

7. **OR c)** cross Butterley Hill and continue along Bridle Lane, under the flyover and through Hammersmith, following the red arrows on the map, passing Padley Hall on your L. *Hammersmith dates back to the 1820s. On the right are a number of semi-detached houses built for Butterley workers. The slightly later terraces on your left were also workers' houses, with allotments behind. They were known as Poker Row.*

Turn right along Butterley Lane passing Hammersmith House, formerly a Butterley Co manager's residence on your R and the cinderbank on the L. to rejoin route b) at Hammersmith Meadows.

8. On the opposite side of Butterley Lane from Hammersmith Meadows is Butterley Reservoir. At the entrance to Butterley Reservoir follow the main path ahead taking you around the reservoir. After some steps up you will cross the railway track. Bear right on the other side. Follow the path along the North side of the railway line via a metal bridge in the middle of the reservoir. (Take extra care in slippery or icy conditions.) Return to Butterley Station car

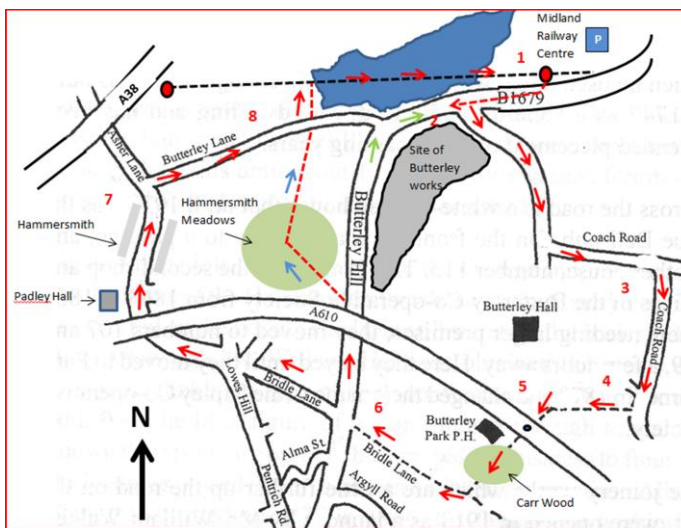


park by taking the right hand path at the end of the causeway, crossing the tracks again at the end of the platform.

Butterley Reservoir was the largest of the reservoirs built to supply water to the Cromford Canal, being some 50 acres in

surface area. It has a 600ft long dam on the West side, 33 ft high at the centre. The average depth of the reservoir is 12 ft, its original capacity 100 million gallons. The railway which crosses the reservoir was originally built on a timber viaduct consisting of 22 spans of 30ft, with a total length of 780 ft. In the 1920s the LMS replaced the wooden structure with the current stone causeway and metal bridge.

If the Midland Railway Centre is open on your return, do visit, and perhaps even take a ride on a train. Refreshments are available at the station.



This leaflet was published in 2013 by the Ripley Heritage Action Group and Ripley and District Heritage Trust and printed by Ripley Town Council. We hope the information in it is accurate, but if on completing the walk you find there are errors, or have anything to add, or photographs, newspaper articles or memorabilia concerning the Butterley Company in Ripley, these would be most gratefully received, and added to our collection.

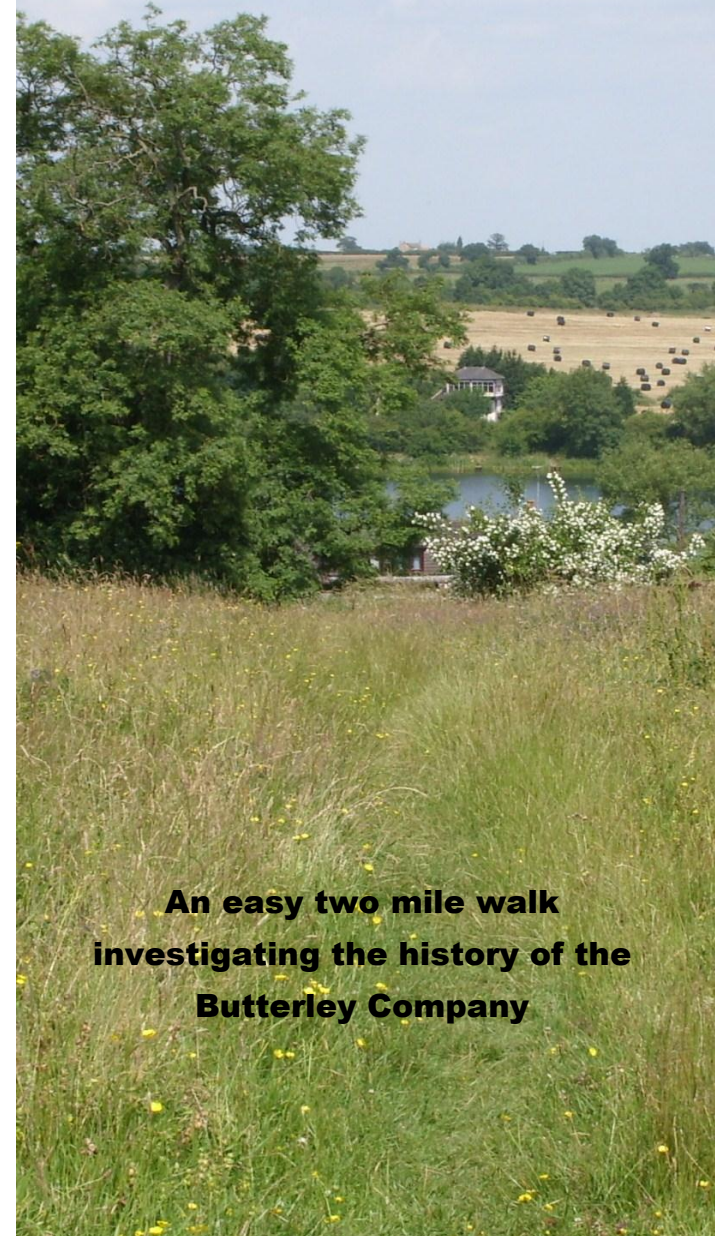
Walkers are responsible for their own safety at all times and must take the usual care when crossing all roads identified in this leaflet.

