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Project Report 738.4

Heritage Audit of the Peak Forest Tramway and the Cromford and High Peak Railway, Derbyshire



Summary Report



July 2004

Produced for

By Oliver Jessop
With contributions from Professor Colin Divall



ENGLISH HERITAGE

ALSF Project No.3575

SUMMARY REPORT FOR THE HERITAGE AUDIT OF THE PEAK FOREST TRAMWAY AND CROMFORD AND HIGH PEAK RAILWAY, DERBYSHIRE

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EXECUTIVE SUMMARY

ARCUS in conjunction with Derbyshire County Council were commissioned by English Heritage to undertake a Heritage Audit of all the surviving archaeological features along the routes of the former Peak Forest Tramway (PFT) and Cromford and High Peak Railway (CHPR) in Derbyshire. The project was funded through the Aggregates Levy Scheme Fund (ALSF), project number 33575.

The project was divided into two stages: an archive search undertaken during September to October 2003, and baseline surveys during October to December 2003. All the fieldwork involved the use of a proforma record forms and digital photography. A total of 63 sites were identified along the 6 mile long route of the PFT and 418 sites along the 37.5 miles comprising the route of the CHPR.

The intention of the survey was to produce a consolidated body of data to inform the future presentation and long term management of each route. To aid this process and to act as a primary archive, all the new sites identified have been added to the Derbyshire County Council Sites and Monuments Record in Matlock. This information is linked to Ordnance Survey map tiles and has the potential to form the basis for a GIS system.

A future stage of the project is intended to utilise the wealth of information gathered during this survey to enhance the public understanding of both routes. It is perceived that this may be in the form of additional information boards, leaflets and a website incorporated as part of a wider heritage tourism strategy for North Derbyshire.

Checked by	Approved for submission to client
Date	Date
Oliver Jessop <i>Buildings Archaeologist</i>	James Symonds <i>Executive Director</i>

1 INTRODUCTION

1.1 Project Summary

The archaeological survey of the remains of both the Peak Forest Tramway (PFT) and the Cromford and High Peak Railway (CHPF) in Derbyshire has been completed under the auspices of the Aggregates Levy Sustainability Fund (ALSF) managed by English Heritage. It is a heritage audit of all the surviving extant elements of the two former mineral railways that were identifiable during fieldwork undertaken between September and December 2003. It is intended to act as a baseline survey, from which future management decisions may be formulated to ensure their future preservation and to develop a greater public understanding and enjoyment of these monuments.

This Heritage Audit forms the **first** and **second** stages of a **three** stage programme (see section 1.3) that will result in a greater understanding and appreciation of the historic significance of these former regional transport routes within the remit of the ALSF.

1.2 Aims

It is not the intention to create either detailed management or conservation plans, but a body of accurate data that can be used to form a basis for such documents. The data should perhaps be viewed as a 'snapshot' of historic features visible at the time of survey. It is therefore possible that some surviving elements are unrecorded. However, over 96% of each route was walked and the proportion of potentially unobserved features should be regarded as negligible.

The main aims were to document and record the surviving historic features on the ground and assess their levels of survival and highlight any potential threats. This data is summarised in this report, with full entries incorporated into the Derbyshire Sites and Monuments Record (SMR) in Matlock.

1.3 Project Objectives

The objectives for the Heritage Audit can be subdivided into three key stages. An outline of specific tasks are as follows:

Stage 1 consists of two parts; the assessment and acquisition of existing archives and the fieldwork recording of features that survive on the ground.

Stage 2 synthesises the fieldwork data onto the existing Derbyshire Sites and Monuments Record (SMR) and the production of this summary report.

Stage 3 (**future stage of this project**) will use material gathered during fieldwork to enhance a wider understanding, appreciation and enjoyment of the monuments, ultimately leading to an overarching management strategy

1.4 Project Co-ordination

The Heritage Audit of the CHPR and PFT has been undertaken by ARCUS and monitored by English Heritage and a steering group, with advice sought from a wider consultative forum including representatives from local government, field wardens, landowners and representatives of local amenity bodies.

The day to day management was overseen by Oliver Jessop (Archaeological Consultant, ARCUS). The fieldwork was undertaken by Oliver Jessop, Mark Stenton, Ben Chan and Katherine Martin. Vicky Parsons enhanced the Derbyshire SMR. Reporting was by Oliver Jessop and Professor Colin Divall (Institute of Railway Studies & Transport History, University of York), with assistance from Katherine Martin, Antonia Thomas and Jo Mincher.

1.5 Summary Report

It has already been stated that the aim of the survey was to produce an accurate, focused and consisted body of data primarily to act as a 'resource of information' for the future management of the PFT and CHPR. The propose of this report therefore, is to summarise the nature of the analytical survey, the historical significance of the routes and to tabulate the results, drawing out important findings. Conservation statements are presented, intended to form a catalyst for the future public enhancement, understanding and presentation of the two monuments.

Section 2, written by Professor Colin Divall of the Institute of Railway Studies & Transport History at the University of York, presents a historical overview. This section explores the construction of each route and their relative success as commercial enterprises within a wider historical context.

A detailed survey methodology was formulated at the outset of the project and presented in a Project Design (Jessop 2003). An outline of the methodology and data collection, taking account of any alterations to the original Project Design, forms Sections 3 and 4 of this report. The results of the fieldwork are listed in a series of tables and thumbnail images forming Section 5. Location maps for each site are included in the appendix.

A discussion of the features that survive and their overall significance and condition form Section 6. This is accompanied by Conservation Statements for each route emphasising the need for further interpretation and analysis.

The final Sections 7 to 11 consist of the acknowledgements, references, museums and archives consulted and the landowners along both routes. Appendices contain a glossary of associated terms and the footnotes for section 2.

2 HISTORICAL SUMMARY

2.1 Success and Failure in the Derbyshire Peak: the Peak Forest Tramway and the Cromford and High Peak Railway

by Professor Colin Divall

The uplands of northern and central Derbyshire presented both an opportunity and a challenge to entrepreneurs keen to exploit opportunities opened up by industrialisation. The huge limestone deposits of the White Peak offered practically limitless supplies of a resource useful for building and essential both for agriculture and the nascent chemical industries of north-west Cheshire and south-east Lancashire. Yet the porous nature of this very material combined with the harsh geography of the region to make the construction of canals a difficult and expensive proposition. This not only hampered the transport of the indigenous stone and its derivative, lime, but also presented a formidable barrier to trade between the regional economies east and west of the uplands.

The Peak Forest Tramway and the Cromford & High Peak Railway, conceived and built a generation apart, shared a superficial similarity as alternatives to a canal as a form of bulk transport. However the wider purposes for, and the circumstances under, which they were built and operated were by no means the same. Nor was the degree of their success, at least insofar as original prospects were concerned. The earlier line, the Peak Forest, opened by 1799, was in some ways the cruder in engineering and operational terms. Yet it was understood from the start as an essential link in which we should now call an intermodal transport system, and successfully operated as such with scarcely any modification either in physical or organisational terms for nearly 130 years until rendered obsolete by an entirely different transport system.

The far better-known Cromford and High Peak Railway, opened throughout in 1831, was an altogether grander affair, considerably longer and with more sophisticated engineering, at least as far as motive power was concerned, and intended to serve as a general-purpose inter-regional link. As such it was a considerable disappointment, and although the greater part survived in service until the 1960s, this was at the cost both of considerable reconstruction (organisational and financial as well as physical) and a narrowing of function largely to that of a specialised feeder to later, main-line railways.

2.2 The Peak Forest Tramway, c. 1795-1926

The Peak Forest Tramway was conceived from the start as a cheaper and more practical extension of the Peak Forest Canal, itself a project stemming from the failure of proposals to link Manchester with Sheffield (1786) and Cromford (1791-2) by water.¹ The goal of the Peak Forest system — the canal and tramway were always owned and operated as one — was limestone, seen chiefly as raw material for the chemical industries growing up along the River Weaver and Sankey Canal in Cheshire. This traffic was to prove the system's lifeline until the early-twentieth century, although other products, including lime manufactured in Derbyshire and coal and general goods imported into the area, made a useful contribution to its finances. Thus although the principal industry it served, chemical manufacturing, came increasingly to serve national and even international markets, the Peak Forest Tramway is best thought of an essential link in a regional system of transport.

The original survey of the canal envisaged a terminus at Chapel Milton, beyond that finally built at Bugsworth (now Buxworth), with a plateway from there for something over 3 miles to quarries on the limestone plateau in the vicinity of Dove Holes. The rationale for this seemingly inconvenient break of mode was to avoid the high cost of building locks and reservoirs to raise the canal some 450 feet up to the plateau. This route was approved by parliament in 1794, but upon appointment as engineer to the whole project, Benjamin Outram, who had already engineered other tramroad extensions to canals in the region (notably the Little Eaton Gangway), successfully proposed that the tramway be extended to Bugsworth.² This saved a flight of locks and a reservoir, replaced by an incline, near Chapel-en-le-Frith.³

Save in one, very important, indeed critical respect, the tramroad's engineering was not particularly noteworthy, even by the standards of the day. On the civil side the vertical alignment, offering a fairly steady descent for loaded trains on the upper and lower levels alike, and the incline, rising by 209 feet over a length of 512 yards and gravity-worked, using the weight of the descending loaded wagons to haul up empties, were all well thought out. None of this was novel however, except in the regional context — the incline was the only feature remarked upon in von Oeynhausen and von Dechen's noted survey of English railways in the 1820s.⁴

The chief claim to fame of the tunnel at Chapel Milton, 85 yards long (and now partially destroyed), is that it is reputed to be one of the oldest in the country bored for a railway.⁵ The rock here is particularly hard and seems to have been the reason why the tunnel was not widened to take double track when traffic levels justified this as early as 1803, but otherwise the work demanded nothing that was unfamiliar to canal engineers.⁶ The track was also quite conventional by contemporary standards; as with Outram's other tramroads, L-section plates of cast iron, supplied by the Butterley Company (of which Outram was a partner), were laid on stone blocks arranged to facilitate the haulage of ascending trains by horses. Despite the fact that by the 1820s such designs were generally obsolescent, the plates were replaced to a similar design in 1833 and then again, although now in steel, in the 1860s.⁷ The wagons themselves (one of which survives along with various track components in the National Railway Museum) were roughly constructed along the lines of agricultural vehicles, and crudely (and dangerously) braked on the descent using hooks to stop the wheels turning.⁸

Against all of this however, the tramroad was conceived as an integral part of a special-purpose intermodal transport system, and the overall fitness of the design helps to explain the survival of both it and those technical components that probably appeared out-of-date even in the nineteenth century. Although not all traffic was one-way — coal, initially from Cheshire and Lancashire and later, with the opening of the Macclesfield Canal in 1831, from Staffordshire, plus general goods passed up the line — the carriage of limestone and lime always dominated.⁹ The arrangements at Bugsworth Basin were therefore laid out for the expeditious transfer of this traffic, with the sophisticated use of differing levels between tramroad and canal and of devices such as tipplers and demountable wagon bodies (the latter probably only used before the Marple flight of locks opened in 1804, prior to which goods had to be transhipped onto another tramroad).¹⁰ The journey from upland quarries and kilns to the chemical works, building sites and agricultural tenancies of the plain was thus made as seamless as possible.

