through a makeshift gate and stile, and onto Bolton Heads.

The raised track you are on was a mineral line. Head for the spoil heap ahead, passing to the left. Head to rocks and a large tree and continue on the grassy track. Aim for the corner of a dry-stone wall and metal farm gate. Through another metal gate and aim for a line of three trees. FHT marker on first tree. Follow the tree line and head for the buildings and a stile. At the next gate turn left at the lane and continue to the end of the road.

**(Before you reach the end of the lane, on your left is a bridleway. This is the start of the Section 2 Loop Route).**

Now...

**Either** use the Section 2 Loop Route to return to Furness Abbey.

**Or** To continue on to Section 3 of the full Haematite Trail, turn left onto the main street through the village. The old grammar school was on your left. Past the bus shelter and info board on your left.

Section 2 finishes at the finger post to Dimple Holes Lane footpath and connects with Section 3. Now use the Section 3 trail guide (which starts from Dimple Holes Lane footpath to Lindal in Furness)

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December 2025

# FURNESS HAEMATITE TRAIL



## Section 3: Little Urswick to Lindal

**These instructions are for the 2 mile Section 3 of the full Furness Haematite Trail, and can also be used in conjunction with the separate 5.7 mile Section 3 Loop Route instructions to return to Little Urswick.**

**A map and .gpx of the route is available to download from the Facebook group [Furness Haematite Trail - Maps & Guides](#)**

This section starts at a finger post on the left signed Dimple Holes Lane.

Continue up a short narrow green lane between houses to a stone stile at the side of a metal gate. In the distance you can see a brown communications pole. Head for this noting the ancient broken-down walls you are walking between. From the pole, follow the high stone wall on your left, keeping close as the wall curves to the left until you reach a stone stile.

At the side of this stile, you can see a metal gate on your left. Keep straight on, staying close to the left-hand boundary to another stone stile which is at the edge of a wood. Follow the obvious narrow path through the wood and exit over another stone stile into open ground.

*On your left, slightly elevated is the prehistoric settlement of Urswick Stone Walls extensively excavated in 1907 and dated to*

*the Iron Age or Romano-British period approximately 800 BCE to 43 CE by the finds including numerous fragments of haematite. An early pre-roman bloomery was also discovered on the site, the supply of iron ore being extracted from a vein nearby. This deposit was again exploited by a shaft mine in 1846-1889 although surface workings pre-date this.*

*Bloomeries were used as far back as pre-Roman times and were used to smelt the iron ore using charcoal. Bad management of coppiced woodland, and the laborious process of producing charcoal, resulted in the search, as the industrial revolution approached, for other fuel, namely coal. However, the cost of transporting coal from coal fields in the northeast of England spurred the iron masters to search for coal more locally without success. However, rich and plentiful seams of superior grade haematite were discovered instead which was essential for the steelmaking process.*

After the stile, stay low and go straight ahead with Bower Wood on your right. About 20 metres after passing the tip of Bower Wood look for a small outcrop of stones. This is believed to be Bower Well, now filled in, which must have been one of the sources of water for the settlement. Aim for a metal farm gate ahead and as you near it, branch left to a stone stile which takes you into Dimple Holes Lane. Turn left onto the lane, uphill, passing a wooden gate on your left at the right-hand bend in the lane. As the green lane descends you are coming into the area of Sheep Rakes Mine.

*Behind the hedge on the left, in a couple of places, you might spot spoil heaps and evidence of filled in shafts. Across a field on your left was the engine house and the building where the dynamite was stored. At the bottom of the lane the Verstone Kennels building was the former office and changing room for the pit. There is a spoil heap next to a filled-in shaft in the corner of the field opposite the kennels.*

At Verstone Kennels turn right and walk to the crossroads. Turn left and almost straight away, take the footpath on the right.

