

The Cromford and High Peak Railway (C&HPR) in Derbyshire, England, was completed in , to carry minerals and goods between the Cromford Canal wharf at High Peak Junction and the Peak Forest Canal at Whaley Bridge.

On the contrary, a junction canal such as the one proposed would have been impracticable across such mountainous terrain, so the idea was dropped and a railway was built instead. Construction of the railway was authorised by Parliament on the 2 May , the Cromford and High Peak Railway Company was incorporated on the 2 May and the first General Meeting was held on the 26 May Cromford lies in the parish of Wirksworth in the County of Derby and Whaley Bridge lay in the County Palatine of Chester but today it is in the County of Derby as a result of boundary changes. Its summit level was more than 1, feet above sea level. Most of all, it is remarkable in that it was a railway built in the manner of a canal with inclined planes being substituted for flights of locks, and in all there were nine of these. In order to reduce earthworks along the summit section to a minimum this was built as a very winding contour railway that resulted in numerous tight bends. In some instances the railway almost seemed to double back on itself. Where earthworks were unavoidable, the result was a number of huge embankments and narrow cuttings. Details of the nine inclined planes are as follows: Sheep Pasture, incorporating the Cromford inclined plane. Gradient 1 in 8. Stationary or winding engine. Stationary engine and from 16 April , locomotives. Gradient 1 in 14, yards long Hurdlow. Gradient 1 in 16, yards long. This incline was abandoned on the 2 January when the Hurdlow Deviation replaced it. Gradient 1 in 7. Gradient 1 in 7, yards long. The Upper and Lower Bunsall incline planes were combined on the 8 June Mean gradient 1 in 7. Gradient 1 in Horse gin; also known as a horse capstan or horse whim. In use, a horse was harnessed to the outer end of a long pole that was attached to the top of a vertical shaft that arose from a wheel pit, covered with boards, at the top of the plane. A pinion was fastened to the bottom end of this shaft, which meshed with a larger gear wheel. A pulley was fastened to the same shaft as the larger gear wheel and the endless chain from the plane was passed around this. There was another covered wheel pit at the bottom of the plane and the endless chain also passed around this, so that the chain crossed from one rail track to the other. This inclined plane is interesting because three rails formed two tracks, the centre rail being common. A passing loop was provided so that waggons traversing the plane could pass each other. It should be noted that, depending upon which company record is referred to, then the gradients do vary slightly from the values given above and over the years some of the gradients were modified, particularly that of the Hopton inclined plane when it was found that locomotives could climb it. It is known that the Butterley Company built the stationary engine at Middleton Top and in view of this it is probable that this company built all the stationary engines used on this railway. The source of power for the Wirksworth Branch inclined plane is rather enigmatic. In this respect, it more resembled a horse gin than it did an engine house. There were four tunnels, these being located at: When the railway first opened, waggons were hauled by horses along the more level sections and afterwards by steam locomotives. To begin with, it took about two days to traverse its full length. Steam locomotives were first introduced in but it is understood that these were complemented by horse haulage for about another 30 years. Following the introduction of steam locomotives, it was discovered in that they could tenaciously climb the Hopton inclined plane, which had a gradient of 1 in An official passenger service was operated on the Cromford and High Peak Railway between and and during this period there was one train daily throughout the length of the line, in each direction. This service ceased in following a passenger being involved in a fatal accident. Nevertheless, this was not the first passenger service on the railway. It seems that Messrs G Wheatcroft operated the first service under contract and this commenced in May For the convenience of passengers travelling on the railway, this firm also ran a coach service between Whaley Bridge and Manchester. It is not known when these railway and coach services ceased running. German Wheatcroft and his sons managed this firm and German was the first Wharfinger Manager at Bugsworth Wharf on the Peak Forest Canal when it opened for trade in Little is known about German but he disappeared from Bugsworth in to reappear again in as the operator of a passenger service on the newly opened railway. It is possible that Jerman was another member of the same family, rather than it being a difference of spelling. It is

