

## Edward Banks and the Butterley Gangroad



In 1805 the limeworks at Bull Bridge, the quarry at Crich and the Butterley Gangroad, which linked them, were leased to Edward Banks and Company. The lease was for 14 years and also included another limeworks at Codnor together with its associated plateway. The partners in the company were Edward Banks himself, now resident at Butterley Park, George Harrison Eades and Henry Wright. The lease was granted by the partners who were then trading as Benjamin Outram and Co. The limeworks, quarry and gangroad had been previously operated by Robert Tipping of Crich, who is mentioned in the agreement.<sup>1</sup>

Edward Banks was born near Richmond in Yorkshire in 1770. He married Nancy Frankland in 1793 and they had 5 sons and 3 daughters. After a short spell at sea he became a labourer working on canal projects including the Lancaster Canal and Ulverston Canal. He seems to have advanced very quickly through association with Benjamin Outram and Co. He worked as a sub-contractor building the Derby-Alfreton turnpike (1802-7). This was very much a “Butterley road” serving its interests by skirting the works, using its products and also adopting the route of the Derby Canal Railway, which they had constructed earlier. He also worked on the Croydon, Merstham and Godstone Railway; an extension of the Surrey Iron Railway that Benjamin Outram had been involved with. This railway was opened in 1805. Riden says that Banks was often a sub-contractor to the Butterley Company.<sup>2</sup>

In 1806 Edward Banks and Co. was operating fly-boats on the Cromford Canal and regular freight services to Boston from its warehouses at Cromford, Codnor Park and Nottingham. A year later we find them advertising Crich lime for sale from Butterley Park.<sup>3</sup>

One of the promoters of the CM&G Railway was William Joliffe who owned the Manor of Merstham and the quarries that this railway served. Banks went into partnership with his son Hylton as contractors and they traded as Joliffe and Banks. In 1807 Hylton transferred his interest in the partnership to his younger brother the Rev. William John Joliffe.

This firm flourished. Examples of its work include:

1811 The Limehouse entrance to West India Docks and Waterloo Bridge.

1814 Southwark Bridge.

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<sup>1</sup> DRO D503/1/17

<sup>2</sup> “The Butterley Company 1790-1830” Riden and various internet sources.

<sup>3</sup> Derby Mercury 15/7/1806 and 24/3/1807.

1817 Drainage schemes for Lincolnshire Rivers.  
1822 Creation of Goole Docks.  
1824 London Bridge as sub-contractor to John Rennie.

They also built lighthouses on Heligoland and elsewhere, prisons and Sheerness Dockyard. At Sheerness Banks was personally responsible for a lot of the development of the town and it was originally going to be called Banks Town.

He was knighted in 1822 for his success with the Waterloo and Southwark bridges.

In 1824 Banks and Joliffe formed the General Steam Navigation Company, the oldest company in the world to have started in business with steam ships. They operated an intensive passenger service between London and Margate and later expanded worldwide. This firm bought engines and spares for its ships from the Butterley Company.<sup>4</sup>

His first wife had died in 1815 and he married Amelia Pytches in 1821. He was painted twice by William Patten, a portrait of 1829 is in the Guildhall of the City of London and the second of 1835 is in the National Gallery Collection. The picture shown here is another portrait from a miniature, also by Patten, sold by auction at Bonhams in May 2013.

He had houses in London, Dover and Sheerness and died in 1835 at the home of his son-in-law Gilbert East Joliffe at Tilgate in Sussex. He was buried near Merstham where his career had taken off many years before.<sup>5</sup>

Trevor Griffin  
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<sup>4</sup> Ww.gracesguide.co.uk and Riden (as above).

<sup>5</sup> Various internet sources, including Wikipedia, National Gallery and BBC, www.gracesguide.co.uk