*To your left, a couple of fields away was Lindal Cote Mines with many pits situated to the southwest of Lindal Cote Farm. The first record of mining here was in 1721 when the Backbarrow Company were making trials at Lindal Cote although it's not clear when commercial mining was first carried out. Owners of the mine, which had a troubled history of flooding, were Brigden & Co., Ulverston Mining Co. and Harrison, Ainslie & Co. Ltd.*

*As you walk down this next field, on your right, is a motorhome storage yard. This area was the site of Lindal Moor Electric Power Station built in 1906 by Harrison, Ainslie & Co. Many of the iron ore deep mines had a very bad flooding problem and miners often were working knee-deep in water. To try to solve this problem, the first steam pumping engine in the area was installed in 1840 at Lindal Cote Mines. In 1855, a tunnel, known at Clerks Level, was driven 100 feet below the level of the mines, and over one mile long, enabling the water to drain into Urswick Tarn. In 1907, 21 million gallons of water a day were being*

*pumped into Urswick Tarn using electricity from the new power station.*

Head to the bottom of the field and slightly left to a stile. Ascend the next field keeping to the boundary on the right to a kissing gate and then through another kissing gate. From the top of the hill head downhill and go through a modern kissing gate and into a factory car park. There are a couple of recreation tables here.

Walk to the lane and turn right. As you cross the rail bridge look to your left along the line.

*This was the site of Lindal Station which was opened in 1851, closed in 1951 and later demolished. Now look to your right along the line and, in the distance, were sidings where a steam engine fell into a hole that opened (probably related to the mining) and is still underground as they couldn't retrieve it.*

After the rail bridge, walk past the Railway Inn to the crossroads. Cross the A590 at the pedestrian traffic lights to your right, take the road into the village forking left at the War Memorial to St. Philip's Church and the iron ore mine display inside. The church is open every day (10.00am-4.00pm) although access to the display may not be possible during church services.

*This wonderful, detailed exhibit was created by Tom Quirk some years ago and was restored by his nephew Dick Quirk. Additional information is available inside the church about the iron ore industry in Lindal. Explore the website for more information: [www.lindal-in-furness.co.uk](http://www.lindal-in-furness.co.uk)*

## End of Section 3

### Facilities

Lindal P/PB

- P – Parking
- PB - Public Transport (bus)

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February 2026

For the latest information, and the most up to date instructions for all Furness Haematite Trail walks please follow this link or scan the QR code.  
<https://tinyurl.com/FHT-Section3-1-0>



# FURNESS HAEMATITE TRAIL



## Section 4: Lindal to Askam via Ireleth

These instructions are for the 4 mile Section 4 of the full Furness Haematite Trail, and can also be used in conjunction with the separate 4 mile Section 4 Loop Route instructions to return to Lindal from Ireleth.

A map and .gpx of the route is available to download from the Facebook group [Furness Haematite Trail - Maps & Guides](#) or our [website](#)

After visiting St. Peter's church and the lovely model of the mine, with your back to the church, look to your right at the Old Vicarage.

*This was once the residence of Edward Wadham, the agent for the Duke of Buccleuch in 1866 known then as Lindal Mount.*

Walk left from the church, downhill, and follow the road to the right, to the A590. Turn left and walk along the pavement.

Take the next turning left signed to Loppergarth, called Pennington Lane. Follow this lane, enjoying the colourful farming implements in the garden of one of the houses, and continue to the crossroads.

*At the crossroads, iron ore from No. 17 pit and Gillbrow Mine was carried on a tramroad to join the Furness mainline. To your right, on the opposite side of the crossroads was the site of the Diamond Pit and further over Gillbrow Pit. The owners, 1863-*

*1913 were Harrison, Ainslie & Co. On the left were workshops, offices and a sawmill.*

At the crossroads turn left signed Marton.

*Walking a little more up the road the building on your left was the engine shed.*

Take the next tarmac lane on your right signed Whinfield.

*As you proceed up the lane and before you come to the houses- which used to be a farm and outbuildings- the area to your right was the site of the Whinfield Pit. The small valley to your left was the main vein where many shafts were sunk to extract the ore. In the mid 1800's, once it was realised that money could be made from mining iron ore, landowners and farmers leased out their land to the mining companies but usually had little to do with the mining of the ore.*

Take the first track left signed Carr Kettle.

*As you ascend you will see fine views over the Lindal Moor mining area to your left. Out of sight but below was the Old Hills tramway, the brick supports of which can still be seen just beyond the primary school in Lindal. This tramway subsequently joined the Lindal Moor tramway. Also in the village is Lindal Primary School which was provided by Harrison, Ainslie and Company on behalf of the Duke of Buccleuch in 1854. Due to the influx of immigrant miners, the original school was inadequate and augmented in 1860.*

When you reach a couple of cottages on the left take the right of way between Crest Cottage and Ridgemont, climb the first stile and walk downhill. Cross a second stile, walk alongside a fence to a third stile.

