

R&CHS NW Group Pre-Christmas Lunch

Whaley Bridge, 8th December 2016

Travel Options & Directions

Group	Depart Piccadilly	Depart Stockport	Arr New Mills (Newtown)	Arrive Whaley Bridge
1. Walkers & Boaters	09:49	10:01	10:22	
2. Non-walkers: Viewing Canal Wharf	10:49	11:01		11:27
3. Non-walkers: Lunch Only	11:49	12:01		12:28
4. Non-train travellers	Arrive Cock Pub (address below & map on back page) 1:00pm			

Group 1: Walkers & Boaters: Meet at New Mills Station Car Park after arrival of train from Manchester. Walk down hill, cross bridge over canal, turn next right into Victoria Street & proceed to canal tow path at end of street where boat will be moored. Those booked on the boat trip should board here. Walkers should proceed south along the tow path.

Group 2: Viewing Canal Wharf & Warehouse: Leave station down hill to main road (Buxton Road). Cross Buxton Road and turn left into Canal Street. Canal basin is at end of Canal Street – see map overleaf. Join walkers and boaters at canal basin warehouse. (Note: This group can have more time at Whaley Bridge by using 09:49 departure from Piccadilly which arrives Whaley Bridge 10:29)

Group 3: Lunch Only: Leave station down hill to main road (Buxton Road). Turn right on to Buxton Road and follow main road for c550 yards. Cock Pub & Kitchen is on left after railway bridge. (Note: It will not be possible to visit the transshipment warehouse if this train is used).

Venue for Lunch: The Cock Pub & Kitchen, 22 Buxton Road, Whaley Bridge, SK23 7JE.

3 buses per hour make the 1-stop, 1-minute journey from the station bus stop to the Cock/School bus stop.

Arrival at Cock Pub & Kitchen: 1.00pm.

Phone Numbers for Use on Day:

Roger Brice (with boat party): 07702 303242 / 07469 774974
Cock Pub & Kitchen: 01663 733384

Gerald Leach (with walking party: 07714 571464

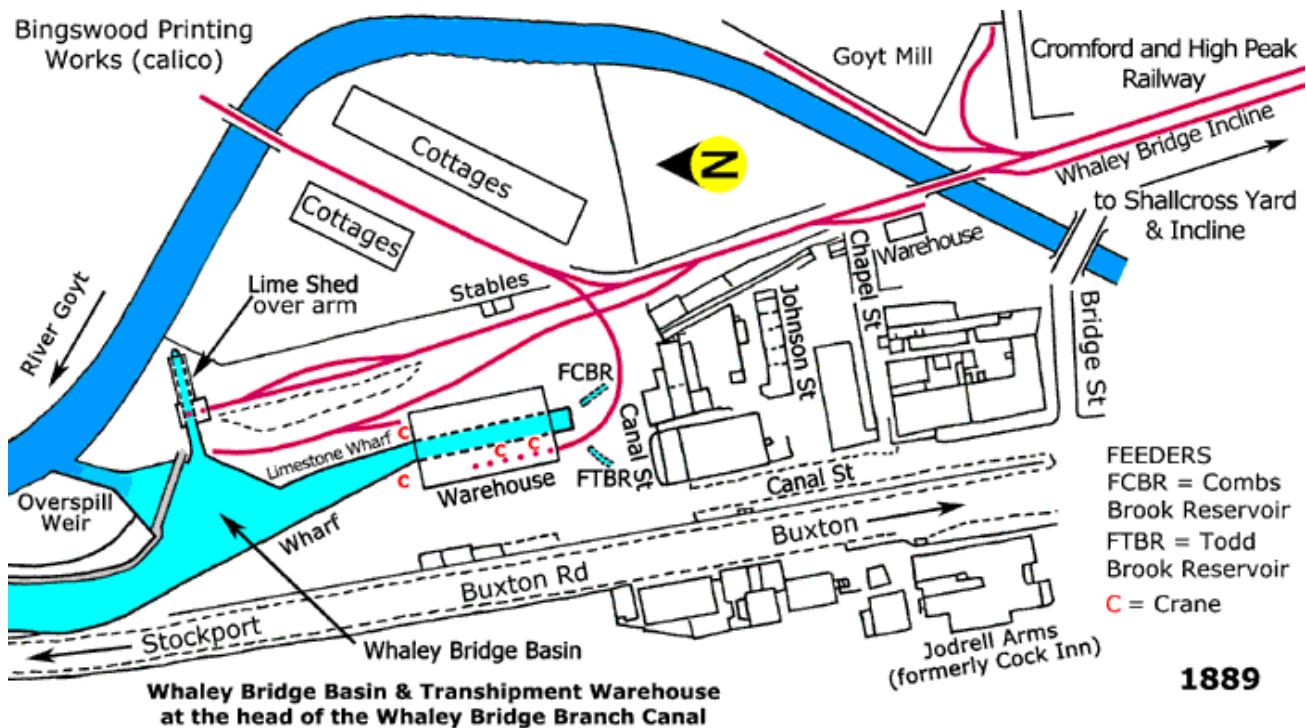
Notes for Whaley Bridge Canal Basin & Locality