These arrangements were underpinned by an equally sophisticated understanding of business and managerial imperatives. The common ownership of canal and tramway allowed for joint operation of the two; although haulage by private carriers on the tramway was permitted, the Peak Forest company worked the majority of the traffic from the start.¹¹ By 1805 the entire route into Manchester (which involved the Ashton Canal) was effectively marketed as one, reducing, if not entirely eliminating, the

institutional barriers to through working all too commonly associated with the fragmented pattern of canal ownership. Favourable rates granted to bulk-users of lime or limestone, such as turnpike trustees, made with the co-operation of other canal and railway companies meant that by the 1830s traffic originating on the tramway was regularly being carried all over the north-west region and into the West Riding.¹²

The Peak Forest was also fortunate in its relationship with other transport undertakings once main-line railways came to represent a serious threat, from the 1840s. In July 1846 the Sheffield, Ashton-under-Lyne and Manchester Railway (which became part of the Manchester, Sheffield and Lincolnshire Railway the following year) leased the company, largely as a way of preventing territorial incursions by other railways. The MS&LR's associated plans to build railways into the district were thwarted by the financial uncertainties following the collapse of the Mania in 1846.

Eventually, other railway companies — notably the London & North Western and the Midland Railways — did build in the area, but the MS&LR (which became the Great Central Railway in 1899) maintained a competitive presence thanks to its lease of the Peak Forest jointly with those of the Ashton and Macclesfield Canals. Traffic on the tramway therefore continued to flow in profitable quantities until at least the early twentieth century. One historian suggests that this was largely due to the canal-side location of the receiving industries, the operational convenience of carrying by tramway and canal outweighing the attractions of cheaper rates offered by a combination of road and rail.¹³

Whatever the truth of this, by the early 1920s the advantage lay decisively with the latter, and for some traffic with motor lorries alone, and the tramway was finally abandoned in 1925-26 by the London & North Eastern Railway, successor to the Great Central.¹⁴

2.3 The Cromford and High Peak Railway

Promoted in the mid-1820s, in its original incarnation as a link between the rapidly industrialising towns of the north west and the Nottingham/Derby area and from there to London, the Cromford & High Peak Railway was an almost complete failure. Although indigenous limestone was seen as a worthwhile traffic, by far the greatest flows were expected to be of a through nature, diverted in part from existing but roundabout canal routes. For a variety of reasons this traffic never reached the levels anticipated.¹⁵

Nevertheless, nearly forty years after it was conceived, the High Peak achieved a measure of security when it was taken over by the London & North Western Railway, the largest of a later generation of main-line companies. The LNWR used the line both to access the huge limestone deposits of the White Peak and, more strategically, as part of its ultimately futile attempt to compete with the Midland Railway for traffic from the south to Buxton. In the former role the High Peak was successful enough to warrant modernisation by British Railways in the mid 1960s, although apart from a very short section incorporated into a later railway and still used today by stone trains, the final lengths of the High Peak closed in 1967-73.

The Cromford & High Peak Railway was conceived at a time when the comparative advantages of turnpikes, canals and railways were far from clear. It was seen as an economic alternative to canals, made possible by engineering advances, particularly steam power, which allowed the mechanical working of inclines intended to replace flights of locks up into the Derbyshire uplands. Earlier proposals, in 1802 and 1810 (two), to link the Manchester district with the East Midlands by canal suggest that

contemporaries were confident about the prospects for traffic. However these schemes were defeated by the very high costs involved. Canals were still the favoured option in 1824, but by June of that year the possibility of building a railway instead was being canvassed.¹⁶ Linking the Cromford and the Peak Forest Canals, but incorporated independently of both, the Cromford & High Peak Railway was one of just a handful of railways promoted in the boom of 1824-25 to gain parliamentary approval. Costed at £155,000 and authorised with a share capital of £164,000, it was the most expensive scheme then approved for a railway, but still considerably cheaper than the £574,130 estimated in 1824 for the rival Scarsdale & High Peak Canal.¹⁷

The project's early history was propitious. Parliamentary powers were swiftly obtained, thanks in part to the support of the major landowners (notably the Duke of Devonshire) and that of the two well-established canals to be linked, and the lack of opposition from competing canals. Capital was easily raised, at least at first.¹⁸ Moreover, unlike many later schemes, the railway was built more or less to cost, although the estimates of the original engineer, Josias Jessop (who died in September 1826), proved defective in detail — he underestimated the cost of building the infrastructure and overestimated that of rails.¹⁹

Jessop's survey took the railway 33 miles from its junction with the Peak Forest Canal at Whaley Bridge through to that with the Cromford Canal, at Cromford. The 240-foot difference in height between the two termini obscures the fact that the line rose to a summit of around 1,265 feet above sea level at Ladmanlow. The route followed was essentially that of a canal, with more or less level sections following the contours, sometimes circuitously, and generally modest earthworks, plus three tunnels, linked with rope-worked inclines — originally nine, all but one powered by stationary engines, but reduced later in the nineteenth century to three by amalgamation, deviation and conversion to locomotive operation.²⁰ Jessop had considered the use of locomotives, but although they were used intermittently in the 1830s the cast-iron rails were unsuitable for regular operation; these were replaced from 1843.²¹ Although none of these features was innovative, in engineering terms the line as a whole represented one of the finest attempts of the 1820s to adapt the horse-worked tramway to the possibilities opened up by steam power. The model was not however repeated in its entirety elsewhere.

It is tempting, looking back at the subsequent dominance of the locomotive-worked railway, to ascribe the High Peak's early failure as a commercial enterprise to its adherence to an obsolescent technical paradigm. There is certainly something in this argument, but the case can be overstated. The opening of the line throughout was delayed to July 1831, but this was apparently due to difficulties in raising finance from 1830 rather than by engineering problems. However, business performance in the first ten years undeniably fell consistently short of expectations, exacerbated by large debts owed principally to the Butterley Company, suppliers of the rails and stationary engines. Through traffic was negligible, except for a brief period in the late 1830s and early 1840s when the High Peak (along with its ally the Peak Forest Canal) benefited from the decision of carriers on the competing Macclesfield and Trent & Mersey Canals to switch allegiances for grain traffic from the eastern counties to the north west. The limestone trade, although larger than envisaged by Jessop, was not comparable to that carried on the Peak Forest system, and in any case only travelled over the route's extremities. Ten years after opening, the High Peak carried less than half the total tonnage estimated by Jessop, and took barely a quarter of the revenue.²²

The company therefore found itself in a situation analogous to those canals, such as the Huddersfield Narrow and the Rochdale, which already offered the possibility of inter-regional trade at the cost of engineering works that were expensive to build and

costly and inconvenient to operate: flows across the summits never equalled those at the ends. But although the railway's numerous inclines were a significant operating problem — one historian suggests that in its original form the railway was in no position to accept any more traffic even if it were on offer — failures of management, and particularly marketing, were probably more important since transit times and rates were comparable with those of the competing canals. The fact that the company did not have the power to carry itself did not help, as it left it at the mercy of the independent carriers.²³ Another possibility, which has never been tested, is that the railway simply represented excess capacity at a time when the British economy generally was far more regionally based than it was to become in the second half of the nineteenth century.

The later history of the line was largely tied up with that of the main-line railway companies. Attempts in the 1850s to revive the High Peak by improving the route, introducing more locomotive working and taking on carrying powers failed to raise the necessary capital.²⁴ But connections were made with the growing national railway network, at Cromford in 1853 and Whaley Bridge in 1857. By this time the canals to which the High Peak had originally connected were themselves owned by different main-line railways (the Cromford jointly by the Midland and London & North Western Railways, and the Peak Forest by the Manchester, Sheffield & Lincolnshire) and no longer served to feed any long-distance traffic onto the line. The complex competition between these various railways eventually led, in 1861, to the LNWR taking a lease on the C&HPR, largely as a way of maintaining a hold on the east Midlands without going to the expense of building its own route across the White Peak. Over the next 38 years the LNWR gradually improved the High Peak, culminating in 1899 with the incorporation of several miles of the route south of Buxton into a new link to Ashbourne, itself part of an attempt to compete with the Midland for traffic from London to the fashionable spa.²⁵

Prior to this, in 1892, the opening of the LNWR's extension from Whaley Bridge to Buxton had allowed for the closure of most of the C&HPR north of Buxton, leaving only the section from Parsley Hay, where the Ashbourne route diverged, to the junction with the Midland at Cromford operating over anything like its original route. Horses by now had long been abandoned (except for the now-isolated, capstan-worked Whaley Bridge incline, which finally closed in 1952) and the number of inclines worked by stationary engines reduced to two. The railway continued to feed limestone traffic into the mainline system for many decades. As late as 1964, the winding engine at Sheep Pasture incline was replaced with an electric motor. However the route's early origins, with the consequential tortuous alignments and tight clearances, meant that the larger, more economical wagons of the 1960s could not be used without expensive alterations to the infrastructure. Thus apart from the short stretch noted above the remaining sections of the C&HPR closed in stages during 1967-73 as the nationalized railway abandoned uneconomic traffic.²⁶

3 METHODOLOGY

3.1 Project Methodology

A full methodology for the heritage audit of the PFT and CHPR can be found in the Project Design (Jessop 2003) submitted to English Heritage in June 2003. The following sections outline the stages of the actual survey undertaken in the field.

3.2 Scoping and Consultation

A steering group and wider consultative forum provided an opportunity to develop the proposals presented within the Project Design, and to compile a list of key archives and features to survey and examine. Organisations consulted included; Derbyshire County Council (DCC); the Peak District National Park Authority (PDNPA); English Heritage Inspectorate (EH); and the Archaeology Data Service (ADS).

Additional data was gathered from; Inland Waterways Protection Society (IWPS); Health and Safety Executive (HSE); National Railway Museum (NRM); United Utilities (UU); exeGesIS; and individual owners and tenants of the monuments. This initial stage included acquiring access and permission for walking the route (see section 11).

3.3 Recording System and Rapid Assessment

A proforma recording sheet was produced (see section 4.5) to document all the fieldwork. The sheet consisted of two parts, for recording both archive material and the surviving remains in the field. A rapid assessment of all existing archives identified during the consultation process was undertaken and summary lists of each archive with any relevant holdings are included in sections 9 and 10.

3.4 Data Collection

The main programme of data collection comprised both archive data collection and fieldwork survey. The rapid assessment of the archives enabled the formulation of a baseline record of 'known historic features, or elements' relating to the PFT and CHPR, along a 50m corridor on either side of the routes. This archive material formed the basis for all the subsequent data collection, and the site of each historic feature was numbered on baseline maps at a scale of 1:2000. A summary of fieldwork data has been tabulated in Section 5 of this report.

3.5 Output and Archive

A key output from the archive and field survey of the PFT and the CHPR is the provision of new and enhanced information for inclusion within the Derbyshire SMR and production of a summary report with recommendations for future survey. The data was entered directly into the existing DCC exeGesIS HBSMR database, held in Matlock, Derbyshire.

A long term aim of this project (**stage 3** section 1.3.3) is to deposit a copy of the completed digital archives for both monuments with the Archaeology Data Service (ADS) in York. The project archive will be deposited at the Derbyshire SMR in Matlock, the PDNPA offices in Bakewell and the English Heritage National Monuments Record in Swindon.

4 DATA COLLECTION

4.1 Recording Forms

Prior to collecting any of the fieldwork data a proforma recording form was devised (see section 4.5 for an example of a fieldwork recording form). Its purpose was to standardise the process of data collection, creating a framework into which the all types of survey data could be summarised. The recording forms were of a generic format and suitable for recording both the PFT and CHPR. They were intended to assist the fieldwork surveyors in achieving a consistency of approach in relation to archaeological sites. Their design and layout was influenced by the field categories developed by English Heritage for use within their Scheduled Monuments @ Risk! Project (Fearn and Humble 2003).

A glossary of associated terms is included as an appendix and has been derived from the thesaurus of monument types (RCHME 1999).