*The area below and downhill to your left was known as The Waste which was an area of uneven ground populated with vegetation. To your right, below the reservoir, the remains of miner's cottages can still be seen.*

Continuing downhill, pass a fourth stile and walk further downhill, aiming for a gate and crossing a stile beside it to reach a road. Turn left downhill on the road to a T junction.

*As you walk down this lane, above you and out of sight to the right were the Poaka Open Workings, another area of iron ore mining with an incline, a mine shaft sunk at an angle to the vertical – the angle would have been determined by the slope of the hill.*

At the road junction note the reconstruction of an ore carrying bogie behind a fence on your left which was used to transport the iron ore. Turn right here.

Just after the junction the double gate on your left was the line of the mineral tramway to Lindal from the Poaka workings you have just walked past. Walk past the telephone box/information point on your right and the recreation area on your left which is an ideal place for your refreshments. Continue past the recreation area bearing right at a road junction signposted for Ireleth.

At High Farm on the left, before you leave the village, turn left at a finger post into a farmyard but do not take the wooden gate ahead. Instead, bear right towards the front door of High Farm, past an outbuilding with a sloping roof and a way marker. Immediately ahead, take the metal kissing gate into the field. Go ahead through a metal farm gate and head for the bottom right-hand corner of the field. Through another metal kissing

gate, down the 44 concrete steps to cross a concrete bridge, over Poaka Beck immediately followed by a stile. Walk uphill going through a Victorian metal gate, preceded by a few steps then immediately bear left to a large metal farm gate. Following the direction of the way markers head diagonally right uphill and cross a double stile in the far corner of the field. Continue in a straight line uphill, aiming to the left of the second wind turbine from the right. This will reveal a stile onto Rake Lane. Cross the lane, and another stile, then look downhill to locate two gates and aim for the stile between them.

Head diagonally right through two fields. After crossing the stile to the second field, follow the boundary on your right (this is the right of way) to the corner of the field, turn left down the farm track in the direction of the farm buildings. Before you reach the farm buildings, cross a stile by the side of a gate, continue to a gate and stile on your right near the farm.

Go over the stile to your right, bear left downhill and head for a way marker post in the middle of the field. Passing a small wood on your right, head to the right-hand corner of the field, over a stile, down some steps to Ireleth Brow. Turn left and walk up to St. Peter's church, an ideal place with beautiful views and seating, for a well-earned break.

*Known locally as the 'Iron Church', St. Peter's was built with funding from the profits of iron ore mining, giving it its nickname and dedicated on June 29<sup>th</sup> (St. Peter's Day) in 1865. Inside the church is a plaque in memory of Myles Kennedy, one of the mine owners. The church bell was installed by the Kennedy family.*

From Ireleth Brow follow the road downhill, past a row of cottages on your right to a 1:8 gradient road sign.

**This is the point where Loop Route 4 breaks away from the main trail to return to Lindal. Follow the separate Loop Route 4 instructions to return to Lindal**

If continuing on Section 4, from the gradient sign join the main road, Ireleth Road, continue downhill and opposite Pinfold House on your left, turn right into Saves Lane. Continue downhill noting some of the houses mentioned below.

*Ireleth village is mentioned in the Domesday Book and remained a small village until the 19<sup>th</sup> century when the population began to grow because of iron ore mining. This part of Ireleth pre-dates Askam which didn't exist (apart from a few isolated farms) before Askam Steelworks was built. As you wander down the lane note the dates on some of the cottages as early as 1710. The initials above the dates are interesting. The initial at the top is usually the last name of the builder/owner and the two initials underneath are those of the first names of the husband and wife. Note the Temperance Hall on the right and an interesting side wall of the barn fold at Belvedere on the left.*

At the left-hand bend at the bottom and after the children's play area, take the next right into Ireleth Court Road to the end and through a narrow ginnel in the left-hand corner between numbers 15 & 14A. This takes you back onto Ireleth Road.

This section finishes at Askam railway station.