The Notes for the Whaley Bridge area are on the following seven pages. They are largely pictorial to give a better impression of “how it was”. Used with a modern map, it should be possible to walk around the area and form a good impression of what went on, at and around the canal basin, through the 19th and into the 20th centuries.

Before reaching Whaley Bridge the canal passes through Furness Vale and Bridgemont. The site of the former canal basin at Furness Vale, serving collieries to the west, is now a marina. There was a tramway from the collieries to the canal. The LNWR crossed over the tramway. After the marina the canal crosses Furness Brook by means of an aqueduct. In the far distance are the Pennine Hills: Mam Tor is due east and Kinder to the north east. In the mid-distance is the 1866 (New Mills to Monsal Dale & beyond) MR line. The junction with the 1902 line from Heaton Mersey W Junc is to the north (look for the signal box). East of Furness Vale were the extensive Gowhole sidings.

There was a swing bridge and a footbridge at site of bridge 34. Both served Bottoms Hall (to the east) from the turnpike (now A6). After bridge 36 the canal divides with the main line going east to Bugsworth Basin. Just beyond the footbridge is the Horse Subway; built to allow horses hauling boats along the Whaley Bridge Branch to pass beneath the main line of the canal.

Whaley Bridge: Canal Basin, Transhipment Warehouse, Railways & Reservoirs

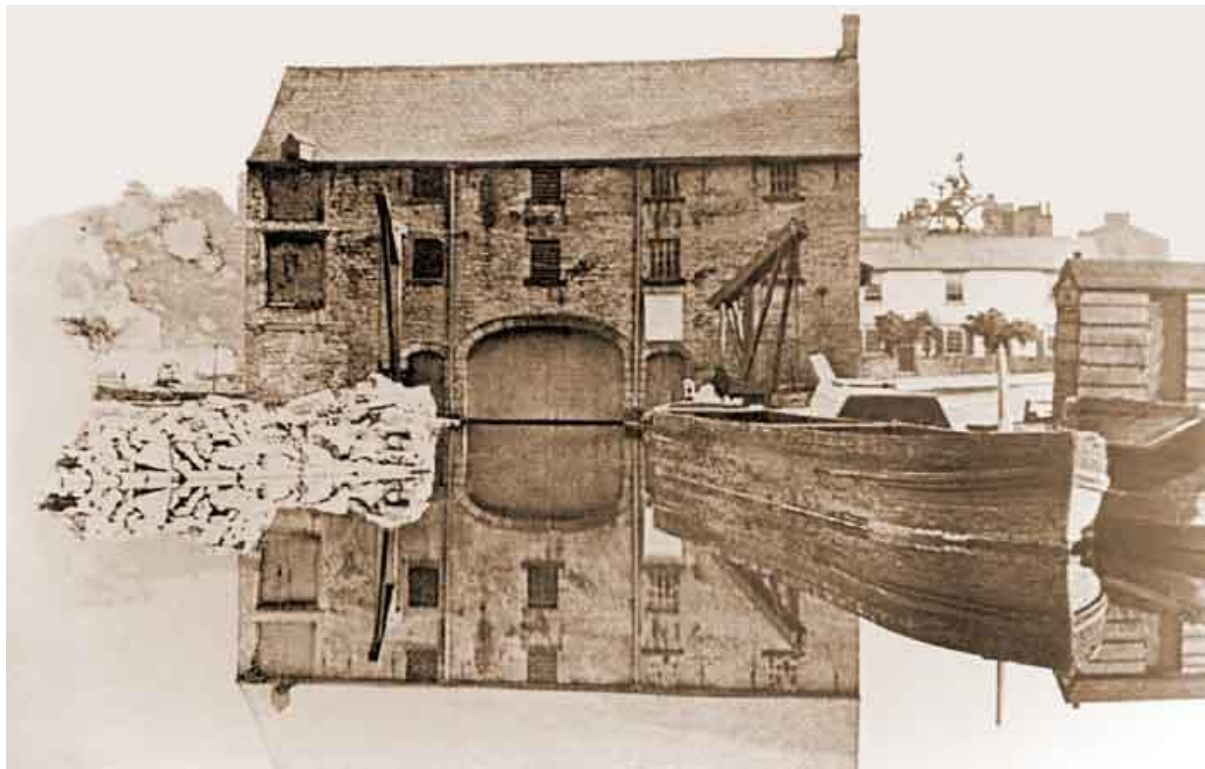


Layout of Whaley Bridge Wharf area (Note: this shows railway alignment after re-alignment of CH&PR access to south elevation to the west side using a curve from the print works)

Source: The Industrial Heritage of Britain; Peter J Whitehead 2003-2016.



