

The Midland Railway – Butterley commemorates one of the major railway companies of its time. It has a superb collection of steam and diesel locomotives which may be seen powering trains on the line or on display in the museum.

9. Turn left up the embankment with the woodland on your immediate left. Further up on your right is the Brittain Colliery.

Brittain Colliery was sunk between 1845-8 and is believed to be named after Gabriel Brittain, who worked a small mine here in the early 1800's. The Western Up Cast was used as an airshaft and an emergency escape route. The land around it is now part of Brittain Pit Farm Park.

10. Turn right around the corner and after about 10 yards (9m) turn left and go down the hill through Jubilee Wood. Keep the hedge on your left while crossing 2 fields and a private road before reaching the Coach Road.

11. Turn left onto the road and immediately right by the back of some cottages, follow the farm track straight on.

The remains of the circular brick shaft on your right was once one of the air shafts for the Butterley Tunnel.

Continue down the track for about 400 yards, (350m) go over the stile on the right.

12. Keeping the hedge on your left, go up the field. At the top turn left along the route of a dismantled railway - Codnor Gate Industrial Estate is on your right. Take the second right onto a footpath.

13. Cross the road. Beware of traffic. Turn left and then right at the junction, and follow Alfreton Road which takes you back to your starting point.

The map in this leaflet has been produced to show the route of the walk and should not be used for any other purpose

- WALK TYPE** Undulating countryside, level along the canal.
- DISTANCE** 5 miles (8 km)
- TIME** Allow 3 hours
- BUSES** For up-to-date information call Traveline on 0871 200 22 33 (7am - 9pm)
- TRAIN** National Rail Enquiry Service 08457 48 49 50 (24hr Line)

WAYMARKING



OS MAP

Explorer 260 (1:25,000) Nottingham
Explorer 269 (1:25,000) Chesterfield
Landranger 120 (1:50,000) Mansfield & Worksop

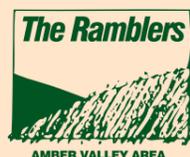
PLEASE FOLLOW THE COUNTRYSIDE CODE

Be safe - plan ahead and follow any signs.
Leave gates and property as you find them.
Protect plants and animals, and take your litter home.
Keep dogs under close control.
Consider other people.

This leaflet is also available in large print



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If you have any comments about this leaflet contact

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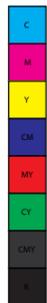
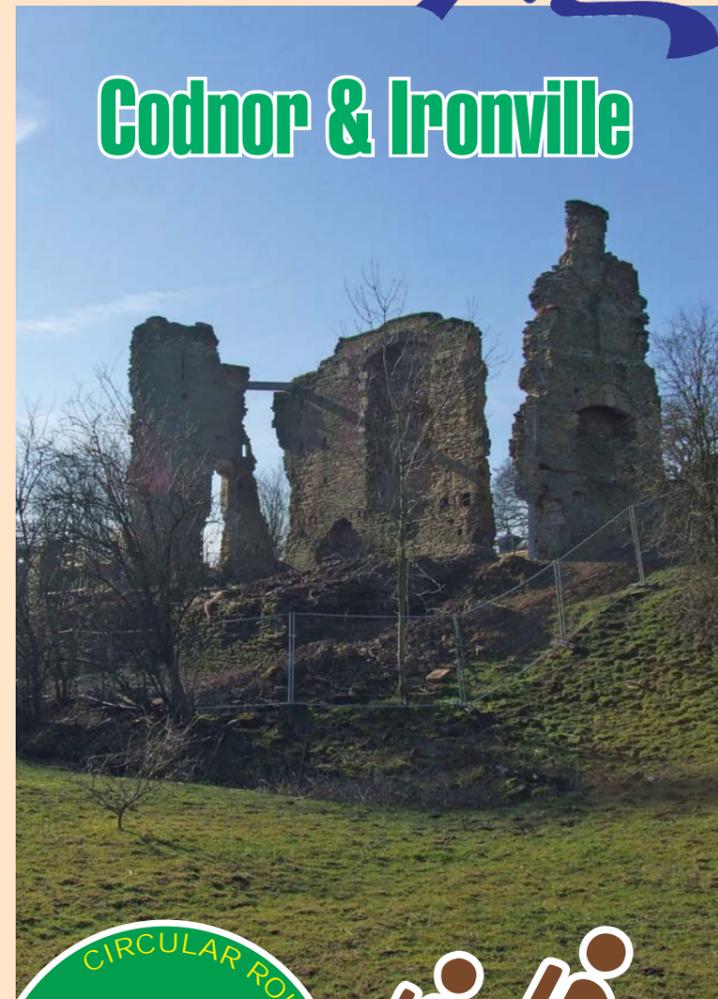
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Images courtesy of www.LMJORDAN.co.uk

Amber Valley Routeways

The Heart of Derbyshire

Codnor & Ironville





Start Market Place, Codnor (Grid ref. SK420 497)

1. Go out of the car park entrance and turn left along the road. After about 45 yards (40m) take the track on the right. Follow this footpath over several fields for about ¾ mile (1.2km) keeping the hedgerow on your left until you reach Castle Lane.

