



NEWSLETTER

No.5. May 2015

The project is about to end. It has been very successful; we have delivered everything that was promised and much besides. Many more people than we expected have kindly contributed and this success is entirely due to them.

So this is our final newsletter. We are including latest news, a big thank you to everyone who helped and giving details of what happens now and how you can share the information that has been gathered.

Thank you for your support and interest.

Back on track

The first of our three interpretation boards was unveiled by Councillors Margaret Lane and Valerie Thorpe of Crich Parish Council on February 13th. About 30 people attended despite the rain. They were able to inspect the mock-up wagon sitting on the 12 feet of replica plateway and railway track. The crowd was entertained by 15 year old Benammi Swift who played the accordion music, "The Walking Train", which he had written specially for us, on his own initiative.

Benammi has since recorded the music for us at a professional studio, accompanied by Ian Carter on the piano. "The Walking Train" has been added to our web-site and is to be used for background music for two videos that we are preparing. We are very grateful for this contribution.



LOTTERY FUNDED



Performing "The Walking Train"

Meanwhile a small number of children were enjoying the Family Workshop provided by Fleet Arts at the Congregational Church Hall in the village. Earlier in the week 17 children took part in the same workshop in Belper, making and decorating wagons and running them on the model incline.



Track laying and wagon building

Tunnel scheduled

Fritchley Tunnel on the Butterley Gangroad has been awarded Scheduled Monument Status.

Following our application to add it to the Schedule of Monuments, English Heritage considered all the representations made and completed an assessment. On the basis of their recommendation, the Secretary of State for Culture, Media and Sport decided to add the tunnel, to the schedule.

A copy of the Schedule entry for, together with a map, has been published on the National Heritage List for England, and is available for public access. This List can be accessed through the English Heritage web-site.

This is a significant achievement for our project. To summarise the tunnel is not only scheduled as a result of our investigations but is also listed by the Institution of Civil Engineers as a historic engineering work and recognised by the Guinness World Book of Records as the World's oldest railway tunnel. Not bad considering that just three years ago it was an invisible hole in the ground that hardly anyone locally knew about!



Re-discovery of the tunnel, February 2013

Project extended

Our project should have ended in March but although everything promised was in place we had underspent and the Heritage Lottery Fund allowed us to extend the project by three months so that we could spend the remaining grant on additional outputs within the original objectives. The main two additions will be a fourth interpretation board and a printed compilation of the main project results (over 400 pages!) to made freely available to local schools and libraries etc.

Industrial Heritage Day

As noted in the previous issue, the Butterley Gangroad will be a major part of the East Midlands Industrial Archaeology Conference that will take place on Saturday 9th May. About 80 people have booked already.

Booking forms are available on the Derbyshire Archaeology Web Site – www.derbyshireas.org.uk.

Interpretation boards

Two of the boards have now been erected. The third one, for Bull Bridge, is ready but we ran into practical problems when trying to erect it. We hope to resolve this soon. A fourth board is being considered for a site that will not require planning permission. The boards are being manufactured and erected by Shelley Signs.



The board in Crich.

Black Swan exhibition

The Black Swan pub in Crich has opened a small tea room so that visitors and walkers can take a break in the village, with tea and cake, as an alternative to a drink or regular pub meal.

We have installed a small permanent exhibition of the Butterley Gangroad in the tea room, with maps and old photographs. It can now be inspected at any time when the pub is open. You can also pick up copies of our walk leaflet there.

The pub is also now doing bed and breakfast for visitors who might like to explore the railway and the tea room also doubles as the breakfast room.

This has been a valuable exercise of working with the community and adding value to the visitor experience.

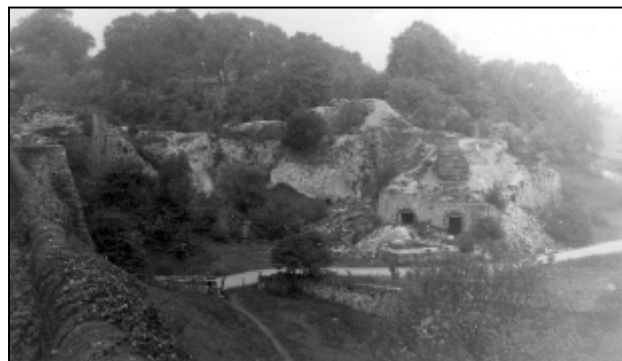
Still learning

At this late stage in the project we are still discovering new things. Recent findings have included:

1. A postcard sent to the Tomes family in the 1970s. It shows a sketch of the 1869 Chaplin vertical boilered locomotive “Coffeepot” drawn from memory. Our own research has confirmed that this is probably an accurate portrayal.
2. A chain link, possibly from the chain that was used to pull wagons up the incline.
3. What may be one of the later wooden sleepers in use as a gate post near the Hat Factory. Its too small for standard gauge and has the track fixing holes in the right place for the narrower gauge.
4. The discovery that the bridge over Drover’s Way probably only dates from c.1850 and that there was no earlier bridge here. What we think happened, based on site and map evidence, is that a quarry was extended and took away the railway formation and the bridge was added to provide easier access into this quarry.
5. We keep finding photos, mostly of the line during its derelict period. The one below is amusing, it’s a rare side view of a train. Its blurry because it’s the background in a family snapshot, there are tops of heads in the foreground! This picture shows how wagons were overloaded and why lots of stone fell onto the track. It also shows that engines may have worked downhill in reverse in later days.