The complete warehouse as it appeared prior to the removal of the top floor of the original 1801 warehouse (construction approved in 1801 but may have been built a few years later). The railway line from the calico print works is shown entering the 1832 extension through the tall doorway to the left of the chimney. Waggon stands on the CHPR line in the foreground and a boat is moored at the limestone wharf. The railway line in the background is the Manchester - Buxton LNWR line



The north elevation of the 1801 warehouse as it appeared prior to the removal of the top floor in 1915/16.

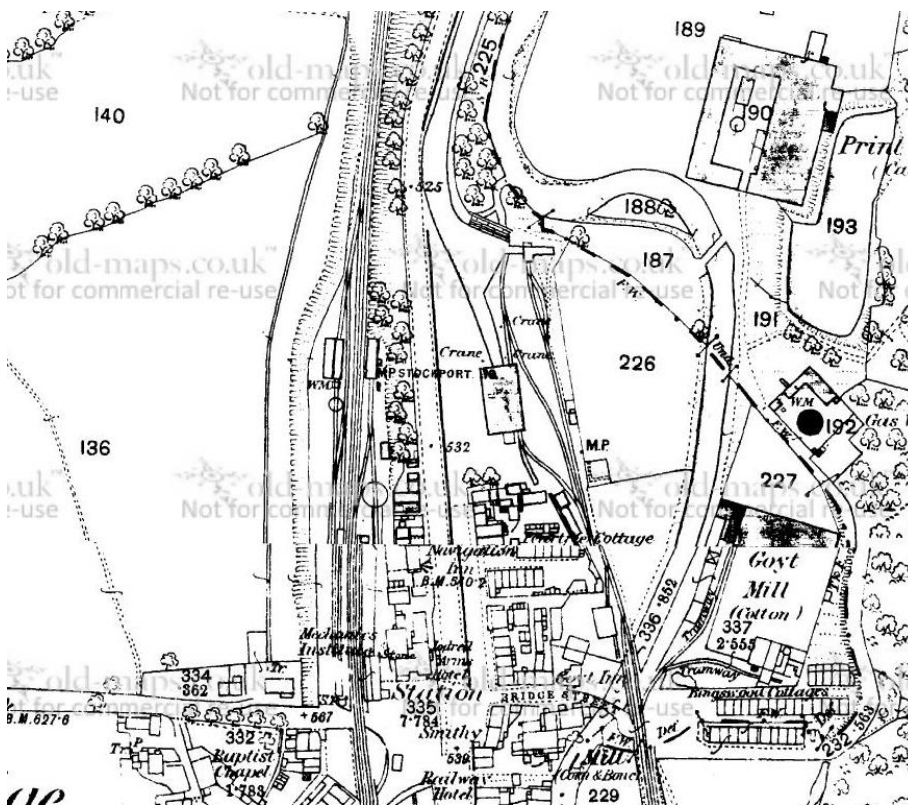
At the eastern end of the building, on the north elevation, there is a cathead in the pitched roof that housed a pulley used to hoist goods on the wharf up to the first and second floors. Adjoining this there is a wall jib crane used to hoist goods out of boats and onto the wharf, and vice versa. A cantilever jib crane is positioned on the opposite wharf by the warehouse, similarly used to hoist goods into and out of boats.

The wharf on the left is piled high with limestone waiting to be taken away by boat. The boat on the right is a day boat used for maintenance purposes and a boat with a cabin can just be seen alongside it.