likely that German was born at Crich, Derbyshire, and that he was Christened there on the 9 May, his father being Abraham Wheatcroft. He died at Belper, Derbyshire, either in or The railway remained an isolated line until the 21 February when the Manchester, Buxton, Matlock and Midlands Junction Railway made a connection to it. It was leased to the London and North Western Railway in and it was fully taken over by them in Following authorisation to connect the railway directly to Buxton by the construction of a line from Harpur Hill, much of the original northern end of the railway had been abandoned by Much of the abandoned track bed is still extant and the two Bunsall inclined planes now form part of a road. The short section from Shallcross Yard to Whaley Bridge, including the inclined plane, remained open until the 9 April The section between Middleton and Parsley Hay closed on the 30 April and this included the Sheep Pasture and Hopton inclined planes, the latter, with its gradient of 1 in 14, being the steepest adhesion stretch of railway line in Britain. The final section, between Friden and Parsley Hay, closed in September This is now a national route of the National Cycle Network as well as being popular with walkers and horse riders. Part of the trail is also designated as a section of the Pennine Bridleway. The engine house of the Middleton inclined plane at Middleton Top was preserved as a Visitor Centre and the beam engines, once used to haul waggons, are occasionally demonstrated with compressed air. Near Cromford, the railway passed below Black Rocks and this is a popular locality for climbing. An additional attraction for visitors to the area is the Steeple Grange Light Railway, which is a narrow gauge railway that runs along the track bed of a former branch line of the Cromford and High Peak Railway near Wirksworth. This line features a 1 in 27 gradient and there are two operational passenger locomotives as well as two works locomotives and others are under restoration. Two extensions to this line are being studied, one is to the National Stone Centre and the other is an extension up the gradient towards Middleton Quarry. The heyday of this line was in the s when it was extensively used by ramblers because of its proximity to Dovedale. For a time, there was also a through service between London Euston and Buxton via Nuneaton, Uttoxeter and Ashbourne but this was discontinued in the early s. At Whaley Bridge, it is possible to explore the short inclined plane that brought goods down the hillside and across an iron bridge over the river Goyt to the transshipment shed and wharf at the terminus of the Whaley Bridge Branch of the Peak Forest Canal. It is also possible to see the site of the horse gin that was used to operate the inclined plane. From Whaley Bridge, it is a one-mile walk along the towpath of the Peak Forest Canal to visit the Ancient Monument of Bugsworth Basin at the terminus of the main line of the canal. This was the interchange between the Peak Forest Tramway and the Peak Forest Canal and nowadays it is possible to explore part of the tramway by walking along the Tramway Trail. A recent project by English Heritage was to carry out a heritage audit of both the Cromford and High Peak Railway and the Peak Forest Tramway and this took the form of an archaeological survey of each of them. The purpose of this was to gather together a quantity of related information to help forthcoming management decisions about their appropriate preservation and suitable presentation to the public. An ensuing stage of this project will be to work out an overseeing agenda for each route. It is anticipated that this will be integrated with better visitor information about the proper interpretation of remaining features as an aid to the better understanding of their historic context and importance. Cromford Wharf on the Cromford Canal with the transit sheds on the left, s. The locomotive is an unidentified Class J94, ST. This class was introduced in and they were bought from the Ministry of Supply in Sheep Pasture inclined plane, The locomotive is using power to assist the stationary engine at the top of the plane. The catchpit between the tracks is a safety device to catch runaway waggons in the event of the rope snapping. This is an ex-North London Railway locomotive. The Minninglow embankment, with a bridge built into it, s. View looking down the Whaley bridge inclined plane, This incline was operated by a horse gin horse capstan or whim and chain. Its mode of operation never changed until its closure on the 9 April Railway bridge over the river Goyt at Whaley Bridge, 24 March View looking downstream towards Goyt Mill. This iron bridge only carried a single track. The canal is in the centre, surrounded by railings.

Chapter 2 : Cromford and High Peak Railway | Revolv

The Cromford and High Peak Railway (C&HPR) was completed in 1825, to carry minerals and goods between the Cromford Canal at Cromford Wharf and the Peak Forest Canal at Whaley Bridge. Josias Jessop, the son of William Jessop was asked to survey the route.

