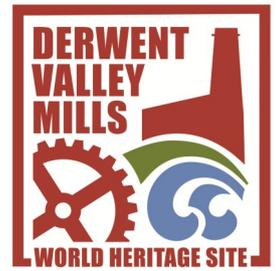


The Cromford Canal Wharf



Accommodation Bridge

c.1792 - Unlisted

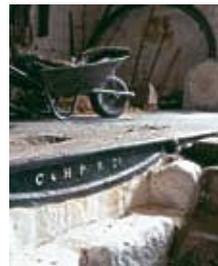
South of Cromford Wharf the coursed stone accommodation bridge with a string course and parapet, believed to have been built c.1792. There are others of similar design along the line of the canal. A notable feature of this bridge is the evidence in the stonework of wear caused by the canal boat tow ropes.



High Peak Junction

The Cromford and High Peak Railway which opened in 1830, completed the link to the Manchester area the canal promoters had intended to provide. It crossed the high ground between Cromford and Whaley Bridge by means of a series of inclines and stationary steam engines. These were linked by level sections on which the wagons were hauled by horses. The junction was created to provide a link for trans-shipping goods between the Cromford and High Peak Railway and the canal. A later link connected the junction to the railway between Ambergate and Matlock.

On the west side of the canal there are several buildings which served the needs of the railway and most notably the railway workshops. This group of buildings was built, re-built and enlarged between c.1830 and c.1865. In the first instance the workshop served the needs of the inclined plane railway and horse-drawn wagons. Later when steam locomotives were introduced to the line the workshop's functions were extended. The buildings are of coursed gritstone and brick. Inside the building there are surviving examples of the original fish-bellied cast iron rails used on the Cromford and High Peak Railway. The workshop houses a small museum which is open to the public during the summer months.



Warehouse

c.1850 - Unlisted

The warehouse which stands between the canal and the railway was built c.1850 to replace an earlier canal building. It is now used as a residential study centre. It is built of coursed stone and has a covered canopy under which railway goods would have been loaded to protect them from the weather. It also has a load height gauge for the railway. Adjacent to the warehouse is a larger open shed supported by cast iron columns. Adjacent on the north side are the remains of the base of a crane.



To the south is a building of c.1850 in coursed stone which was used as railway offices. Further south on the canal is a paved spillway over which surplus water was discharged from the canal into the river.

The Leawood Pumphouse

1849 - Listed Grade II* and a Scheduled Ancient Monument

The Leawood pumphouse, engine and chimney, are situated south of High Peak Junction and on the east side of the canal.

These structures were built in 1849 to house a steam pumping engine to increase the supply of water available to the canal. The pedimented pumphouse building is of ashlar gritstone with chamfered quoins. It has a square-headed doorway with pilasters and quoined round-arch windows. The adjacent boiler house has arched doorways. The engine was constructed at the Milton Ironworks by Graham & Co. It is a Boulton and Watt single action beam engine which is maintained in operational condition and is put in steam from time to time.



Watch a video about Leawood Pumphouse (<https://www.youtube.com/user/DerwentValleyMills>)

The Pumphouse Chimney

The 29 metres high engine chimney is built of coursed stone and has a cast iron parapet.

The Wigwell Aqueduct

1793 - Scheduled Ancient Monument

The Wigwell Aqueduct over the river Derwent was first constructed in the early 1790s. By September 1793 serious cracks had appeared. William Jessop, the engineer who had supervised the building work, accepted liability and offered to re-build it at his own expense. He claimed the fault lay with the Crich lime he had used as mortar which did not set. Iron cramps were used to give the structure greater stability, and following this remedial action there has been no further serious trouble.

The structure is 182.9 metres long, 9.1 metres high and supported by three arches. The one which spans the river is nearly 73 metres in length. There are two date stones above this central arch.



At the southern end of the Wigwell Aqueduct the junction with the Leawood Arm of the canal may still be identified. This branch, which was built by Peter Nightingale in 1802, extended the canal to a wharf at Lea Bridge. It serviced the Nightingale leadworks and mills. When the closure of the canal was proposed in 1910 by the canal's then owners, the Midland Railway, the businesses at Lea Bridge were among the principal objectors, the canal having become an essential link for the import of coal and other raw materials. Their protest was unsuccessful and parliamentary approval was given for the canal's closure.

Lengthman's Cottage

c.1830 - Listed Grade II

At the junction of the Leawood Branch with the canal is a lengthman's cottage, now without a roof. It is proposed that this structure should be conserved as a picturesque ruin.



The Canal Aqueduct over the Railway

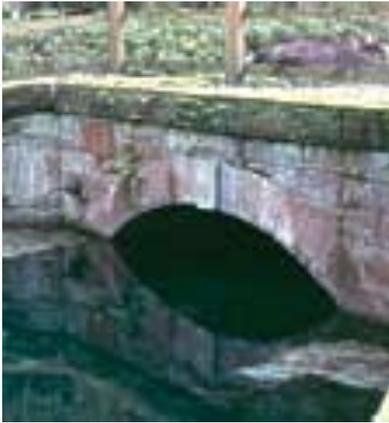
c.1850 - Scheduled Ancient Monument

The aqueduct which carries the canal over the railway was constructed c.1850 when the line was built. It has a cast iron balustrade on the south side, the upper rail of which is a piece of railway rail.

Canal Tunnel

c.1792 - Unlisted

The canal tunnel is about 73 metres in length and was built of coursed stone. It has coursed stone ramparts and is barrel- vaulted. A raised towpath runs through its entire length.



The Meerbrook Sough Portal

1772 - Scheduled Ancient Monument

It was the completion of the Meerbrook Sough which, being at a lower level than the Cromford Sough, drained most of its water and so put the Cromford Mills out of business, at least for water-powered uses. The sough tunnel was constructed over a long period from 1772 to c.1841. The portal may well have been constructed in 1772 as the dated keystone suggests. It bears the legend “FH1772” which refers to Francis Hurt who was the sough proprietor at that time.