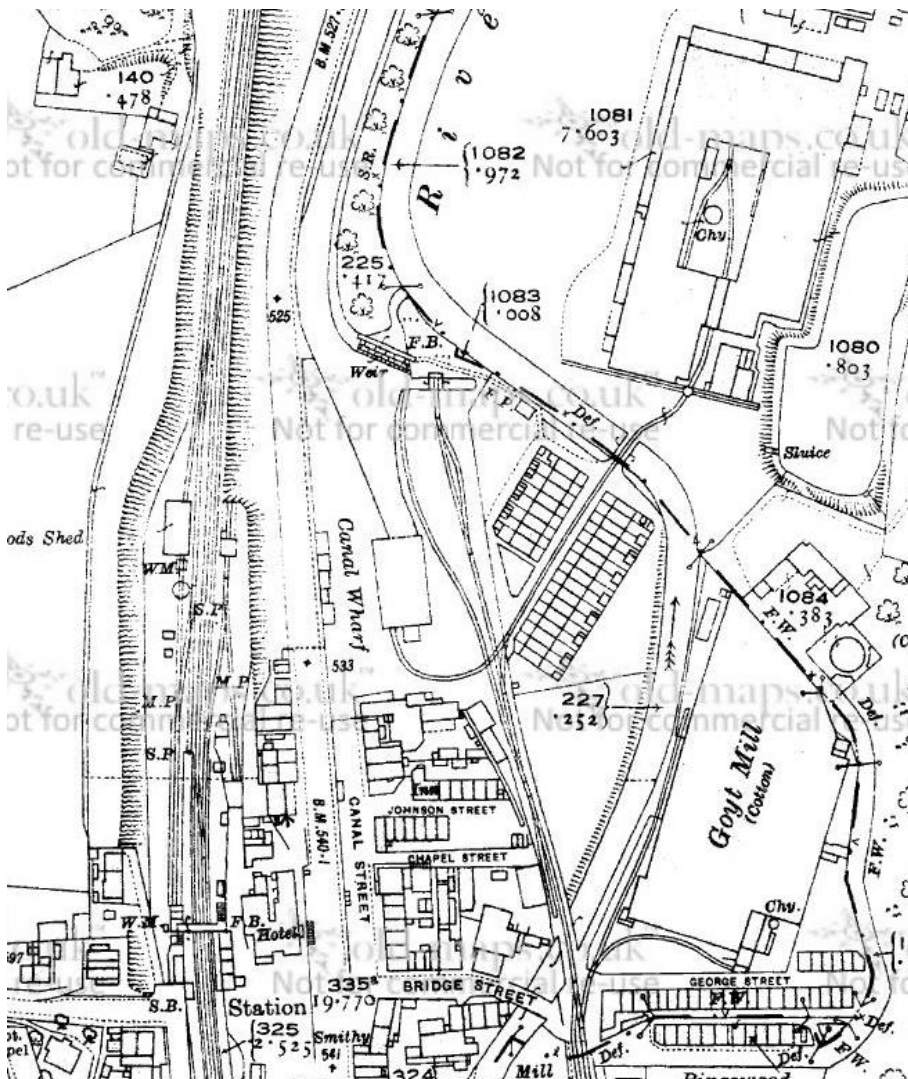


The north elevation of the warehouse following the alterations of 1915/16. (August 1935).

The top floor of the 1801 warehouse has been removed and the ground floor and first floor have been re-modelled and re-roofed following the style of the 1832 extension. The cantilever jib crane still stands on the right. The crane was Inventory No. GCR C.399, Safe Working Load 5 tons, later reduced to 3 tons. The wall jib crane and the pulley hoist have been removed. The railway waggons alongside the limestone wharf on the left are from Stoke-on-Trent.



Whaley Bridge Wharf 1885 (oldmaps.co.uk) prior to changes in railway alignment late 1880s.



Whaley Bridge Canal Wharf 1921 (oldmaps.co.uk). Note line from print works to warehouse.

The Peak Forest Canal opened in 1796. The wharf at Whaley Bridge was constructed in 1797 and further developed with construction of a 3-storey warehouse, straddling the canal: approved in 1801; possibly built a little later.