4.2 Categories of Site

The Monuments at Risk Survey (Darvill and Fulton 1998, 218) concluded that 'risk can broadly be equated with the concept of 'vulnerability' included in the criteria for the selection of nationally important monuments for scheduling' (Fearn and Humble 2003). The aim of the heritage audit of the PFT and CHPR was not to document historic features in the same level of detail as is required for the Monuments at Risk Survey. For this reason the two criteria that were deemed to be of most importance to aid future management decisions concerning features along the two routes were 'visibility' and 'condition'.

The definition of the 'visibility' of a feature has been categorised as follows:

- | | |
|---|---------------------------------------|
| A Substantial above ground remains | B Limited above ground remains |
| C Not visible. Buried remains only | D Unknown. |

The four categories A-D can be use to broadly reflect structures that are standing and largely intact, those that are in active decay and those that are demolished. An additional 'unknown' category has been used where ground conditions have prevented a satisfactory interpretation from being made.

Closely linked to the visibility of a feature is an assessment of its 'condition'. This category has allowed a direct comparison to be made between sites of differing type, size and 'relative importance' along the length of the two monuments.

- | | |
|----------|------------|
| A | Good |
| B | Stable |
| C | Poor |
| D | Threatened |
| E | Lost |

Although a subjective decision was being made during fieldwork in relation to the 'condition' of a particular feature, the scale A-E was found to be a relatively rapid and straightforward method of assessment. Category A was originally intended to be 'excellent', however it was felt that was potentially misleading and suggestive of an almost 'mint' level of preservation. The descriptive term 'good' was used instead.

4.3 Survey Photography

During the fieldwork each site, feature and structure was photographed. The principal aims of the photography were:

- To provide a visual record at the time of survey
- To aid the identification of each individual site in the future
- To provide thumbnail images that can be uploaded into the DCC SMR
- To provide a sequence of images readily available for use in **Stage 3**

It was beyond the scope of the heritage audit to produce archive record shots of each site and for this reason digital photography was identified as being a suitable medium. A Fuji Finepix S304 camera was used for all photography. Each shot was recorded on a proforma photographic register, including description of feature, direction and date.

4.4 Field Survey

The fieldwork comprised a walkover survey along the complete routes of both the PFT (5.9 miles) and CHPR (37.5 miles). The route was surveyed between October and December 2003. A total of eight weeks were spent in the field, primarily using two archaeologists at any one time. Dependant upon the nature of the topography, weather conditions, accessibility and complexity of the historic features, the survey was undertaken on foot using a vehicle to travel between sites. Permission was granted by DCC and the PDNPA to drive along sections of the CHPR where accessibility to adjacent roads was difficult.

Each field walker identified features on separate sides of the track, covering a 50m transect on either side of each monument. This formed a linear transect 100m wide along the complete length of each route. Sites were located using a handheld Magellan Meridian Gold GPS, with an accuracy of 3-5m and plotted on a sequential series of Ordnance Survey derived base maps at a scale of 1:2000.

Large features, such as embankments or inclines, were occasionally broken down into smaller elements during the field recording. This became necessary due to differing levels of preservation identifiable within these larger features. For example, an incline may have been separated into an embankment, two boundary walls, a selection of bridges and also the remains of an engine house at the top and or wheel pit at the base.

Archival Information:		
Nature of Archival Sources: (tick as appropriate)		
Contemporary Documents <input type="checkbox"/>	Maps/Plans <input type="checkbox"/>	Drawings <input type="checkbox"/>
Paintings <input type="checkbox"/>	Photographs <input type="checkbox"/>	Oral History <input type="checkbox"/>
Books/Journals/Magazines <input type="checkbox"/>	<input type="checkbox"/>	Other (specify below) <input type="checkbox"/>
Other sources:		
Location of archive and, or collection:		
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Date of material:		
Relevant Publications:		
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Notes:		
Ownership and Copyright:		
Date of Record:	Recorder(s):	

5 GAZETTEER

5.1 Peak Forest Tramway

Peak Forest Tramway			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
1	SI - Canal Basin Complex	SK 02030 82050			✓		✓	✓				✓					2	3610
2	SI - Canal Basin Complex	SK 02170 82050			✓		✓	✓				✓					2	3611
3	SI - Canal Basin Complex	SK 02220 82020			✓		✓	✓				✓					2	3613
4	Wall - Boundary	SK 02527 82084 - SK 02660 82155			✓			✓						✓			2	3590
5	Bridge - Stone	SK 02574 82121			✓			✓					✓				2	3591
6	Siding	SK 02576 82124			✓						✓					✓	2	3592
7	Wall - Boundary/Retaining	SK 02754 82163			✓			✓							✓		2	3593
8	Wall – Retaining	SK 02831 82140 - SK 03241 82086			✓			✓							✓		2	3594
9	Wall – Boundary/Retaining	SK 03406 82079 – SK 04975 81730			✓			✓						✓			3	3595
10	Sleeper Blocks – Stone	SK 03742 82124			✓			✓							✓		3	3596
11	Wall - Retaining	SK 03785 82130 – SK 04754 82001			✓			✓							✓		3	3597
12	Sleeper Block – Stone	SK 039161 82187			✓				✓				✓				3	3598
13	Siding/SI	SK 03529 82027			✓				✓							✓	3	3599
14	Siding/SI	SK 04522 82039			✓						✓					✓	3	3600
15	Sleeper Blocks – Stone	SK 04525 82034			✓			✓					✓				3	3601
16	SD	SK 04658 82041			✓				✓						✓		3	3602

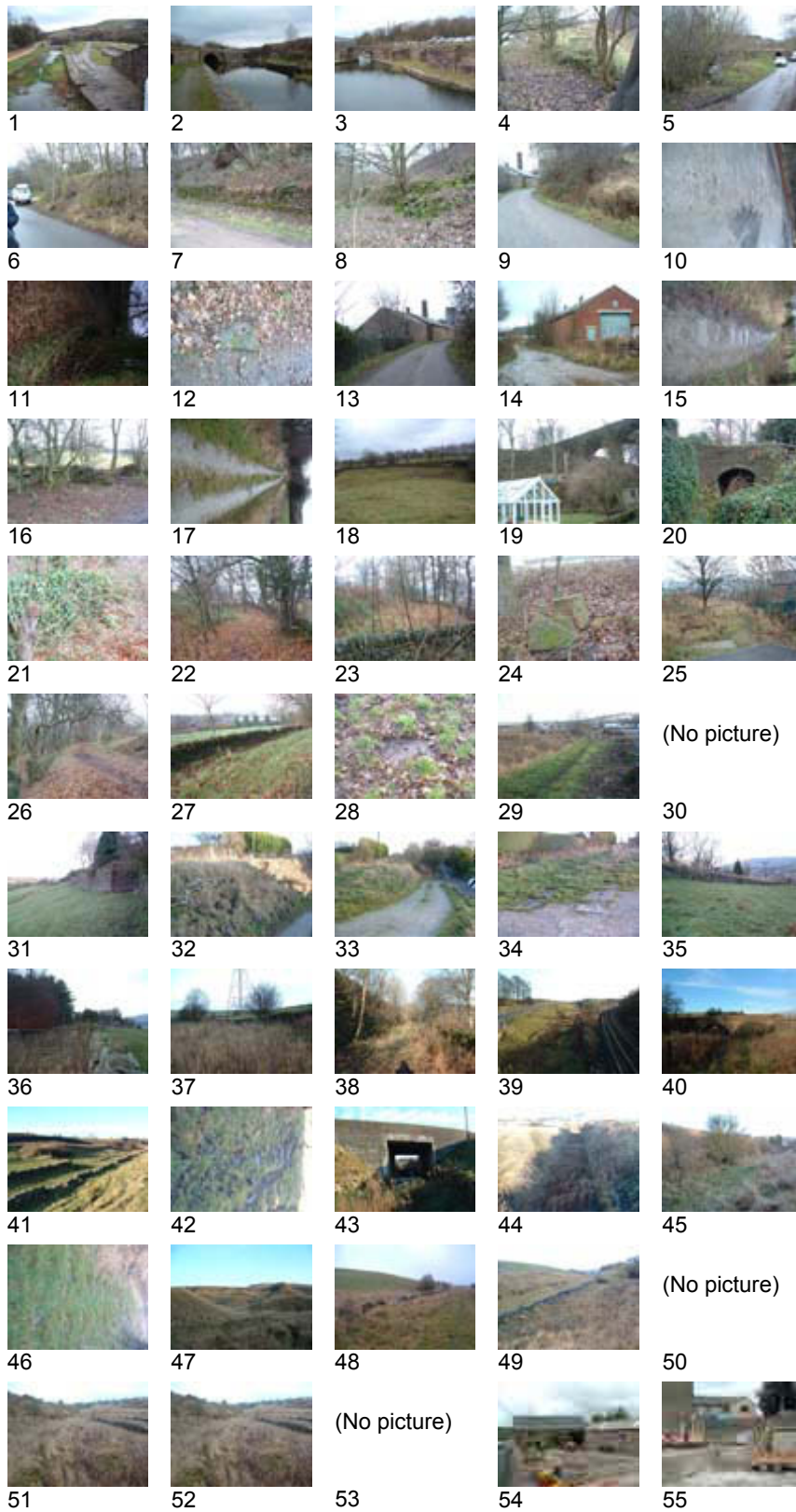
Peak Forest Tramway			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
17	Sleeper Blocks – Stone	SK 04779 81970 – SK 04902 81788			✓			✓					✓				3	3603
18	Wall – Retaining	SK 05232 81742 – SK 05550 81740			✓			✓						✓			3	3604
19	Trackbed	SK 05030 81740 – SK 05720 81700			✓				✓				✓				3	3605
20	Tunnel	SK 05866 81496			✓			✓					✓				3	3606
21	Wall – Boundary	SK 05905 81447 – SK 05921 81420			✓			✓							✓		3	3607
22	Wall – Boundary	SK 05947 81393 – SK 06118 81327			✓			✓						✓			3	3608
23	Wall – Boundary	SK 05958 81391 – SK 05970 81370			✓			✓						✓			3	3609
24	Sleeper Block – Stone	SK 06063 81344			✓			✓					✓				3	3612
25	Wall – Boundary/Retaining	SK 06136 81321 – SK 06343 81019			✓			✓						✓			3	3613
26	Wall – Boundary	SK 06183 81317 – SK 06257 81263			✓			✓						✓			3	3614
27	Sleeper Block – Stone	SK 06251 81271 – SK 06300 81143			✓			✓					✓				3	3615
28	Sleeper Blocks – Stone	SK 06273 81229 – SK 06278 81216			✓				✓			✓					3	3616
29	Wall - Boundary	SK 06313 81128 – SK 06434 80990			✓				✓						✓		3	3617
30	Incline	SK 06440 82097 – SK 06635 80650			✓						✓					✓	3	3618
31	Wall – Boundary	SK 06642 80659 – SK 07225 79828			✓			✓						✓			3	3619
32	Wall – Retaining	SK 06638 80650 – SK 06779 80374			✓			✓					✓				3	3620
33	Embankment	SK 06638 80657 – SK 06783 80375			✓			✓					✓				3	3621
34	Sleeper Blocks – Stone	SK 06639 80656			✓			✓					✓				3	3622
35	Incline	SK 06638 80657 – SK 06783 80375			✓			✓					✓				3	3623