Newhaven Tunnel, constructed in 1825, took the railway under the A630. The trackbed at Minninglow. Around this time, the people of Wirksworth were agitating for a line and an incline was built between the two. However, the Midland Railway began surveying a line from Duffield[7] in 1825 but it was never used. The old north end of the line from Ladmanlow a short distance from Harpur Hill to Whaley Bridge via the Goyt Valley was largely abandoned in 1825, though the track bed is still visible in many places and one incline forms part of a public road. The formation was constructed to allow for double tracking if necessary, but this never happened. Operation The line was worked by independent contractors until long after other lines, which had taken operations in house upon the introduction of locomotives. The line was initially under-capitalised because many of the subscribers did not meet their dues, and it was mainly funded by the Butterley Company, a major supplier and its main creditor. Nevertheless, the line never achieved a profit. Francis Wright, the Chairman, was later to say, in "We found ourselves getting into difficulties from the third year of our existence," and added it was clear in retrospect that the line "never had a remote chance of paying a dividend on the original shares. By the line had six more locomotives gradually displacing the horses. Because the inclines were too steep for adhesion traction by these early locomotives, they were hauled up and down the inclines, along with their trains, by static steam engines. Hemp rope or chain, initially used for hauling trains, was later replaced by steel cables. In 1825 an Act of Parliament authorised the carriage of passengers. However the one train per day each way did little to produce extra revenue and, when a passenger was killed in 1825, the service was discontinued. This was, to a degree, offset by the increase in the trade for limestone from the quarries. There were, in fact, very few accidents. In 1825, the Cromford and Sheep Pasture inclines had been merged into one, and in 1825, a brake van parted from the train near the summit. Gathering speed, it was unable to round the curve into Cromford Wharf. It passed over both the canal and the double track railway line, and landed in a field. A catch pit was therefore installed near the bottom. This can still be seen from the A630 with a more recent wrecked wagon still in it. The most serious accident occurred in 1825. The line was fairly level on the approach to the Hopton Incline and it was the custom to gain speed for the uphill gradient. There was a shallow curve immediately before and on this occasion the locomotive spread the track, rolled over and down the embankment with four wagons. Hopton Incline The modern sign for Hopton Incline Sign giving drivers authority to charge the 1 in 14 Hopton Incline Gradient Post at the top of the Hopton Incline The Hopton Incline was a very steep section of the railway about a mile north of the small village of Hopton. It was originally worked by a stationary steam engine but was modified later to be adhesion worked by locomotives. The many sidings The railway served dozens of small sidings. Towards the Cromford end of the line, between Sheep Pasture Top and Friden there were over 15 sidings, mostly grouped between Sheep Pasture and Longcliffe, primarily serving quarries. One was built in 1825 from Steeplehouse to serve the Middleton Quarry north of Wirksworth. Towards the Whaley Bridge end of the line, another profusion of sidings lay between Dowlow Halt and Ladmanlow, mostly serving quarries and limeworks. This included some dozen sidings in the short section between Harpur Hill and Old Harpur.

Chapter 3 : The High Peak Trail, former Cromford and High Peak Railway

Cromford and High Peak Railway Cromford to Whaley Bridge, Derbyshire. In the early s a canal was planned to connect the Cromford Canal at Cromford Wharf with the Whaley Bridge Branch of the Peak Forest Canal at Whaley Bridge, lying on the opposite side of the White Peak to the north west.