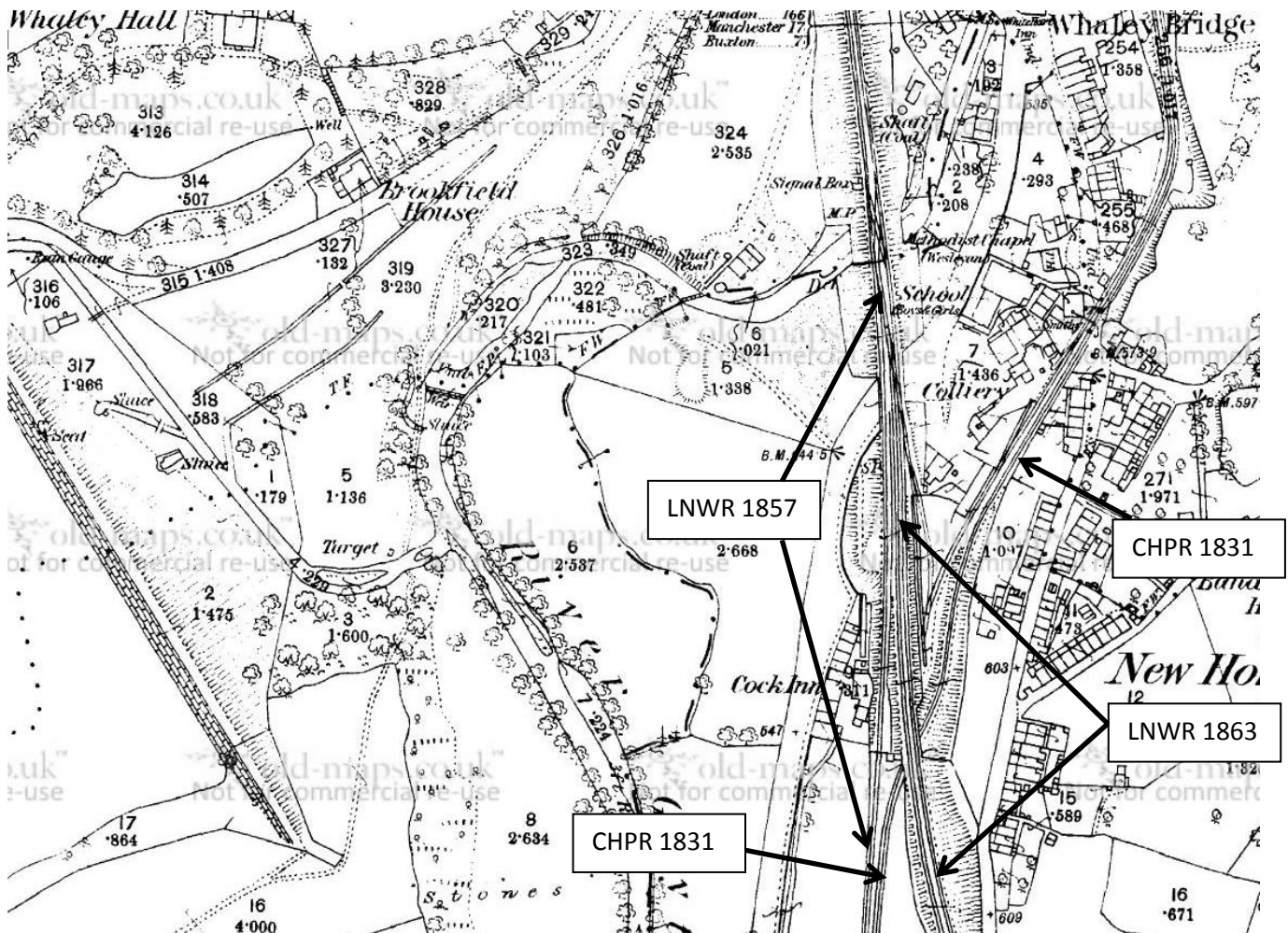
The CHPR came to Whaley Bridge in 1831 following the extension of the 1830 Cromford Wharf to Hurdlow section of the line.

The wharf area was extended in 1832 and a single storey extension added to the south of the original 3-storey canal warehouse. Railway sidings provided access to Goyt Cotton Mill, the Lime Shed & Limestone Wharf as well as the Transshipment Warehouse. (Note: rail access to the warehouse was from the south: the Whaley Incline of the CHPR).