Peak Forest Tramway			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
36	Yard/SI	SK 06840 80330			✓			✓					✓				3	3624
37	Wall – Boundary/Retaining	SK 06922 80270 – SK 07810 78880			✓			✓						✓			3	3625
38	Cutting	SK 07190 80097 – SK 07215 79860			✓			✓					✓				3	3626
39	Wall – Boundary	SK 07445 79530 – SK 07810 78890			✓			✓							✓		4	3627
40	Bridge – Stone/Brick	SK 07674 79225			✓			✓				✓					4	3628
41	SD – Cottages	SK 07741 79042			✓						✓					✓	4	3629
42	Sleeper Blocks – Stone	SK 07753 79013			✓				✓				✓				4	3630
43	Bridge	SK 07820 78880			✓			✓					✓				4	3631
44	Cutting	SK 07812 78878 – SK 08020 78230			✓			✓					✓				4	3632
45	Wall – Retaining	SK 07900 78810 – SK 07989 78640			✓			✓						✓			4	3633
46	Sleeper Blocks – Stone	SK 07941 78753 – SK 07979 78676			✓				✓				✓				4	3634
47	Quarry	SK 08050 78550			✓			✓					✓				4	3635
48	Wall – Boundary	SK 07987 78525 – SK 08021 78282			✓			✓							✓		4	3636
49	Wall – Boundary	SK 07980 78528 – SK 07990 78338			✓			✓					✓				4	3637
50	Sleeper Blocks – Stone	SK 07984 78527 – SK 08012 78298			✓				✓				✓				4	3638
51	Siding	SK 07990 78386			✓				✓					✓			4	3639
52	Wall – Boundary	SK 07990 78381 – SK 08116 77971			✓			✓						✓			4	3640
53	Trackbed	SK 08280 77775			✓						✓					✓	4	15933
54	Yard/SI	SK 06510 80890	✓						✓				✓				3	29946

Peak Forest Tramway			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
55	Tunnel (blocked)	SK 06530 80875	✓					✓					✓				3	29947
56	Wall - retaining	SK 06490 80875 – SK 06525 80875	✓					✓				✓					3	29948
57	SI - Shed	SK 06495 80895	✓					✓				✓					3	29949
58	SI – Goods Shed/Workshop	SK 06480 80884	✓					✓				✓					3	29950
59	SI – Mill/Workshop	SK 06440 80910			✓			✓				✓					3	29951
60	Mill Race	SK 06400 80920 – SK 06482 80910			✓			✓					✓				3	29951
61	Yard - Marshalling	SK 06465 80950	✓						✓			✓					3	29952
62	Wall - boundary	SK 06465 80932 – SK 06450 80900	✓					✓				✓					3	29953
63	SI – Goods Shed/Workshop?	SK 06450 80945	✓					✓				✓					3	29954

Table 2: Summary list of all sites identified along the route of the Peak Forest Tramway

5.2 Peak Forest Tramway - Photographs





56



57



58



59



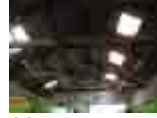
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5.3 Cromford and High Peak Railway

Cromford and High Peak Railway			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
1	Trackbed - Extension	SK 32125 55536 – SK 31445 55731	✓					✓					✓				12	9738
2	Wall – Retaining	SK 31939 55449 – SK 31749 55367	✓					✓					✓				12	9739
3	SI – Water Tank	SK 31520 55586	✓					✓					✓				13	9740
4	Wall – Retaining	SK 31480 55665 – SK 31445 55731	✓					✓				✓					13	9741
5	Wharf – Trans-Shipments	SK 31447 55757	✓				✓	✓				✓					12	9742
6	SI – Ticket Office	SK 31441 55730	✓					✓				✓					12	9743
7	SI – Wharf Shed	SK 31442 55757	✓				✓	✓				✓					12	9744
8	Road – Access	SK 31442 55734	✓					✓				✓					13	9745
9	Wall – Retaining	SK 31443 55733 – SK 31399 55952	✓					✓					✓				13	9746
10	SI – Crane Base	SK 31436 55792	✓				✓	✓					✓				12	9747
11	Canal	SK 31436 55791	✓					✓				✓					12	9748
12	SD/SO – Cottages & Stables	SK 31457 55693			✓			✓				✓					13	9749
13	SI – Weigh-Bridge Office	SK 31405 55886	✓				✓	✓				✓					13	9750
14	Steps/Paddock	SK 31402 55889	✓						✓					✓			13	9751
15	SI – Railway Store/Lengthman's Cabin	SK 31407 55930	✓					✓				✓					12	9752
16	SD – Privy	SK 31400 55941	✓					✓					✓				12	9753
17	SI – Workshops	SK 31355 55999	✓				✓	✓				✓					12	9754
18	SI – Workshop	SK 31360 56011	✓				✓	✓				✓					12	9755
19	SI – Workshop	SK 31331 55992	✓				✓	✓				✓					12	9756
20	SI – Workshop	SK 31328 55991	✓				✓	✓				✓					12	9757
21	SI – Drivers' Mess Room	SK 31360 55998	✓				✓	✓				✓					12	9758
22	Siding/SI – Loco Shed/Retaining Wall	SK 31317 56045	✓						✓						✓		12	9759

Cromford and High Peak Railway			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
23	Post - Signal	SK 31359 55999	✓					✓					✓				12	9760
24	SI – Water Tank	SK 31339 55986	✓					✓							✓		12	9761
25	MI – Wheel Pit	SK 31324 55994	✓						✓						✓		12	9762
26	SD – Agent’s House	SK 31306 55952	✓		✓	✓		✓				✓					13	9763
27	MI – Signal Indicator	SK 31301 55996	✓					✓						✓			12	9764
28	SO – Stable	SK 31334 55939			✓			✓					✓				13	9765
29	Wall – Retaining	SK 31283 56000	✓						✓					✓			12	9766
30	Wall – Retaining	SK 31291 55997	✓					✓					✓				12	9767
31	Bridge – Stone/Skew	SK 31262 55999	✓					✓				✓					12	9768
32	Wall – Boundary	SK 31198 56014 – SK 31083 56045	✓					✓					✓				12	9769
33	Wall – Boundary	SK 31201 56009 – SK 30828 56107	✓					✓							✓		13	9770
34	Catch Pit	SK 31148 56021	✓					✓						✓			13	9771
35	Post - Mile	SK 31154 56029	✓					✓					✓				12	9772
36	Wall – Retaining	SK 31032 56031 – SK 30819 56112	✓					✓				✓					12	9773
37	Wall – Boundary/Retaining	SK 30820 56071	✓						✓						✓		13	9774
38	Post - Mile	SK 30772 66122	✓					✓				✓					12	9775
39	Wall – Retaining	SK 30758 56104	✓					✓					✓				12	9776
40	SI – Platelayer’s Cabin	SK 30751 56111	✓					✓						✓			12	9777
41	Embankment	SK 30843 56070 – SK 30761 56096	✓					✓					✓				13	9778
42	SI – Engine House	SK 30752 56089	✓							✓						✓	13	9779
43	Wall – Retaining	SK 30645 56135 – SK 30360 56170	✓					✓				✓					12	9780
44	Wall – Boundary/Retaining	SK 30607 56129 – SK 30421 56155	✓					✓				✓					13	9781
45	Quarry – Scoop	SK 30628 56121	✓						✓					✓			13	9782
46	Bridge – Stone/Skew	SK 30433 56169	✓					✓				✓					12	9783

Cromford and High Peak Railway			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
47	Quarry	SK 30405 56150	✓						✓				✓				13	9784
48	MI – Crane	SK 30403 56147	✓					✓							✓		13	9785
49	Post - Mile	SK 30370 56164	✓					✓					✓				12	9786
50	Cutting	SK 30327 56184	✓					✓					✓				13	9787
51	SI – Engine House Complex	SK 30015 56197	✓					✓					✓				12	9788
52	SI – Chimney and Flue	SK 30066 56173	✓						✓				✓				13	9789
53	SI – Engine House	SK 30057 56205	✓					✓				✓					13	9790
54	MI – Wheel Pit/Rope Guides	SK 30066 56210	✓							✓			✓				13	9791
55	Reservoir	SK 29978 56171	✓						✓				✓				13	9792
56	Reservoir	SK 29957 56160	✓								✓					✓	13	9793
57	Wall – Boundary	SK 30013 56172 – SK 29734 56092	✓					✓					✓				13	9794
58	Wall – Boundary/Retaining	SK 30043 56190 – SK 30029 56191	✓					✓					✓				13	9795
59	Wall – Boundary/Retaining	SK 30095 56194 – SK 29713 56095	✓					✓				✓					12	9796
60	SI – Flue	SK 30055 56195	✓						✓					✓			13	9797
61	SI – Engine House	SK 30051 56185	✓					✓					✓				13	9798
62	SI – Engine House	SK 30050 56191	✓							✓						✓	13	9799
63	Wall – Boundary/Retaining	SK 30090 56195 – SK 30057 56195	✓					✓					✓				13	29701
64	Earthwork	SK 29993 56193 – SK 29891 56155	✓						✓				✓				12	29702
65	Reservoir	SK 29923 56153	✓								✓					✓	13	29703
66	Quarry	SK 29741 56086	✓					✓					✓				13	29704
67	SI – Hut	SK 29725 56085	✓					✓							✓		12	29705
68	Wall – Boundary	SK 29741 56086 – SK 29211 55794	✓					✓					✓				13	29706
69	Bridge – Foot	SK 29716 56081	✓						✓				✓				12	29707
70	Wall – Boundary/Retaining	SK 29640 56045 – SK 28850 55483	✓				✓	✓						✓			12	29708

Cromford and High Peak Railway			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
71	Post - Mile	SK 29612 56034	✓					✓						✓			12	29709
72	Sleeper Block – Stone	SK 29562 55963	✓							✓			✓				12	29710
73	Inscription	SK 29245 55813	✓					✓					✓				12	29711
74	Cutting	SK 29253 55825	✓					✓					✓				12	29712
75	Siding/Wharf - Loading	SK 29226 55791 – SK 29200 55784	✓						✓				✓				12	29713
76	Quarry/Tramway	SK 29231 55764	✓		✓					✓						✓	12	29714
77	Wall – Boundary	SK 29201 55783 – SK 29064 55580	✓					✓					✓				13	29715
78	SI – Mine	SK 29123 55702	✓					✓						✓			12	29716
79	SI – Water Tank	SK 29145 55685			✓				✓							✓	13	15593
80	Wall – Boundary/Retaining	SK 29060 55580 – SK 28416 55194	✓				✓	✓				✓					13	15594
81	Siding	SK 29062 55582	✓						✓					✓			13	15595
82	Bridge – Stone	SK 29019 55561	✓					✓				✓					12	29717
83	Bridge – Stone	SK 28945 55514	✓				✓	✓				✓					12	29718
84	Siding	SK 28849 55478			✓						✓		✓				12	15596
85	Wall – Boundary	SK 28850 55480 – SK 28536 55260	✓					✓					✓				12	15597
86	SI – Lime Kiln	SK 28631 55293			✓			✓					✓				12	15598
87	Bridge – Stone	SK 28640 55291	✓					✓				✓					13	15599
88	Siding	SK 28814 55445	✓						✓							✓	12	28300
89	Quarry	SK 28728 55389			✓			✓					✓				12	28301
90	Post - Mile	SK 28822 55456	✓					✓					✓				12	28302
91	Loading Gauge	SK 28553 55251	✓					✓					✓				13	28303
92	Quarry	SK 28464 55280			✓			✓					✓				12	28304
93	MI – Boiler	SK 28457 55227	✓						✓					✓			12	28305
94	Siding	SK 28410 55196	✓						✓							✓	13	28306