### **Facilities:**

**Lindal**

PT (Bus)

## **Askam**

PT (Train)

PT (Bus) 7/X7

Toilet adjacent to Platform One café

Café open (Thurs – Sun)

Convenience Store

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Information correct - March 2026

For the latest information, and the most up to date instructions for all Furness Haematite Trail walks please follow this link or scan the QR code.  
<https://tinyurl.com/FHT-Section4-1-0>



# FURNESS HAEMATITE TRAIL



## Section 5: Askam to Thwaite Flat

**These instructions are for the 4.5 mile Section 5 of the full Furness Haematite Trail, and can also be used in conjunction with the separate 3 mile Section 5 Loop Route instructions to return to Askam from Thwaite Flat.**

**A map and .gpx of the route is available to download from the Facebook group [Furness Haematite Trail - Maps & Guides](#) or our website, QR code and link on reverse.**

Leave the railway station after reading the information boards on the platform and, with the Co-op on your left, walk ahead down Duddon Road to the free car park near the shore revealing lovely views of Black Combe and the Duddon estuary.

**NOTE:** When the new King Charles III England Coast Path opens, this section of the trail down to Ormsgill in Barrow will change. A date for this is currently unknown. In the meantime, follow these walk instructions.

Enter the car park and go to the information board which mentions iron ore mining to your right. Then, turn to your left and follow the sometimes-narrow path over the cliff top, staying high, heading towards what looks like a bridge in the far distance.

At the Duddon Inshore Rescue Lifeboat Station building take the broad sandy track still heading for the 'bridge'. You are approaching the area on your left where Askam Ironworks was sited and the banking on your left is made up of slag, waste material from the ironmaking process.

Before the 'bridge' turn left up a narrow track and then concrete steps onto Askam Pier.

*Today, there are reminders of the town's industrial heritage from street names such as Steel Street and Furnace Street. Askam Pier, which is made from slag (waste) from the ironworks and was used to load iron ore and pig iron onto boats. Askam was established following the discovery of large quantities of iron ore. In 1864 the Furness Iron and Steel Company was set up to smelt iron at Askam. The site of the new works and village was called Ireleth Marsh. The ironworks were situated on a former rabbit warren. After a few years the Company was bought out by the Askam and Mouzell Iron Company but the intended expansion of Askam never happened. The ironworks kept going until 1919 but never managed to lift Askam out of its stalled development.*

There is an information board and a gate with warning signs about the pier.

Walk straight inland from the gate and then turn right into Avocet Crescent. Continue round and enter the old terrace of Furnace Place. Continue to the end of Furnace Place and turn left along New Road. The road bends right and reaches a junction with Lots Road.

*The Lots shore started out as a large rabbit warren. By 1865, Edward Wakefield purchased 'Chapman's Lots' which included the sand dunes. He bought the land with the purpose of finding iron ore and erecting a mine and ironworks to process the ore. Wakefield also had plans to create a small 'factory town' on the Lots with a church, school and a covered market, as well as housing for his workers and a large public park on the site of the dunes overlooked by large villas.*

*However, the town was only partially realised. With the ironworks struggling to be efficient and a lengthy court case over the ownership rights of the mine, the Wakefield family sold the Lots to Myles Kennedy of the Roanhead Mines in 1902. During Kennedy's ownership residents had access to the dunes and were allowed to erect 'pens' or small allotments to hold chickens, pigs and horses used in fishing.*

*In 1942 the Lots Social Club bought the land to guarantee free access for the residents in perpetuity and that, when the tenants of the shore pens became deceased, it had to revert to nature. In 1953 the club was put in trust forming the Askam Village Hall Charity.*

Turn right onto Lots Road. Walk on the right-hand side, facing oncoming traffic, all the way to a junction with the busy A595.

*On the area to your right as you approach the A595 was where the rail track from the Askam Ironworks and the Askam and Mouzel Tramway carried the ore from the various pits in that area.*

Turn right to walk beside the A595 on a safe, tarmac pavement then take the next right passing the Furness Brick Works and its landmark chimney on your right. Note the date of 1845 stamped on the bricks.

*The Askam Brick Company has a rich history dating back to its establishment in 1845. It was a family run business that has continued to produce bricks to this day. The company played a significant part in the growth of Askam, with the opening of the Furness Railway station building (mentioned in Section 1 of the trail) in 1868 reflecting the village's development. Today, as Furness Brick and Tile Company Ltd, it produces non-standard,*

*heritage and bespoke bricks with the use of a coal-fired continuous kiln to fire local clay.*

Here, you may see 'private' road signs, but this is a right of way. Go straight ahead along a gravel track and, at a gate, bear slightly right to follow a narrow tarmac road onwards, passing Park Farm.