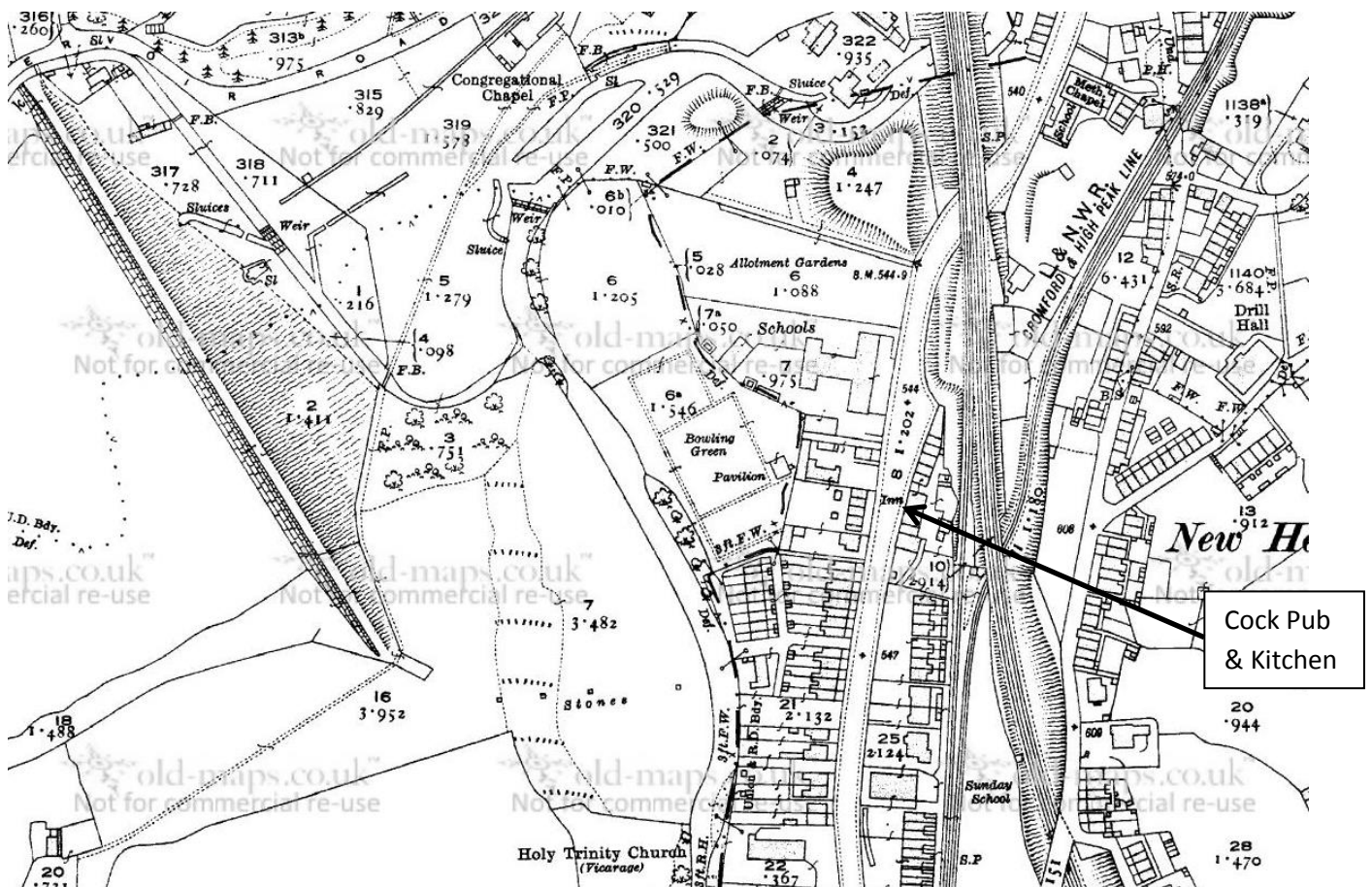
The railway layout around the canal basin was enlarged during the late 1880s with rail access to the warehouse being moved to the west side of the southern elevation; the rails to the warehouse now running to/from the calico print works, opened in 1854. The tracks from the CHPR to the east side of the warehouse appear to no longer be in use, and running from CHPR track to the warehouse would have involved reversing. The indication is that the track into the warehouse was part of a private feeder railway, 9 chains in length, running between the canal and the print works. This is consistent with the CHPR carrying lime and stone which was transferred to canal transportation at the Limestone Wharf and the Lime Shed to the north of the warehouse; much of this operation being not acceptable in the main warehouse.

Both canal feeders (from the 1797 Coombs Reservoir & the 1831 Todd Brook Reservoir) enter the canal at Whaley Bridge Basin – in front of the southern elevation of the warehouse. The furthest point on the pound is Bosley Top Lock, some 23 miles distant on the Macclesfield Canal. Water is also provided (indirectly) to the Peak Forest Canal from the Macclesfield Canal's two reservoirs both of which are at the southern end of the pound.

The SD&WB/LNW line from Stockport (Edgeley Junc) to Whaley Bridge was opened in 1857. This connected with the CHPR to the south of Whaley Bridge station. The LNW line was extended to Buxton in 1863 from a junction with the 1857 line between the station and the junction with the CHPR. It crossed over the CHPR to the rear of the Cock Inn.



Whaley Bridge (south) showing Todd Brook Reservoir Dam, LNWR and CHPR tracks: 1885 (above) & 1921 (below). (oldmaps.co.uk)





The south elevation of the 1832 extension, c.1950.

The railway track entering the western bay (from the Calico Print Works) can just be seen in the road curving round from the right.