<i>Cromford and High Peak Railway</i>			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
95	Wall – Boundary	SK 28394 55211 – SK 28136 55195	✓					✓						✓			12	28307
96	MI – Wheel Pit	SK 28311 55174	✓				✓		✓						✓		13	28308
97	Wall – Retaining	SK 28322 55177 – SK 28237 55158	✓					✓				✓					13	28309
98	Siding	SK 28254 55158	✓						✓				✓				13	28310
99	Bridge – Accommodation/Stone	SK 28223 55166	✓					✓				✓					12	28311
100	Embankment	SK 28264 55172 – SK 28078 55181	✓					✓				✓					12	28312
101	Bridge – Stone	SK 28078 55170	✓					✓				✓					13	28313
102	Bridge – Stone/Brick	SK 28019 55196	✓					✓				✓					13	28314
103	MI – Iron Rope	SK 28257 55171	✓						✓				✓				12	28315
104	Cutting	SK 28030 55172	✓					✓				✓					12	28316
105	Quarry	SK 27980 55170	✓					✓					✓				13	28317
106	Wall – Boundary	SK 28010 55170 – SK 27899 55173	✓					✓					✓				13	28318
107	Wall – Boundary/Retaining	SK 27921 55188 – SK 27218 54912	✓					✓					✓				12	28319
108	Wall – Boundary	SK 27890 55180 – SK 27604 55181	✓					✓					✓				13	28320
109	Bridge – Stone	SK 27841 55178	✓			✓		✓				✓					13	28321
110	Bridge – Stone/Concrete	SK 27823 55191	✓					✓				✓					12	28322
111	MI – Signal Indicator	SK 27638 55188	✓					✓					✓				11	28323
112	Post - Signal	SK 27642 55196	✓					✓					✓				11	28324
113	SI – Engine and Boiler House	SK 27594 55186	✓				✓	✓				✓					11	28325
114	MI – Wheel Pit/Rope Guides	SK 27604 55192	✓				✓	✓				✓					11	28326
115	Sleeper Blocks – Stone	SK 27597 55191	✓						✓				✓				11	28327
116	SD – Engineman's Cottage	SK 27580 55186	✓					✓				✓					11	28328
117	SI/MI – Engine House Complex	SK 27583 55190	✓				✓	✓				✓					11	28329
118	Quarry	SK 27468 55253	✓					✓					✓				11	28330

Cromford and High Peak Railway			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
119	Siding/Wharf - Loading	SK 27507 55178 – SK 27542 55206	✓					✓					✓				11	28331
120	Tramway	SK 27569 55223 – SK 27511 55176	✓		✓				✓				✓				11	28332
121	Quarry – Tip	SK 27460 55158 – SK 27130 54940	✓		✓			✓					✓				11	28333
122	Boundary Wall	SK 27486 55137 – SK 27125 54832	✓					✓				✓					11	28334
123	Bridge – Accommodation/Stone	SK 27333 55000	✓					✓				✓					11	28335
124	Embankment	SK 27340 55005 – SK 27259 54938	✓					✓				✓					11	28336
125	Post - Mile	SK 27212 54918	✓					✓				✓					11	28337
126	Siding	SK 27201 54897	✓							✓						✓	11	28338
127	Wall – Boundary/Retaining	SK 26879 54830 – SK 22945 55496	✓					✓					✓				11	28339
128	Wall – Boundary	SK 26828 54840 – SK 26353 54707	✓					✓				✓					11	28340
129	Cutting	SK 26823 54837 – SK 26412 54723	✓					✓				✓					11	28341
130	Tunnel	SK 26687 54803 – SK 26575 54771	✓					✓				✓					11	28342
131	MI – Boiler	SK 26274 54676	✓					✓							✓		11	8360
132	Bridge – Stone/Skew	SK 26187 54659	✓			✓		✓				✓					11	8362
133	Siding	SK 26350 54713	✓						✓					✓			11	8363
134	Wall – Boundary/Retaining	SK 26346 54715 – SK 22577 55692	✓					✓					✓				11	8364
135	Embankment	SK 26352 54703 – SK 25667 54632	✓					✓				✓					11	8365
136	Bridge – Brick	SK 25861 54632	✓					✓					✓				11	8366
137	SI – Platelayer's Cabin	SK 25877 54626	✓					✓				✓					11	8367
138	Siding	SK 25837 54628	✓								✓					✓	11	8368
139	SD – Cottage	SK 25297 54650	✓					✓				✓					11	8369
140	SI – Plate Layer's Cabin	SK 25279 54648	✓					✓				✓					11	8370
141	SI – Engine House	SK 25349 54645	✓								✓					✓	11	8371
142	Level Crossing	SK 25208 54647	✓						✓							✓	11	8372

<i>Cromford and High Peak Railway</i>			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
143	Level Crossing	SK 25098 54650	✓								✓					✓	11	8373
144	Embankment	SK 24519 54932 – SK 24245 55070	✓					✓					✓				11	30600
145	Level Crossing	SK 24245 55070	✓							✓						✓	11	30601
146	Level Crossing	SK 24131 55127	✓						✓							✓	11	30602
147	Embankment	SK 24049 55208 – SK 23671 55640	✓					✓					✓				11	30603
148	Post - Mile	SK 24030 55234	✓							✓				✓			11	30604
149	Level Crossing	SK 23871 55471	✓						✓							✓	11	30605
150	Siding	SK 23830 55521	✓						✓					✓			11	30606
151	Post - Boundary	SK 23635 55639	✓					✓					✓				11	30607
152	Cutting	SK 23641 55653 – SK 23442 55703	✓					✓					✓				11	30608
153	Level Crossing	SK 23436 55703	✓						✓							✓	11	30609
154	Embankment	SK 23406 55698 – SK 23184 55637	✓					✓				✓					11	30610
155	Post - Mile	SK 23231 55656	✓					✓				✓					11	30611
156	Cutting	SK 23187 55636 – SK 23047 55565	✓					✓					✓				11	30612
157	Embankment	SK 22948 55501 – SK 22632 55640	✓					✓				✓					11	30613
158	Siding	SK 22924 55483	✓						✓					✓			11	30614
159	Bridge – Stone/Concrete	SK 22846 55449	✓					✓				✓					11	30615
160	Wall – Boundary/Retaining	SK 22846 55449 – SK 22639 55628	✓					✓				✓					11	30616
161	Bridge – Accommodation/Stone	SK 22725 55481	✓					✓				✓					11	30617
162	SI – Watering Ramp	SK 22665 55598	✓					✓					✓				11	30618
163	Siding	SK 22649 55618	✓						✓					✓			11	30619
164	SD – Station Master's Cottage	SK 22548 55701			✓			✓				✓					11	30620
165	Siding/Wharf - Loading	SK 22592 55661	✓					✓					✓				11	30621
166	SI – Goods Shed	SK 22577 55697	✓			✓		✓				✓					11	30622

Cromford and High Peak Railway			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
167	Siding	SK 22555 55703 – SK 22625 55698	✓						✓							✓	11	30633
168	Post - Mile	SK 22594 55669	✓					✓				✓					11	30634
169	Post - Gradient	SK 22542 55718	✓					✓				✓					11	30635
170	Bridge – Skew	SK 22530 55719	✓					✓				✓					11	30636
171	Yard – Goods	SK 22590 55676	✓					✓				✓					11	30637
172	Wharf – Coal	SK 22548 55718 – SK 22616 55707	✓					✓					✓				11	30638
173	SI – Shed	SK 22550 55716	✓							✓						✓	11	30639
174	Embankment	SK 22520 55733 – SK 22373 55845	✓					✓					✓				11	30640
175	Wall – Boundary/Retaining	SK 22519 55757 – SK 20525 57227	✓	✓				✓					✓				11	30641
176	Wall – Boundary/Retaining	SK 22428 55796 – SK 20595 56887	✓	✓				✓				✓					11	30642
177	Level Crossing	SK 22360 55857	✓						✓							✓	11	30643
178	Embankment	SK 22187 55990 – SK 22074 56078	✓					✓				✓					10	30644
179	Bridge – Accommodation/Stone/Brick	SK 22126 56051	✓					✓				✓					10	30645
180	Cutting	SK 22058 56081 – SK 21915 56200	✓					✓				✓					10	30646
181	Embankment	SK 21908 562 05	✓					✓				✓					10	30647
182	Bridge – Accommodation/Stone	SK 21837 56214	✓					✓				✓					10	30648
183	Bridge – Accommodation/Stone	SK 21351 56194	✓	✓				✓				✓					10	30649
184	Level Crossing	SK 21114 56182		✓							✓					✓	10	30520
185	Embankment	SK 20637 56810 – SK 20615 56885		✓				✓						✓			10	30521
186	Bridge – Accommodation/Stone	SK 20622 56844		✓				✓				✓					10	30522
187	Siding	SK 20597 56890		✓							✓			✓			10	30523
188	Wall – Boundary	SK 20600 56894 – SK 20497 57214		✓				✓				✓					10	30524
189	Cutting	SK 20605 56901 – SK 20517 57178		✓				✓					✓				10	30525
190	Level Crossing	SK 20524 57244		✓							✓					✓	10	30526

<i>Cromford and High Peak Railway</i>			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
191	Tramway	SK 20520 57253		✓							✓					✓	10	30527
192	SI – Brickworks	SK 20506 57204		✓					✓					✓			10	30528
193	Wall – Boundary/Retaining	SK 20529 57229		✓				✓					✓				10	30529
194	Wall – Boundary/Retaining	SK 20520 57254 – SK 18767 58473		✓				✓					✓				10	30530
195	Embankment	SK 20544 57360 – SK 20527 57588		✓		✓		✓					✓				10	30531
196	SI – Lime Kiln	SK 20568 57368		✓		✓		✓					✓				10	30532
197	Bridge – Accommodation/Stone	SK 20570 57473		✓		✓		✓				✓					10	30533
198	Quarry	SK 20539 57629		✓				✓					✓				10	30534
199	Level Crossing	SK 20533 57599		✓					✓						✓		10	30535
200	Siding	SK 20528 57616		✓					✓					✓			10	30536
201	Cutting	SK 20503 57629 – SK 20447 57714		✓				✓					✓				10	30537
202	Wall – Boundary/Retaining	SK 20458 57692 – SK 18786 58476		✓				✓					✓				10	30538
203	Embankment	SK 19857 58291 – SK 19575 58156		✓		✓		✓				✓					10	30539
204	Bridge - Stone	SK 19634 58198		✓		✓		✓				✓					10	30540
205	Level Crossing	SK 19513 58148		✓							✓					✓	10	30541
206	Yard - Goods	SK 19476 58152		✓							✓					✓	10	30542
207	Bridge - Stone	SK 19385 58188		✓				✓				✓					10	30543
208	Embankment	SK 19413 58179 - SK 19274 58224		✓				✓					✓				9	11565
209	Cutting	SK 19163 58270 - SK 18907 58402		✓				✓					✓				9	11566
210	Quarry - Scoop	SK 18899 58400		✓					✓				✓				9	11567
211	Wall - Boundary	SK 18776 58483		✓				✓					✓				9	11568
212	Wall - Boundary	SK 18764 58480 - SK 18460 59010		✓				✓					✓				9	11569
213	Level Crossing	SK 18774 58477		✓					✓					✓			9	11570
214	Level Crossing	SK 18479 59021		✓					✓					✓			9	6990