Newhaven Tunnel, constructed in , took the railway under the A The trackbed at Minninglow. Around this time, the people of Wirksworth were agitating for a line and an incline was built between the two. However, the Midland Railway began surveying a line from Duffield [1] in and it was never used. The old north end of the line from Ladmanlow a short distance from Harpur Hill to Whaley Bridge via the Goyt Valley was largely abandoned in , though the track bed is still visible in many places and one incline forms part of a public road. The formation was constructed to allow for double tracking if necessary, but this never happened Operation The line was worked by independent contractors until long after other lines, which had taken operations in house upon the introduction of locomotives. The line was initially under-capitalised because many of the subscribers did not meet their dues, and it was mainly funded by the Butterley Company which was a major supplier and its main creditor. Nevertheless, the line never achieved a profit. Francis Wright, the Chairman was later to say, in "We found ourselves getting into difficulties from the third year of our existence. By the line had six more locomotives gradually displacing the horses. Because the inclines were too steep for adhesion traction by these early locomotives, they were hauled up and down the inclines, along with their trains, by static steam engines. Hemp rope or chain, initially used for hauling trains, was later replaced by steel cables. In an Act of Parliament authorised the carriage of passengers. However the one train per day each ways did little to produce extra revenue and, when a passenger was killed in , the service was discontinued. This was, to a degree, offset by the increase in the trade for limestone from the quarries. There were, in fact, very few accidents. In , the Cromford and Sheep Pasture inclines had been merged into one, and in , a brake van parted from the train near the summit. Gathering speed, it was unable to round the curve into Cromford Wharf. It passed over both the canal and the double track railway line, and landed in a field. A catch pit was therefore installed near the bottom. This can still be seen from the A6 with a more recent wrecked wagon still in it. The most serious accident occurred in The line was fairly level on the approach to the Hopton Incline and it was the custom to gain speed for the uphill gradient. There was a shallow curve immediately before and on this occasion the locomotive spread the track, rolled over and down the embankment with four wagons. The many sidings The railway served dozens of small sidings. Towards the Cromford end of the line, between Sheep Pasture Top and Friden there were over 15 sidings, mostly grouped between Sheep Pasture and Longcliffe , primarily serving quarries. One was built in from Steeplehouse to serve the Middleton Quarry north of Wirksworth. Towards the Whaley Bridge end of the line, another plethora of sidings lay between Dowlow Halt and Ladmanlow, mostly serving quarries and limeworks. This included some dozen sidings which lay in the short section between Harpur Hill and Old Harpur. Demise Traffic - by now almost exclusively from local quarries - was slowly decreasing during the Beeching era , the first section of the line being closed in This was the rope worked 1 in 8 Middleton Incline. The rest of the line was fully closed in spring , including the 1 in 8 Sheep Pasture Incline and the Hopton Incline. The summit of the former rope worked railway incline at Middleton top, now used as a footpath and cycle way. The Middleton Incline Engine House has also been preserved, and the ancient engine once used to haul loaded wagons up is often demonstrated [1]. The Tissington Trail main article:

Chapter 4 : Going Loco! - Reminiscences of the Cromford and High Peak Railway

The High Peak Trail takes the line of the former Cromford and High Peak Railway between Parsley Hey and Cromford. This railway is worth a brief description because of its unique nature.

Newhaven Tunnel, constructed in 1825, took the railway under the A630 The trackbed at Minninglow. The line was isolated until 1845, when, in an effort to improve traffic, a connection was made with the Manchester, Buxton, Matlock and Midlands Junction Railway at High Peak Junction a short way south of the terminus at Cromford. Around this time, the people of Wirksworth were agitating for a line and an incline was built between the two. However, the Midland Railway began surveying a line from Duffield [2] in 1845 and it was never used. The old north end of the line from Ladmanlow a short distance from Harpur Hill to Whaley Bridge via the Goyt Valley was largely abandoned in 1845, though the track bed is still visible in many places and one incline forms part of a public road. The formation was constructed to allow for double tracking if necessary, but this never happened.

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Hopton Incline The sign for Hopton Incline Sign giving drivers authority to charge the 1 in 14 bank Gradient Post at the top of the Hopton Incline The Hopton Incline was a very steep section of the railway about a mile north of the small village of Hopton. It was originally worked by a stationary steam engine but was modified later to be adhesion worked by locomotives. The many sidings The railway served dozens of small sidings. Towards the Cromford end of the line, between Sheep Pasture Top and Friden there were over 15 sidings, mostly grouped between Sheep Pasture and Longcliffe, primarily serving quarries. One was built in 1845 from Steeplehouse to serve the Middleton Quarry north of Wirksworth. Towards the Whaley Bridge end of the line, another profusion of sidings lay between Dowlow Halt and Ladmanlow, mostly serving quarries and limeworks. This included some dozen sidings in the short section between Harpur Hill and Old Harpur. Demise Traffic "by now almost exclusively from local quarries" was slowly decreasing during the Beeching era, the first section of the line being closed in 1968. This was the rope-worked 1 in 8 Middleton Incline. The rest of the line was fully closed in spring 1968, including the 1 in 8 Sheep Pasture Incline and the Hopton Incline. The summit of the former rope worked railway incline at Middleton top, now used as a footpath and cycle way. The Middleton Incline Engine House has also been preserved, and the ancient engine once used to haul loaded wagons up is often demonstrated. The Tissington Trail Main article:

Chapter 5 : Cromford and High Peak Railway, Cromford Wharf to Whaley Bridge, Derbyshire

Previously unpublished film footage of Derbyshire's famous railway. Recorded by my grandfather Leonard Brian Cooper circa Captured on standard 8 cine film. Apologies if you had this film.