More photos



Some views of the Amber Wharf area after closure show a lot of detail. This one was taken from the canal. You can see the later lime kilns on the right. They are still there but the core brickwork and much of the stonework has gone. To the right are remains of earlier kilns that were subsequently cut through by a terrace road.



The engine shed at the Hat Factory during its derelict period. You can see how the roof was raised and the building extended to the rear. Originally built around 1869 for the diminutive “Coffeepot” it would have been enlarged around 1894 for the first Bagnall engine, “Fitz”.



The Hat Factory when the engine shed and level crossing were in use.

A big thank you!

Many people and organisations have helped us make this project a success. Significant contributors have included Wessex Archaeology, TT Plant Services, Shelley Signs, The Golden Valley Railway, Alan Keef Limited, Roy Nadin Print, Rolls Royce, Derbyshire County Council, Amber Valley Borough Council, Crich Parish Council, The Glebe Field Centre, Fleet Arts, the Fritchley Congregational Chapel, The Black Swan in Crich, The Red Lion in Fritchley, The Strutt Centre in Belper, The Cromford Canal Society, Crich Heritage Partnership, the Bullbridge and Sawmills Association, the Heanor Local History Group, the Portland Path Project, Strutt's North Mill in Belper, Fritchley Primary School, The Alton Manor Beavers, Derby Telegraph, Belper News, Ripley and Heanor News, the BBC, ITV, the Railway and Canal Historical Society, The Early Railways Conference, The Panel for Historic Engineering Works of the Institution of Civil Engineers, English Heritage, the Guinness World Book of Records, the Matlock Railway Club, the Alexandra Railway Group, Belper Historical Society, the North East Derbyshire Industrial Archaeological Society

Individuals who have helped have included Barbara Foster, Peter Billson, Dudley Fowkes and Ian Mitchell as officers of the Derbyshire Archaeology Society; our own management committee also included John and Sally Midgley, Janet Honey, Tony Frearson, David Smith, Brian Key and Freda Raphael. Our research sub-committee also comprised Dave Bunting, Peter Dunkerley, John Gabb, Peter Smith, Philip Gilks and Robin Jeffcoat. The wagon mock-up was built by Ian Longdon, David Baldwin and Eddie Draper, and many others helped assemble it and lay the track. Others who have helped include Dieter Hopkin, Rosemary Bower, Sarah Laman, Mick Peat, Benammi Swift, Hugh Potter, Adrian Farmer, Mark Suggitt, John Rogers, Philip Riden, Dean Froggatt, Dorothy Griffin and Martyn Cockayne. A number of volunteers also took part in fieldwork. We also need to thank the landowners who gave us permission to visit their land, people who donated artefacts, the many who shared photographs and those who gave their important memories to Freda Raphael.

If I have forgotten to mention anyone then please accept my apologies, we are very grateful.

Finally we must thank the Heritage Lottery Fund whose generosity made it all possible and yourselves, if it had not been for your interest then it would not have been worthwhile!

What happens now?

The project ends in June but you will still be able to use the walk leaflet and visit the exhibition in the Black Swan, read the boards and see the display along the route. From time to time we will continue to lead walks and provide talks to interest groups. We will also be very pleased to visit schools and share the story of this important railway with children.

Arrangements have been made for the project records to be deposited with the Derbyshire Record Office. You can already read much of the information that we have collected. It is now available on the Derbyshire Archaeological web-site (see below), the last tab on the right of the home page takes you to the Butterley Gangroad web-page, with masses of material including photographs, maps, and references.

As we mentioned in this newsletter we are also now preparing a consolidation of all this material, together with the paper from the DAS Journal and Dieter Hopkin's paper on the Brunton locomotive. Copies of this "book" will be donated to local schools and libraries so you will be able to read and borrow these. In addition it will be possible for you to order individual copies at cost direct from the printer (information will be given later on the web-site). Do please contact us if you need further help.

Finally, if your project has inspired you to apply to Heritage Lottery to fund a project to discover your local railway or heritage then we would be delighted to share our experience!

Derbyshire Archaeological Society

The Society has well over 400 members and is active in carrying out archaeology, conservation, research and publication to a high standard throughout the County. It is responsible for managing some historic sites including the old Morley Park ironworks. It also spreads knowledge through an intensive programme of talks, and visits for its members and the general public. You might like to consider joining to take full advantage of your interest in projects such as the Butterley Gangroad, full details are obtainable from the website: www.derbyshireas.org.uk.

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