<i>Cromford and High Peak Railway</i>			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
215	Embankment	SK 18465 59020 - SK 18306 59065		✓				✓					✓				9	6991
216	Wall - Boundary	SK 18455 59017 - SK 18097 59755		✓				✓					✓				9	6992
217	Wall - Boundary	SK 18490 59024 - SK 18102 59754		✓				✓					✓				9	6993
218	Milestone	SK 18332 59061		✓				✓					✓				9	6994
219	Post - Mile	SK 18333 59062		✓				✓				✓					9	6995
220	Level Crossing	SK 18096 59764		✓							✓					✓	9	6996
221	Wall - Boundary	SK 18100 59786 - SK 15385 62730		✓				✓					✓				9	6997
222	Wall - Boundary	SK 18084 59818 - SK 17162 60754		✓				✓					✓				9	6998
223	Wharf - Loading	SK 17231 60738 - SK 17269 60716		✓					✓				✓				9	6999
224	Yard - Goods	SK 17223 60739		✓							✓					✓	9	7000
225	Bridge - Stone/Skew	SK 17153 60792		✓				✓				✓					9	29100
226	Siding/Wharf - Loading	SK 16895 60940		✓				✓					✓				9	29101
227	Wall - Boundary	SK 16863 60957 - SK 15436 62570		✓				✓					✓				9	29102
228	Level Crossing	SK 16845 60965		✓							✓					✓	9	29103
229	Milestone	SK 16359 61268		✓				✓				✓					9	7090
230	Level Crossing	SK 16244 61441		✓							✓					✓	9	7091
231	Level Crossing	SK 15988 61974		✓							✓					✓	9	7092
232	Post - Mile	SK 15981 61996		✓				✓					✓				9	7093
233	Post - Mile	SK 15666 62246		✓				✓					✓				9	7094
234	Cutting	SK 15583 62310		✓				✓					✓				9	7095
235	Level Crossing	SK 15533 62390		✓							✓					✓	9	7096
236	Bridge - Stone	SK 15366 62743		✓				✓				✓					9	29030
237	Post - Signal	SK 15380 62710		✓				✓						✓			9	29031
238	Post - Mile	SK 15448 62571		✓				✓					✓				9	29032

<i>Cromford and High Peak Railway</i>			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
239	Wall - Retaining	SK 15452 62565		✓					✓					✓			9	29033
240	Wall - Retaining	SK 15439 62577 - SK 15140 62944		✓					✓					✓			9	29034
241	Wall - Retaining	SK 15417 62648 - SK 15144 62949		✓				✓					✓				9	29035
242	Siding	SK 15415 62647		✓						✓			✓				9	29036
243	Tunnel	SK 15128 62955		✓				✓				✓					9	29037
244	Post - Mile	SK 14890 63116		✓				✓					✓				8	7097
245	Wall - Boundary	SK 14853 63144		✓				✓					✓				8	29038
246	Wall - Boundary	SK 14848 63126 - SK 14748 63283		✓				✓					✓				8	7098
247	Level Crossing	SK 14809 63130		✓							✓					✓	8	7099
248	Post - Other	SK 14821 63155		✓				✓				✓					8	29039
249	Wall - Boundary	SK 14730 63353 - SK 12770 65926		✓				✓					✓				8	7100
250	Embankment	SK 14726 63430 - SK 14191 63978		✓				✓					✓				8	28900
251	Bridge - Stone/Brick/Skew	SK 14672 63633		✓				✓				✓					8	28901
252	Station/Yard - Goods	SK 14611 63778		✓							✓					✓	8	28902
253	Wall - Boundary	SK 14462 63899 - SK 12800 65939		✓				✓					✓				8	29040
254	Cutting	SK 14176 63981 - SK 13919 64067		✓				✓					✓				8	29041
255	Embankment	SK 13906 64070 - SK 13811 64137		✓				✓					✓				8	29042
256	Post - Other	SK 13766 64203		✓				✓					✓				8	29043
257	Trackbed - Original	SK 13646 64343 - SK 13045 64750		✓	✓			✓						✓			8	29044
258	Wall - Boundary	SK 13629 64376 - SK 13270 64495			✓			✓						✓			8	29045
259	Embankment	SK 13646 64343 - SK 13315 64475			✓			✓						✓			8	29046
260	Wall - Boundary	SK 13570 64430 - SK 13410 64460			✓			✓						✓			8	29047
261	Embankment	SK 13636 64343 - SK 13268 64488		✓				✓					✓				8	29048
262	Bridge - Stone	SK 13407 64444		✓				✓				✓					8	29049

Cromford and High Peak Railway			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
263	Post - Gradient	SK 13515 64424		✓				✓						✓			8	29050
264	Wall - Boundary	SK 13259 64482 - SK 13060 64669			✓			✓						✓			8	29051
265	Wall - Boundary	SK 13280 64460 - SK 13045 64660			✓			✓						✓			8	29052
266	Cutting	SK 13246 64475 - SK 13123 64480			✓			✓					✓				8	29053
267	Bridge - Stone/Brick	SK 13150 64577		✓				✓				✓					8	29054
268	Cutting	SK 13265 64489 - SK 13021 65207		✓				✓					✓				8	29055
269	Post - Other	SK 13049 64834		✓				✓						✓			8	29056
270	Post - Other	SK 13048 64893		✓				✓					✓				8	29057
271	Embankment	SK 13017 65247 - SK 12980 65493		✓				✓						✓			8	29058
272	Bridge - Stone/Brick/Stew	SK 13020 65320		✓				✓				✓					8	29059
273	Siding	SK 12994 65422		✓				✓						✓			8	29060
274	Station/Yard - Goods	SK 12790 65930		✓							✓					✓	8	29061
275	SI - Platelayer's Cabin	SK 12933 65722		✓				✓				✓					8	29062
276	Wharf - Loading	SK 12773 65949		✓				✓						✓			8	29063
277	Bridge - Stone	SK 12750 65994		✓				✓				✓					8	29064
278	Wall - Boundary	SK 12717 65995 - SK 11064 67309		✓				✓					✓				8	29065
279	Wall - Boundary	SK 12712 66068 - SK 11063 67321		✓				✓					✓				8	29066
280	Trackbed - Original	SK 12630 66085 - SK 10830 67225			✓			✓							✓		8	29067
281	Wall - Boundary	SK 12630 66085 - SK 11405 66720			✓			✓							✓		8	29068
282	Wall - Boundary	SK 12530 66110 - SK 11390 66725			✓			✓							✓		8	29069
283	Embankment	SK 12129 66214 - SK 11935 66280			✓			✓					✓				8	29070
284	Reservoir	SK 12050 66300			✓			✓					✓				8	29071
285	Embankment	SK 11443 66565 - SK 11405 66720			✓			✓						✓			8	29072
286	Bridge - Stone	SK 11420 66590			✓			✓							✓		8	29073

Cromford and High Peak Railway			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
287	Bridge - Brick	SK 12600 66203		✓				✓				✓					8	29074
288	Embankment	SK 12440 66450 - SK 67050 12000		✓				✓					✓				8	29075
289	Bridge - Brick	SK 12271 66701		✓				✓				✓					8	29076
290	Level Crossing	SK 12190 66810		✓					✓				✓				8	29077
291	Bridge - Brick	SK 21264 66836		✓				✓				✓					8	29078
292	Level Crossing	SK 12077 66947		✓					✓				✓				8	29079
293	Bridge - Brick	SK 11959 67090		✓				✓				✓					8	29080
294	Bridge - Brick/Stone	SK 11815 67215		✓				✓				✓					8	29081
295	Cutting	SK 11645 67250		✓				✓					✓				8	29082
296	Bridge - Brick/Stone	SK 11567 67302		✓				✓				✓					8	29083
297	Wall - Boundary	SK 11391 66728 - SK 10835 67230			✓			✓						✓			8	29084
298	Wall - Boundary	SK 11374 66814 - SK 11371 66855			✓			✓						✓			8	29085
299	Cutting	SK 11380 66819			✓			✓					✓				8	29086
300	Cutting	SK 11337 67021 - SK 11223 67055			✓			✓						✓			8	31610
301	Wall - Boundary	SK 11207 67061 - SK 10830 67225			✓			✓					✓				8	31611
302	Cutting	SK 06380 70940			✓			✓					✓				6	31132
303	Wall - Boundary/Retaining	SK 06487 70908 - SK 05822 70710			✓			✓					✓				6	31133
304	Bridge - Brick	SK 06274 70969			✓			✓					✓				6	31134
305	Embankment	SK 06199 70944			✓			✓					✓				6	31135
306	Post - Other	SK 06060 70784			✓			✓						✓			6	31136
307	Wall - Boundary	SK 05793 70695			✓			✓						✓			6	31137
308	Wall - Boundary	SK 05810 70693 - SK 05760 70660			✓			✓						✓			6	31138
309	Cutting	SK 05606 70569 - SK 05413 70427			✓			✓						✓			6	31612
310	Bridge - Brick	SK 05547 70541			✓			✓					✓				6	31613

<i>Cromford and High Peak Railway</i>			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
311	Yard - Goods	SK 04040 71830			✓						✓					✓	6	31139
312	Wall - Boundary	SK 03980 71880 - SK 03807 72038			✓			✓						✓			6	31140
313	Wall - Boundary/Retaining	SK 03980 71980 - SK 03814 72040			✓			✓						✓			6	31141
314	Embankment	SK 03886 71972 - SK 03478 72255			✓			✓							✓		6	31142
315	Bridge - Foot/Skew	SK 03799 72048			✓			✓								✓	6	31143
316	SI - Other	SK 03657 72111			✓			✓					✓				6	31614
317	Bridge - Stone	SK 03500 72300			✓			✓					✓				6	31615
318	Bridge - Stone	SK 03485 72327			✓			✓							✓		6	31616
319	Wall - Boundary	SK 03490 72340 - SK 03365 73590			✓			✓							✓		6	31617
320	Wall - Boundary	SK 03520 72414 - SK 03406 73535			✓			✓							✓		6	31145
321	Tunnel	SK 03351 73625 - SK 03095 74094			✓			✓					✓				6	31146
322	Embankment	SK 05393 70394 - SK 04886 70168			✓			✓				✓					6	31617
323	Wall - Boundary	SK 04818 70201 - SK 04085 71745			✓			✓						✓			6	31147
324	Wall - Boundary	SK 04816 70193 - SK 04080 71740			✓			✓							✓		6	31148
325	Embankment	SK 04697 70243 - SK 04590 70417			✓			✓					✓				6	31149
326	Cutting	SK 04568 70462 - SK 04417 70781			✓			✓					✓				6	31150
327	Wall - Boundary	SK 04988 70063 - SK 05270 69620			✓			✓							✓		6	31618
328	Wall - Boundary	SK 04997 70070 - SK 05186 69680			✓			✓							✓		6	31619
329	Cutting	SK 04990 70068 - SK 05021 69890			✓			✓					✓				6	31620
330	Embankment	SK 05030 69878 - SK 05070 69823			✓			✓						✓			6	31621
331	Embankment	SK 05197 69660 - SK 05315 69660			✓			✓					✓				6	31622
332	Embankment	SK 05420 69820 - SK 05420 69970			✓			✓					✓				6	31623
333	Trackbed - Original	SK 05395 70430			✓			✓						✓			6	31624
334	Wall - Boundary	SK 03070 74120 - SK 02325 75120			✓			✓							✓		5	31625

<i>Cromford and High Peak Railway</i>			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
335	Wall - Boundary	SK 03085 74120 - SK 02430 75115			✓			✓							✓		5	31626
336	Cutting	SK 03050 74160 - SK 02444 75006			✓			✓					✓				5	31627
337	Embankment	SK 03216 74516 - SK 03238 74605			✓			✓					✓				5	31628
338	Embankment - Double	SK 03210 74739 - SK 03122 74797			✓			✓					✓				5	31629
339	Embankment	SK 02444 75000 - SK 02330 75132			✓			✓					✓				5	31630
340	Cutting	SK 02305 75150 - SK 02092 75481			✓			✓					✓				5	31631
341	SI - Engine House	SK 02206 75148			✓						✓					✓	5	31632
342	Embankment	SK 02065 75539 - SK 01999 75728			✓			✓					✓				5	31633
343	Wall - Boundary	SK 02067 75565 - SK 01767 75923			✓			✓						✓			5	31634
344	Wall - Boundary	SK 02057 75561 - SK 02028 75647			✓			✓						✓			5	31635
345	Bridge - Stone	SK 02032 75645			✓			✓						✓			5	31636
346	Sleeper Block - Stone	SK 02026 75645			✓			✓					✓				5	31637
347	SI - Engine House Complex	SK 01981 75771			✓					✓						✓	5	31638
348	Cutting	SK 01957 75774 - SK 01759 75923			✓			✓					✓				5	31639
349	Wall - Boundary	SK 01935 75780 - SK 01730 75930			✓			✓						✓			5	31640
350	Bridge - Stone	SK 01783 75905			✓			✓					✓				5	31641
351	Wall - Boundary/Retaining	SK 01596 76078 - SK 01550 76795			✓			✓					✓				5	31642
352	Cutting	SK 01625 76020 - SK 01530 77830			✓			✓					✓				5	31643
353	Wall - Boundary	SK 01467 77402 - SK 01550 79575			✓			✓						✓			5	31644
354	Wall - Boundary/Retaining	SK 01558 78101 - SK 01640 78770			✓			✓						✓			5	31645
355	Cutting	SK 01620 78285 - SK 01640 78455			✓			✓						✓			5	14939
356	Embankment	SK 01640 78490			✓			✓					✓				5	14940
357	Bridge - Stone	SK 01622 78518			✓			✓						✓			5	14941
358	Bridge - Stone/Skew	SK 01647 78768			✓				✓					✓			5	14942