Reservoir picture by Tina Cordon/ Wikimedia Creative Commons

Butterley

FOUNDED 1790

A Walk through Industrial History



**An easy two mile walk
investigating the history of the
Butterley Company**

The Butterley Company was founded in 1790, and grew to be of immense importance to Ripley, employing 10,000 people at its height in the 1950s. It built the now restored roof of St Pancras station, the Falkirk Wheel and many other impressive iron and steel constructions. The Cromford canal runs in a tunnel underneath the Butterley site which had access to it via a unique vertical loading shaft. As well as the ironworks, the Company owned coal mines, brickworks and farms, and invested in schools and public services. It transformed the town.

This circular walk visits some of the sites where that transformation took place.

1. The 2 miles long, (2 hours at a slowish pace) walk starts at the Butterley Station car park of the Midland Railway Centre.

The original Butterley station was opened in 1875. The line was closed in 1968 and was reopened by the Midland Railway Trust in 1981.

2. Walk back along the station approach, cross the Ripley-Swanwick road at the top of the bridge (take care) to the entrance of the old Butterley Co. Works.

A number of structures of interest remain. The octagonal gatehouse building (now listed) was the Butterley Works gatehouse and Post Office. A plaque on this building indicates it was on the route of the Pentrich Revolution march in June 1817. Here, George Goodwin, Butterley's manager, confronted Jeremiah Brandreth on the steps.



The next building along the main road is a two storey washhouse, originally offices. The full extent of the lower works can be seen through the main gate or from the top end of the large stone building, formerly the Foundry Pattern Shop. The high wall on the left marks the boundary between the lower works and the Top Plain of the Works, on which new houses now stand. The Works opened in 1790, the foundry closing in 1986 and the rest of the works in 2009.

3. Turn left along Coach Road in front of the new houses, (Cromford View), continue around the RH bend over the route of the railway line exiting the Butterley works. Continue on the Coach Road, bearing L at the first Police HQ entrance. *The Cromford Canal opened in 1794 runs in a tunnel under the Butterley Works and Coach Road and follows the line of the Coach Road to its Eastern portal at Golden Valley. One of the airshaft vents for the tunnel (No 2) can be seen on the LH side surrounded by an earth mound and trees (adjacent to the traffic control point).*



At the T-junction, turn R.

At the T-junction stand two former Butterley estate houses. Carry on up the lane with the Police HQ on your R. Within this complex is Butterley Hall which was the home of Benjamin Outram, the key founder of the Butterley Company, from 1791 to his death in 1805. He died intestate, leaving his widow Margaret and his children almost destitute until a legal settlement with the remaining Butterley partners could be arranged. The picture above, drawn by his grandson, Frances Boyd Outram, shows the Hall in 1872.

4. Just past the main entrance to the Police HQ and the Unison building R, take the small footpath on your right, opposite the farm gate. *If you look across the farm gate on the left you will see the Jessop Monument straight ahead on the skyline.* Keep the brick wall on your right. At the end of the path you will see the Brewer's Fayre pub and Premier Inn sign across the main road.

On your left on the lawn in front of the Police HQ is a statue of a monk, in front of which is a stone from the chapel that stood on the Estate in medieval times.

5. Cross the car park entrance and turn L to the main road. Cross at the roundabout (take care) and go around the back of the pub. On the other side of the cul-de-sac is the entrance to Carr Wood.

This scrap of woodland is now a local nature reserve. The mature beech trees were planted to screen gracious living from the unsightly works which supported it. The distinctive wall between the woods and Bridle Lane is made of slag from iron smelting. At the south-west corner of the wood is a brick-built pump house, part of Butterley's complex systems for supplying water to their works and houses.

6. Follow the path dipping across the woods to join Bridle Lane and turn right. On emerging from Bridle lane on to Butterley Hill, you have 3 options:

a) turn right down Butterley Hill (the green arrows on the map) and continue back to the car park.

OR b) when you go under the A610 flyover cross the road to go through Hammersmith Meadows using the gap in the fence under the flyover. Go over a stile, through bushes and downhill along the RH edge of the field. (Follow the blue arrows on the map. See the picture on the front cover.) *Formerly known as Butterleyfields, Hammersmith Meadows may at one time have been a Butterley farm. The exclusive use of traditional methods has left a rich heritage of wildflowers.*

Go through the gate at the bottom and straight ahead where a public footpath sign points along the bank of the reservoir