This web publication contains , pages of information and , images on early companies, their products and the people who designed and built them. Josias Jessop , the son of William Jessop was asked to survey the route. He, his father and their former partner Benjamin Outram had gained wide experience in building tramways where conditions were unsuitable for canals. Meeting to be called about the proposed railway and to be held in the house of Mrs. Cummings , the Old Bath, Matlock. At the meeting Samuel Oldknow was the Chairman and eighteen named persons attended including William Jessop. As no person attended from Macclesfield the branch to that town was dropped from the proposal. From the canal it climbed over a thousand feet in five miles, through four inclines ranging from 1 in 14 to 1 in 8 - Cromford, Sheep Pasture, Middleton and Hopton, above Wirksworth. The line then proceeded up the relatively gentle Hurdlow incline at 1 in The second half from Hurdlow to Whaley Bridge opened in descending through four more inclines, the steepest being 1 in 7. The railway would be powered by horses on the flat sections and stationary steam engines on the nine inclined planes, apart from the last incline into Whaley Bridge, which was counterbalanced and worked by a horse-gin. The engines, rails and other ironwork were provided by the Butterley Co. It would take around two days to complete the 33 mile journey. The railway's first steam locomotive arrived in the shape of Peak, built by Robert Stephenson and Co. By the line had six more locomotives gradually displacing the horses. These locomotives were hauled up and down the inclines along with their trains with the cables, which initially had been hemp, replacing the earlier chains, but by then were of steel. The line was isolated until when, in an effort to improve traffic, a connection was made with the Manchester, Buxton, Matlock and Midlands Junction Railway at High Peak Junction just north of Whatstandwell. Nevertheless, the line never achieved a profit and an Act of Parliament authorised the carriage of passengers. However the one train per day each way did little to produce extra revenue and, when a passenger was killed in , the service was discontinued. This was, to a degree, offset by the increase in the trade for limestone from the quarries. It was leased by the London and North Western Railway in , being taken over fully in The old north end of the line from Ladmanlow a short distance from Harpur Hill to Whaley Bridge via the Goyt Valley was largely abandoned in , though the track bed is still visible in many places and one incline forms part of a public road. Traffic - by now almost exclusively from local quarries - was slowly decreasing during the Beeching era, the first section of the line being closed in This was the rope worked 1 in 8 Middleton Incline. The rest of the line was fully closed in spring , including the 1 in 8 Sheep Pasture Incline and the Hopton Incline. Today, large parts of the route are attractive to visitors. The original workshop at Cromford Wharf can still be visited, and close by is the Cromford Canal and Leawood Pumpouse. The winding engine at Middleton Top is periodically operated using compressed air. A large portion of the trackbed is now used by the High Peak Trail.

Chapter 6 : Category:Cromford and High Peak Railway - Wikimedia Commons

"The Cromford and High Peak Railway, set on the wild moors of North Derbyshire, is so inaccessible that few people know much of it. This booklet has been written so that those living further away may become acquainted with the route and its story."

Chapter 7 : Cromford and High Peak Railway

The Cromford and High Peak Railway, of standard gauge, was opened by at the dawn of the Railway Age, from Cromford to Whaley Bridge in Derbyshire - a distance of 33 miles.

Chapter 8 : Hopton Incline - Wikipedia

DOWNLOAD PDF THE CROMFORD AND HIGH PEAK RAILWAY.

In the Peak Park Planning Board and Derbyshire County Council bought part of the track bed (from Dowlow, near Buxton, to High Peak Junction, Cromford) and turned it into the High Peak Trail, now a national route of the National Cycle Network and popular with walkers, cyclists and horse riders.

Chapter 9 : Cromford and High Peak Railway - Wikipedia

Above. This map (click to expand) shows the Bunsal Incline on the old Cromford & High Peak Railway line, and the small reservoirs used to feed the steam-powered pulleys which hauled the trains up and down the steep slope.