Cromford and High Peak Railway			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
359	Cutting	SK 01670 78765 - SK 01660 79020			✓					✓						✓	5	14943
360	Embankment	SK 01672 79271 - SK 01589 79442			✓			✓				✓					5	14944
361	Wall - Boundary	SK 01645 78990 - SK 01295 80395	✓		✓			✓						✓			5	14945
362	Yard - Goods	SK 01540 79630			✓						✓					✓	5	14946
363	Wall - Boundary	SK 01440 79900	✓		✓			✓					✓				5	14947
364	Incline	SK 01520 79650 - SK 01312 80383	✓		✓			✓						✓			5	14948
365	SI - Crane Base	SK 01302 80394	✓					✓					✓				2	14949
366	Sidings/Yard - Goods	SK 01235 80558	✓		✓						✓					✓	2	14950
367	Wall - Boundary/Retaining	SK 01244 80579 - SK 01146 80968	✓					✓				✓					2	14951
368	Wall - Boundary	SK 01233 80587 - SK 01137 80972	✓					✓				✓					2	14952
369	Bridge - Stone/Skew	SK 01216 80641	✓					✓					✓				2	14953
370	Post - Other	SK 01187 80681	✓					✓					✓				2	14954
371	Bridge - Stone	SK 01153 80963	✓			✓			✓				✓				2	14955
372	Loading Gauge	SK 01147 80965	✓					✓						✓			2	14956
373	Trackbed	SK 01142 80975			✓						✓					✓	2	14957
374	Trackbed	SK 01162 80994 - SK 01240 81186			✓					✓			✓				2	14958
375	Wall - Boundary	SK 01180 81079 - SK 01257 81442			✓												2	14959
376	Post - Boundary	SK 01253 81202	✓					✓					✓				2	14960
377	Wall - Boundary	SK 01257 81206 - SK 01246 81453	✓					✓				✓					2	14961
378	SI - Engine House	SK 01279 81245	✓								✓					✓	2	14962
379	MI - Capstan Base/Rope Guides	SK 01278 81235 / SK 01272 81278	✓					✓					✓				2	14963
380	Embankment	SK 01274 81277 - SK 01258 81412	✓					✓					✓				2	14964
381	Post - Other	SK 01265 81306	✓					✓						✓			2	14965
382	Bridge - Iron	SK 01244 81493	✓					✓				✓					2	14966

<i>Cromford and High Peak Railway</i>			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
383	SI - Trans-Shipments Building	SK 01188 81653			✓	✓		✓				✓					2	14967
384	Canal	SK 01191 81667			✓			✓				✓					2	14968
385	SI/SD/SO/Sidings/Wharf	SK 01188 81653			✓	✓		✓					✓				2	14969
386	Cutting	SK 07652 69974 - SK 07352 70164			✓			✓					✓				6	31646
387	Wall - Boundary	SK 07647 69971 - SK 06626 70790			✓			✓							✓		6	31647
388	Wall - Boundary	SK 07610 70040 - SK 06570 70860			✓			✓							✓		6	31648
389	Post - Mile	SK 07481 70116			✓			✓				✓					6	31649
390	Embankment	SK 07326 70171 - SK 07141 70242			✓			✓					✓				6	31650
391	Bridge - Foot	SK 07233 70200			✓				✓						✓		6	31651
392	Cutting	SK 07129 70246			✓			✓				✓					6	31652
393	Embankment	SK 06957 70304 - SK 06689 70038			✓			✓					✓				6	31653
394	Bridge - Stone/Brick	SK 06740 70480			✓			✓					✓				6	31151
395	Post - Mile	SK 06756 70447			✓			✓							✓		6	31152
396	Wharf - Loading	SK 06544 70857 - SK 06396 70936			✓			✓						✓			6	31153
397	Trackbed - Original	SK 08500 69100 - SK 07050 70000			✓					✓						✓	7	31654
398	Wall - Boundary/Retaining	SK 07648 69328			✓				✓						✓		7	31655
399	Bridge - Stone/Brick	SK 07588 69204			✓			✓							✓		7	31656
400	Tunnel	SK 09225 68760 - SK 08860 69055			✓			✓				✓					7	31657
401	Turning Triangle	SK 09440 68530			✓			✓							✓		7	31658
402	Wall - Boundary	SK 09650 68430			✓			✓						✓			7	31659
403	Wall - Boundary	SK 09610 68460 - SK 09080 69340			✓			✓						✓			7	31660
404	Embankment	SK 09620 68440 - SK 09470 68520			✓			✓					✓				7	31661
405	Embankment	SK 09430 68535			✓			✓						✓			7	31662
406	Wall - Boundary	SK 09345 68495 - SK 09080 69330			✓			✓						✓			7	31663

<i>Cromford and High Peak Railway</i>			Ownership			Status		Visibility				Condition					Illustration No.	DCC SMR No.
No.	Feature Type	NGR	DCC	PDNPA	Private	Listed Building	SAM	A. Substantial	B. Limited	C. Not Visible	D. Unknown	A. Good	B. Stable	C. Poor	D. Threatened	E. Lost		
407	Embankment	SK 09440 68580 - SK 09406 68704			✓			✓							✓		7	31664
408	Bridge - Stone	SK 09450 68670			✓			✓						✓			7	31665
409	Cutting	SK 09470 68830 - SK 09485 69000			✓			✓				✓					7	31666
410	Wall - Boundary	SK 08590 68980 - SK 08510 09080			✓			✓							✓		7	31667
411	Wall - Boundary/Retaining	SK 08595 68935 - SK 08585 69110			✓			✓						✓			7	31668
412	Embankment	SK 08590 68920 - SK 08520 69100			✓			✓						✓			7	31669
413	Boundary Wall	SK 07010 70185 - SK 06670 70640			✓			✓							✓		7	31670
414	Sleeper Blocks - Wooden	SK 07020 70185 - SK 06750 70300			✓			✓						✓			7	31671
415	Embankment	SK 06975 70250 - SK 06650 70700			✓			✓					✓				7	31672
416	Wall - Boundary	SK 06735 70340 - SK 06680 70630			✓			✓							✓		7	31154
417	Trackbed - Original	SK 09620 68440 - SK 06670 70650			✓				✓					✓			7	31673
418	Trackbed - Mineral Railway	SK 11050 67330 - SK 07650 69980			✓			✓					✓				7	31674

Table 2: Summary list of all sites identified along the route of the Cromford and High Peak Railway

5.4 Cromford and High Peak Railway - Photographs



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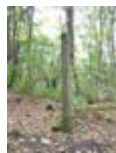
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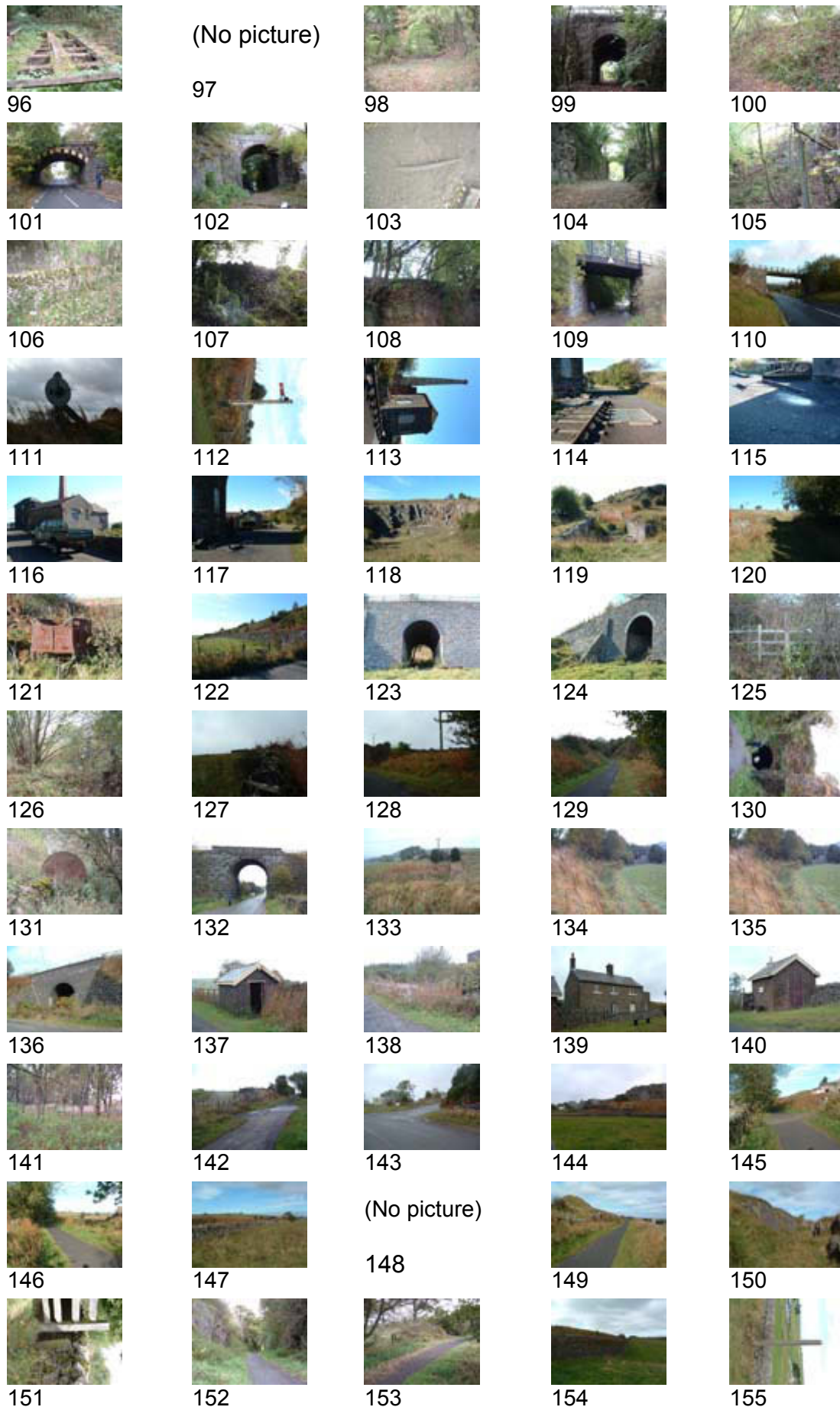