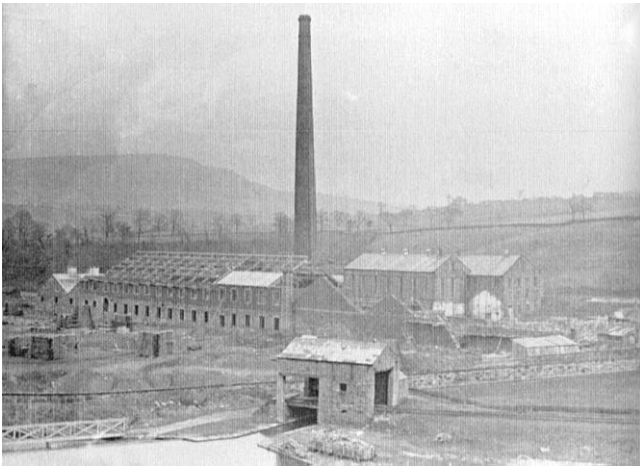
The Whaley Bridge Incline viewed from south elevation of 1832 extension looking across Bridge Street, early 20th century. The incline began north of the wrought-iron bowstring bridge across the Goyt and was 180 yards long with a gradient of 1 in 13½. Whilst the other eight inclines on the CHPR used stationary steam engines, the Whaley Bridge Incline was counterbalanced and, as an isolated section of the CHPR from 1894, was worked by a horse-gin. It was last used on 9th April 1952.



Whaley Bridge Incline looking south towards the wharf.



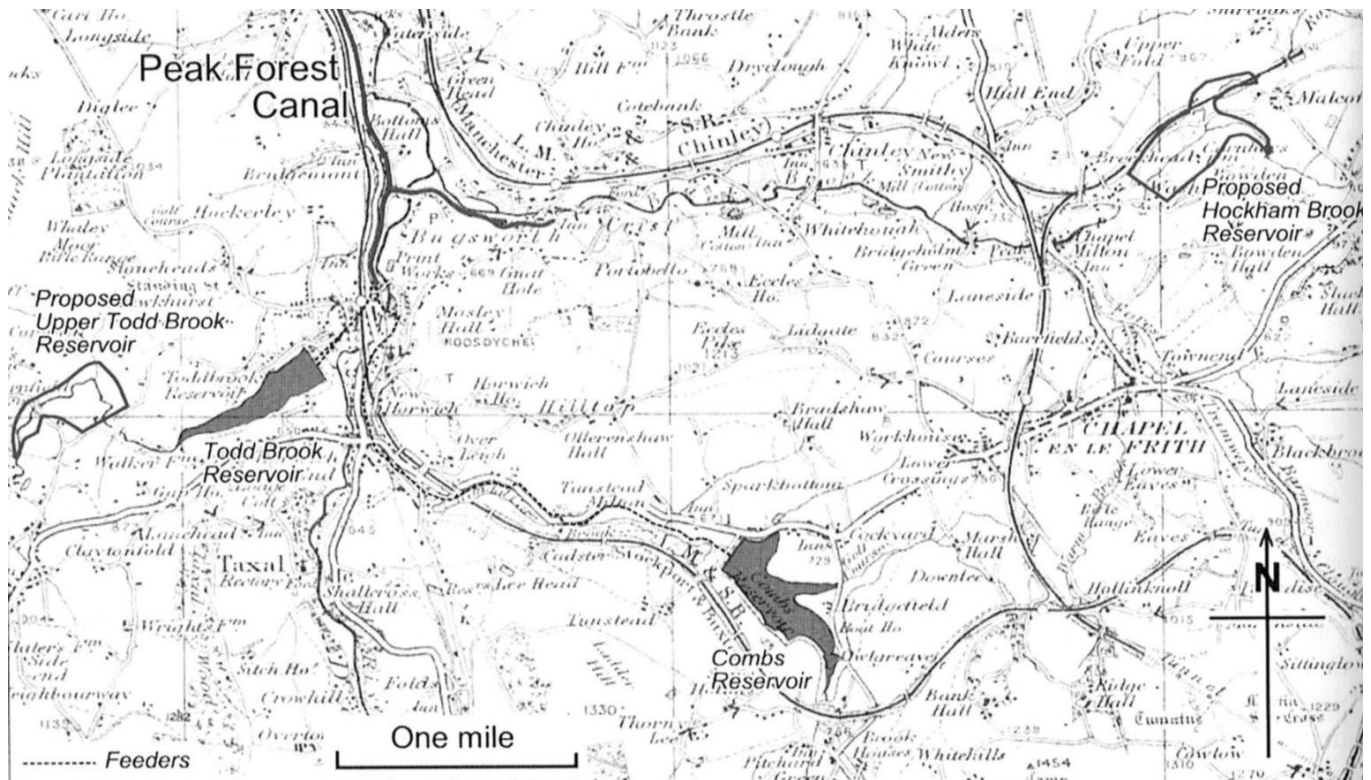
The CHPR bridge over the River Goyt (looking downstream)



Looking NE towards the partially extended calico print works. Lime Shed in foreground c1873.