*Just after Park Farm and at a level crossing on your right, can be seen the site of Park Iron Mines. The huge, flooded crater that you can see was created when an iron ore deposit called a 'sop', which often contained several million tons of iron ore, 100s of feet in length breadth and depth was extracted. This vast area of iron when extracted resulted in much subsidence on a grand scale leaving behind a massive crater that you see today.*

Follow this undulating road, then go under the A590 viaduct, passing Park South signal box and over the level crossing into Hawthwaite Lane. Take the next left, past a row of terraced cottages.

*The row of houses on your left was known as Thwaite Flat Cottages and was tenanted by miners. They were recorded in the 1875 Poor Rate Book as being owned by the Kennedy Brothers of nearby Roanhead Mines*

Continue along the road and pause before the entrance to Goldmire Quarry. NOTE: This is a busy working quarry with trucks entering and leaving the site and driving up the road which you will be using.

*Goldmire Quarry supplied limestone to Askam Ironworks, an essential ingredient in the ironmaking process.*

*Also from this viewpoint, in the trees to your left, was the site of Goldmire Iron Mines containing various shafts and a mineral*

*railway connecting to the nearby Furness Railway. The mine started in 1811 and was abandoned in 1900.*

Continue, gradually ascending to the old road running alongside the busy Park Road Turn right, joining Park Road and cross to the pavement opposite descending to the traffic roundabout. Turn left here signed Walney Island and soon, safely cross over the central reservation to Oak Lea Road opposite, signposted for Roanhead.

- Section 5 (main trail) **ends** here.
- Section 5 Loop Route **starts** here.
- Section 6 (main trail) **starts** here

## Facilities:

### At Askam

- Askam and Shore car park (height barrier)
- Public Transport (Train, and bus 7/X7)
- Toilet adjacent to Platform One café
- Café open (Thurs – Sun)
- Co-op Convenience store

Disclaimer: The publishers of this trail have taken all reasonable steps to ensure the accuracy of the historical information used in this trail. The information has been obtained from sources that are considered to be reliable and presented in good faith and is provided purely for information. The publisher disclaims all liability arising from negligence or otherwise in respect of such information.

Information correct - March 2026

For the latest information, and the most up to date instructions for all Furness Haematite Trail walks please follow this link or scan the QR code.  
<https://tinyurl.com/FHT-Section5-1-0>



# FURNESS HAEMATITE TRAIL



## Section 6: Thwaite Flat to Dock Museum

**These instructions are for the 5 mile Section 6 of the full Furness Haematite Trail, and can also be used in conjunction with the separate 5.5 mile Section 6 Loop Route instructions to return to Thwaite Flat from the Dock Museum.**

**A map and .gpx of the route is available to download from the Facebook group [Furness Haematite Trail - Maps & Guides](#) or our website, QR code and link on reverse.**

After having crossed the A590, walk down Oak Lea Road, over the railway and continue to a T junction turning left into Hawthwaite Lane. About 300 metres further on take the grassy lane with a finger post signed Sowerby Wood.

Follow the grassy lane straight ahead until a signpost is reached. Turn left to cross a cattle grid and follow a gravel farm track uphill, later crossing a second cattle grid. Enjoy the views of Black Combe and the sand dunes to your right. Continue past a metal farm building on your left to a gate with Victorian posts at the side. Another gate ahead affords views of the northern tip of Walney Island and the so-called Black Huts.

At the next gate you will see to your right and left evidence of a small railway bridge.

*A mineral track carrying iron ore from Roanhead mines behind you snakes to your left towards what was Furness Railway main line.*

Walk down from the bridge to a gate and a stile, then continue straight ahead along a sandy track. Keep straight on. At a bend to the left next to a small parking area, leave the main track to a minor one on your right with two low level metal posts either side. NOTE: The England Coast Path, when completed, will come in from your right. Walk towards a wooden gate ahead and go through. Follow the grassy track ahead and soon a substantial fence comes in on your left.

**NOTE:**

At the time of writing (March 2026) from this point to the Dock Museum the English Coast Path is yet to be completed so the authors deemed it appropriate to give as comprehensive walk instructions as possible in the meantime. At times, especially if the tides are high, mostly in spring, reaching the slag banks may be a challenge! However, once completed, the ECP will provide an obvious and safe path to your destination.