Jessop's Monument, a 70 ft high stone tower, can be seen from various points along the walk. It was built in 1854 to commemorate the work of William Jessop Jnr (1783 - 1863), who was a partner of the Butterley Company which in the early 19th century owned most of the coal mines in the area and was a major producer of iron, employing 1,500 men.

2. Turn right onto Castle Lane and walk along to the bend in the road. Carry straight on here down the hill along the track.

The once great Codnor Castle (12th century) now stands in ruins to your right. It was built by the Lords Grey of Codnor and was surrounded by a moat, parts of which can still be made out as a depression in the field.



3. On the level as the track bends round to the left, carry straight on along the footpath between the 2 fences.

4. As you pass by the woodland on your right, keep the wooden fence on your left for a short distance before turning right through the trees. Follow the path to the footbridge over the railway line and cross.

5. Take the left footpath through the trees. The path soon crosses another path, turn left here. Follow the path around to a stile, cross this and the bridge onto the towpath of the former Cromford Canal. After ½ mile (¾km) cross the small stone bridge and down back onto the towpath for just over ½ mile (1km) through Ironville to Codnor Park Reservoir.

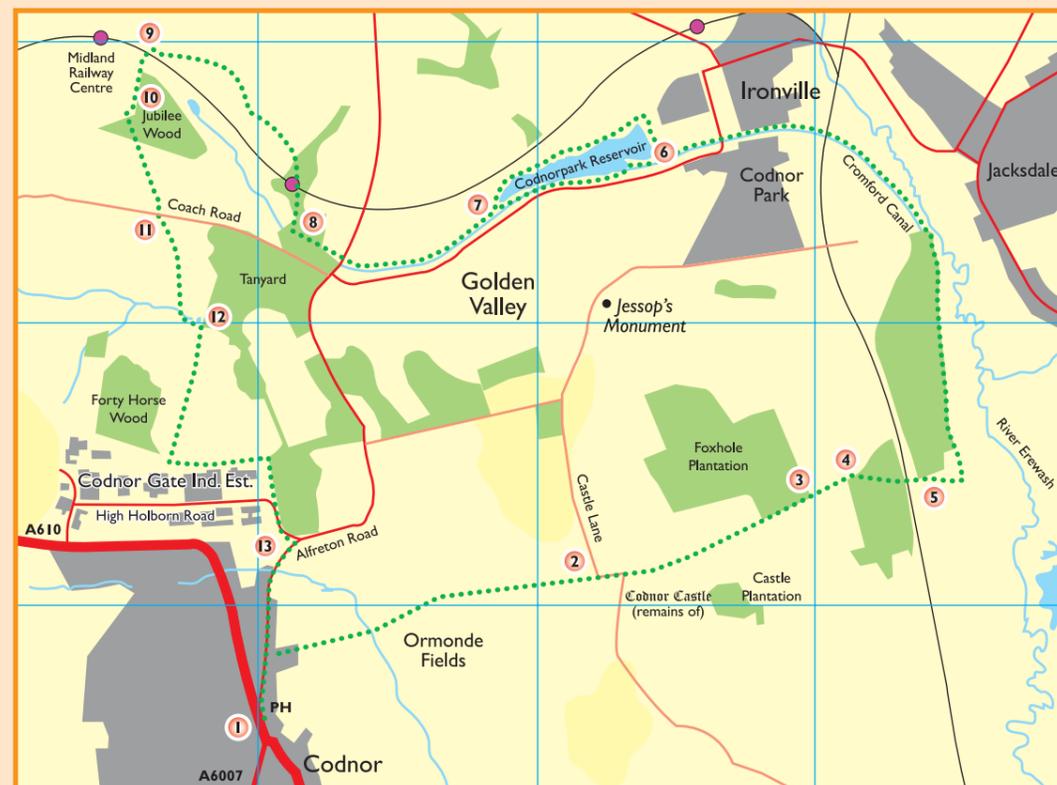
cotton and was engineered by William Jessop Snr and Benjamin Outram. It is now unnavigable and parts have been filled in. The renovated stone bridge at Ironville marks where the Pinxton branch joined the canal main line.

6. It is possible to take 2 routes around the reservoir. The first is to carry on between the canal and the reservoir, crossing 2 foot-bridges. The second is to turn right and to follow the path along the far side. This section is open at the discretion of British Waterways. The 2 routes meet at the western end of the reservoir.

7. Continue along the canal until you meet the road. The route carries immediately straight on, on the other side of the road. Cross the road and make your way around the barrier on the far side. Beware of traffic. Follow the towpath for a short distance then take the footpath on the right up the steps.

The eastern entrance of Butterley Tunnel, now guarded by a metal grid, can be seen at the end of this stretch of open water. The 2,978 yard long tunnel suffered various collapses around the turn of the century and was eventually closed in 1904. The canal either side of the tunnel was however still in use until 1944.

8. Turn right at the top and follow the fence around the railway track and up the steps into the woodland. Continue through the woodland on the main path. Cross a wooden bridge, bear left and carry straight on along the path. After about 1/3 mile (½ km) bear left to cross a stream over a wooden bridge. Turn right up the embankment and follow the stoned path (the railway track is on your left) until you reach a gate.



The 14¾ mile long Cromford Canal was opened in 1794 running from Cromford to Langley Mill. It was built to transport iron, coal, lead, limestone and