Lime Transhipment Shed in the 1930s. Print works extreme left. Limestone warf, with limestone for shipment, centre right.

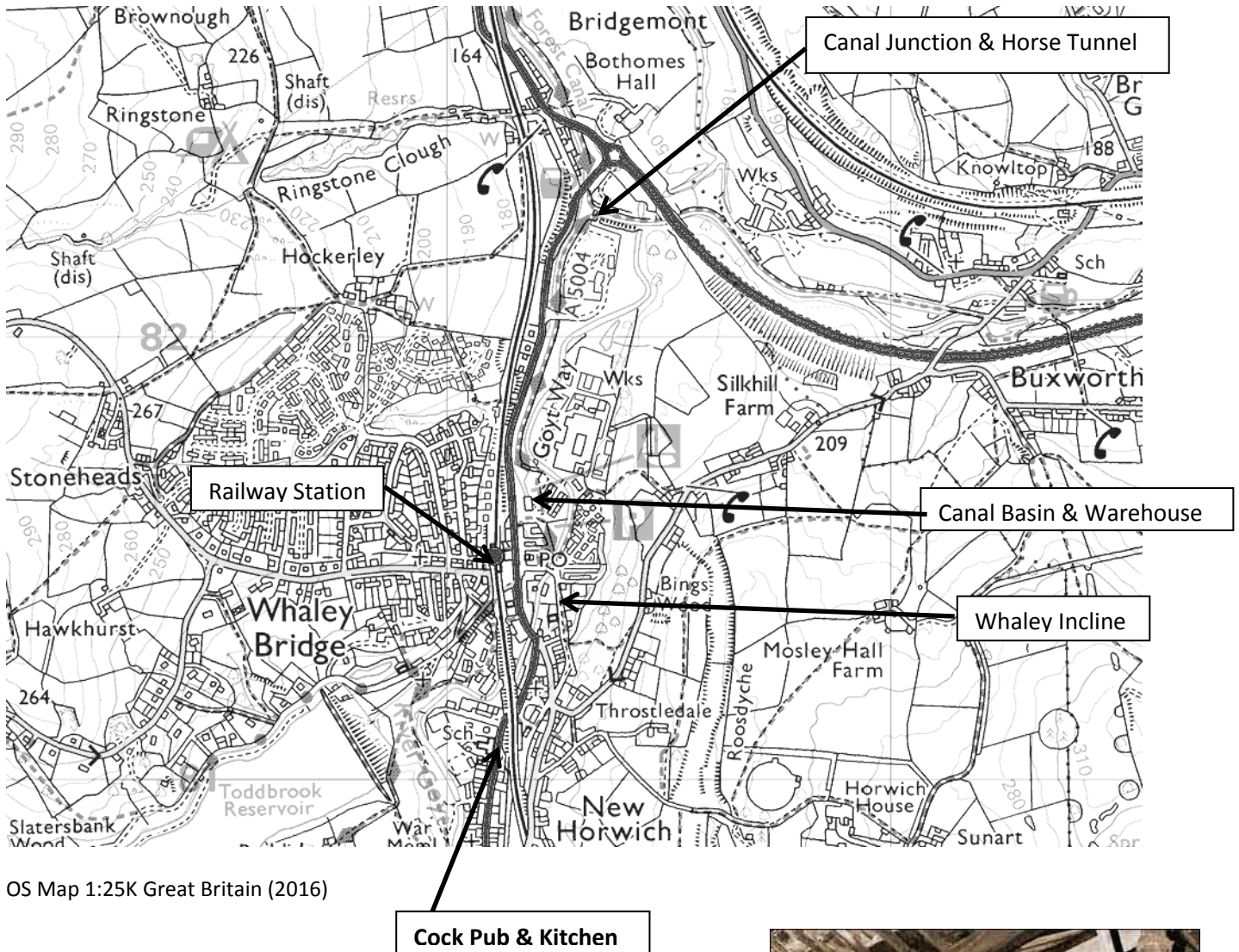


The short feeder from the Todd Brook Reservoir (1831) follows a line NE from the reservoir. That from the Combs Reservoir (1797) follows the Chapel to Whaley Bridge road, traversing it on several occasions.

The main sources for these notes are The Peak Forest Canal and Railway by Boyes & Lamb (RCHS, 2012) and the websites heritageworks.co.uk, pitttdixon.go-plus.net, transportheritage.com, subn.org & oldmaps.co.uk. Railway and canal dates are taken from Col Cobb's railway atlas & Richard Dean's canal maps. Errors are my fault and responsibility. Roger Brice, 8th Dec 2016.

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Travelling towards the canal basin, 1900.



Interior of the transshipment warehouse, 1976