At this point until the ECP is finished, drop down a track to your right which goes past a broken barbed wire fence to the shore below and follow the shore to your left. It's easy to miss this track so stay focussed. It's important to time this section of your walk so that it does not clash with a high tide. Tide tables are available online ([link on reverse](#)). Care should also be taken on this section because of slippery rocks, small gulleys etc.

After passing two WW2 pill boxes (one on its side), continue past a third pill box aiming for a slag bank in the far distance. After a third pill box cross two wooden foot bridges and a fallen pillbox. At the end of the fence on your left follow the gravel track to the left and then uphill.

The path then passes through an open stony area, which is probably slag from the steelworks. Go straight ahead through

this area, following a faint path in the direction of an open grassy area slightly ahead of you. Bear left up the track heading between two gorse bushes and bear left towards the left hand gorse bush.

Follow the path towards some pylons in the distance and come to a gap in a wire fence, start to descend on the track. Go through another wire fence bear right to join another gravel path and pass a semicircle of rocks. The OS map shows this area as a disused pit.

Follow this track uphill where you will see a warning sign on the right-hand side about unstable cliffs. As you descend, take care.

Just before you get to the bottom of this broad track, there is a substantial metal fence, and some concrete blocks. At the T junction of the track you will see a path ascending on your right when you get to a junction after just a few yards take the right hand option if you want to go onto the top of the slag bank, where you will get fine views of Walney Island and North Scale village on your right, Barrow, Morecambe Bay and the Irish Sea. The left-hand option is flatter and joins the uphill route later.

*North Scale is an ancient hamlet once administered by Furness Abbey, its name is derived from the Norse skalar, which means hut. If the tide is out, you will see the raised boardwalk which is used to cross the channel. Not advised if the tide is coming in!*

*Walney Airfield was first used as an RAF training airfield during the Second World War. It has also been a civic airfield now used exclusively by BAE Systems.*

A bench at the top of the hill lets you get your breath back and the pleasure of a 360-degree view of the town of Barrow.

*Town View– The following prominent buildings can be seen on the skyline, from the east (left) to west (right) – St James Church (1869), Town Hall Tower (1887) and Devonshire Dock Hall (1986-1988).*

*The recreational path upon which you are walking was opened in August 1998. It goes from the Dock Museum to the slag banks and was devised to acknowledge the hard work done every day in the heat and noise of the Barrow Haematite Steel Company, the site of which was where Furness College is now located. The slag banks were created by waste products from the steelworks between 1859 and 1965. When you arrive at the car park take a little time to read the plaque situated in the wall about the sculpture “Miners” which stood on this site and is thought to have been destroyed by vandals.*

*The sculpture was made by Colin Telfer (who also made the sculpture in Millom Square) and was made of a mixture of resin and iron ore mix and stood on a plinth of St. Bees sandstone. The plaque on the wall, when viewed in 2025 had also been vandalized having been daubed with red oxide paint, making it difficult to read. Photos of both the sculpture and the plaque can be seen on the wonderful website [lindal-in-furness.co.uk](http://lindal-in-furness.co.uk)*

The path descends then flattens out to Furness College on your left. Take the steps down. Views of Jubilee Bridge ahead.

*Jubilee Bridge was opened in 1908 as Walney Bridge. It was a toll bridge until 1935 when it was freed from tolls and renamed Jubilee Bridge (to mark the Silver Jubilee of King George V).*

Devonshire Dock Hall and eventually the Dock Museum come into view. The Furness Haematite Trail ends at the Dock Museum (open Wednesday to Sunday, 11am to 4.00pm) where you will find friendly, helpful staff in both reception and the café.

There is a good display about the haematite industry, a model of a mine and samples of haematite.

This is the end of ..

- Section 6
- The FULL trail

and the start Loop Route 6.

## Facilities:

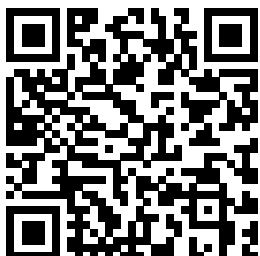
### Barrow

- Numerous shops and cafés
- Public transport, train and buses

### Dock Museum (restricted opening)

- Parking
- Toilets
- Café

[Follow this link to check tide times for the Barrow area](https://easytide.admiralty.co.uk/?PortID=0439)



<https://easytide.admiralty.co.uk/?PortID=0439>

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