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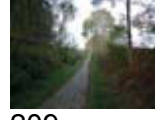
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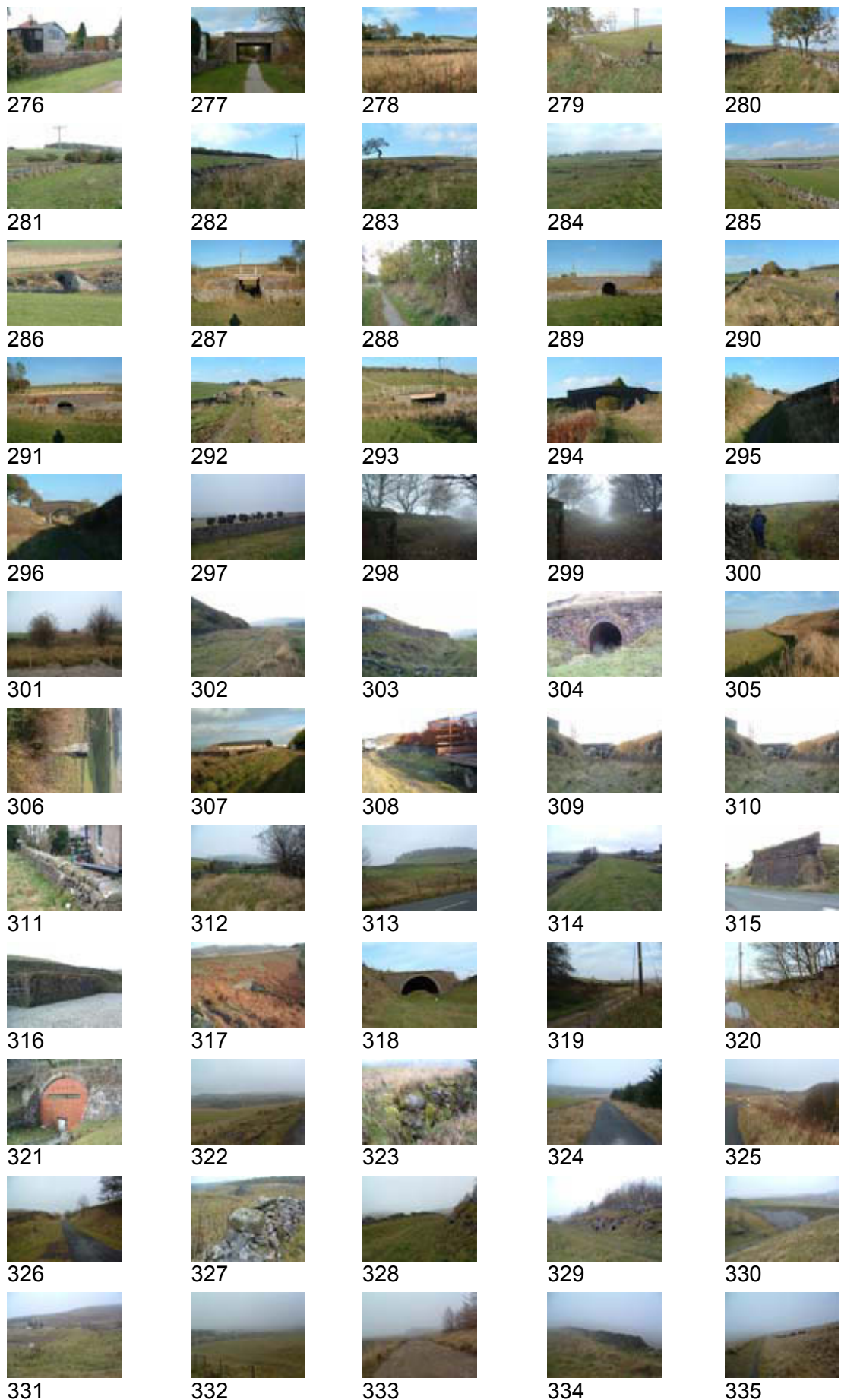


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6 Conservation Statements and Management Action Proposals

6.1 Introduction

Conservation Statements have been produced for each of the two routes to provide a framework to enhance their recreational and educational value, in conjunction with the long term management of each monument.

The Conservation Statements identify:

- *the significance of the landscape character;*
- *the significance of the Industrial Archaeology and related heritage assets;*
- *the significance of the landscape history;*
- *the significance of association;*
- *the significance of the ecology and natural environment;*
- *the significance of access;*
- *issues affecting that significance.*

Overarching Management Action Proposals have also been produced for the two routes as a whole, and for selective features as appropriate. The Management Action Proposals identify recommended actions to preserve, manage and/or to enhance significance.

The Conservation Statements summarise the different cultural, historic, archaeological, educational and environmental elements of PFT and the CHPR and produce an integrated set of recommendations with an emphasis on the archaeological features identified during the fieldwork survey.

The Conservation Statements and Management Action Proposals produced here include minimal reference to the ecology of the routes and their immediate environment as this element is largely beyond the remit of this heritage audit. The Conservation Statements and Management Action Proposals produced here may therefore require revising if and when such surveys or assessments are undertaken in the future.

6.2 Conservation Statements

6.2.1 Peak Forest Tramway

6.2.1.1 Description of the Tramway

The Peak Forest Tramway is located in North East Derbyshire within the High Peak, starting from the canal basin at Bugsworth and the upper reaches of the peak Forest Canal and terminating at the extensive limestone quarries at Doveholes, some six miles to the southwest. The route can be readily traced throughout the landscape, although in the central section numerous detours are necessary from the original course, resulting from new property boundaries, the Ferodo test track and houses that cut across the line of the tramway.

The Peak Forest Tramway, opened in 1796, was always intended to operate as a utilitarian transport route to facilitate the extraction of limestone from the vast quarries at Doveholes to the canal terminus at Bugsworth Basin. It was engineered by

Benjamin Outram, who worked on the Cromford Canal with William Jessop. The tramway provided a guaranteed supply of high quality limestone to the chemical industries, which developed first in Manchester and then Cheshire. It was in principle a simple and functional element of the integrated network of canals, roads and tramways linking raw materials with markets elsewhere within the region. The tramway continued in use until 1926 when the Bugsworth canal basin was finally closed.

6.2.1.2 Statement of Significance

Landscape character

- The route of the tramway comprises a mixture of public rights of way, private houses, wasteland, industrial premises and agricultural land
- The western section has a rural character, the central area is built up, with the southeastern area dominated by a landscape extensively scarred by the winning of limestone
- The entire length of the route was engineered by Benjamin Outram taking advantage of natural features, valleys and contours, with only one main incline from Townhead to top-of-the Plane
- The settlements of Buxworth, Chinley are within close proximity of the western end of the route, the central section is dominated by Chapel-en-le Frith and the principal settlement to the southwest is the village of Doveholes

Industrial Archaeology and associated heritage assets

- The tramway was one of the earliest mineral railways in Britain to link with an inland waterways transport system and one of the earliest in Derbyshire to use iron rails
- Numerous sections of original boundary wall, earth and stone embankments survive, in many locations they are the only evidence that the tramway actually existed
- Stone sleeper blocks survive in various sections of the route, these are either still in situ in the ground (at Buxworth Basin; to the west of the Ferodo test track; and leading up to the Dove Hole quarries) or reused in the construction of boundary walls or adjacent buildings along the route
- The Stoddart Tunnel is one of the first rock cut railway tunnels in the world and listed Grade II*
- Groups of associated buildings related to the operation of the route also remain. One of the largest is at the Derbyshire County Council Highway Yard at Townend, where former engine sheds, workshops, a tunnel entrance and the site of marshalling yards survive

Landscape history

- The landscape is primarily agricultural, with dispersed areas that have been heavily exploited for mineral resources
- Buxworth Basin was developed in the later part of the eighteenth century and throughout the nineteenth century to become a major transport hub, centrally located across the central part of the Pennines
- The settlements of Chinley, and Chapel-en-le frith have rapidly expanded during the latter part of the nineteenth and early twentieth centuries, providing essential services for the tramway, limestone industry and local upland farming communities

Association

- The local communities in direct proximity to the route of the tramway regularly use elements of the route for leisure pursuits and access
- The route was still in operation within living memory, a crucial factor that aids a personal and communal interest in its protection and preservation
- The apparent desire to link the route to the existing network of green lanes and long distance trails, emphasises the local importance bestowed upon the tramway as a route connecting local communities

Ecology and natural environment

- The route comprises undesignated habitats including grassland, hedgerows, upland landscapes, and waterside habitats
- The closest designated landscape features are the reservoirs at Toddbrook (SSSI 1002433) and Coombs Reservoir (SSSI 1002412)
- The southeastern landscape is largely characterised by the former and current limestone extraction industry, with deep cuttings, quarries with scrub and calcareous grassland that has developed after active working has ceased

Access

- Sections of the route are regularly used by the local community for dog walking and exercise
- The western portion has the designation of a public footpath
- The central section is a partially developed urban area with extensive access to areas of the former tramway
- The south western section is a mixture of private and public track ways, minor roads and public footpaths, although is largely inaccessible

6.2.1.3 Issues affecting significance

- Interpretation

The principal area where interpretive material is available concerning the Peak Forest Tramway is at Buxworth Basin. Although the route can be traced to a reasonable extent along its entire length, there is very little information to identify and interpret points of archaeological or historical interest. There is great potential to remedy this situation and to promote the historic relevance of the former tramway

- Ownership boundaries

The disparate nature of the land ownership, especially around Chapel-en-le frith makes a full appreciation of the route disjointed and confusing. Improved rights of way and signage may partially alleviate this issue

- Ferodo test track

The Ferodo factory and associated tarmac test track creates a real and permanent barrier to a short section of the route west of Chapel-en-le frith. Apart from detracting to the overall character of the route, the test track is built directly on top of it and access is therefore impossible

- Vegetation and light scrub

In many areas dense vegetation restricts the line of the former tramway, limiting visual access. This could be easily maintained as part of an overarching management strategy

- Access roads and paths

The route is crossed by numerous minor roads and tracks that cause potential conflict between different users and leads to erosion. Improved signage would help tackle the situation

- Management

There appears to be a lack of a unified management policy for the tramway. This is largely as a result of the different ownership boundaries, although a combined management strategy is clearly long over due

Summary

The tramway was one of the earliest mineral railways in Britain to link with an inland waterways transport system and one of the earliest in Derbyshire to use iron rails. In addition, it had one of the first railway tunnels in the world, the Stoddart Tunnel at Chapel en le Frith, considered to be highly formative in the rapid expansion of tunnel construction during the mid-nineteenth century.

The local significance attached to the route, the fact that it can be traced for almost its complete length and that there are a number of important archaeological features still remaining, combine to make the Peak Forest Tramway a significant part of the regions industrial heritage. In addition, elements of the route such as the remains of the rock cut tunnel at Chapel Milton are internationally important. The surviving portal forms the only surviving entrance to the second earliest railway tunnel in England.

The archaeological significance of the tramway, Bugsworth canal terminus and the associated canal network should not be understated. The potential for the route to contribute to a wider understanding and interpretation of the industrial development of the area gives it a high local and regional significance, capable of benefiting both the local community and visitors from outside the region.

Improved visitor access to the route would provide significant gains to the local community and help attract visitors to the area. A management approach that could integrate these potential user groups, the disparate land ownerships with an appreciation of the industrial archaeological heritage should be considered as an essential future action.

6.2.2 Cromford and High Peak Railway

6.2.2.1 Description of the Railway

The Cromford and High Peak Railway (CHPR) is located in central Derbyshire, within the White Peak. It begins at Cromford in the Derwent Valley traverses the county for a distance of 33 miles on an approximate southeast-northwest alignment to Whaley bridge in the north west. After leaving Cromford the CHPR climbs onto the carboniferous limestone plateau of the White Peak, a largely agricultural landscape dotted with limestone quarries. In the northwest it leaves the limestone plateau and descends into the area of gritstone moorlands and steep valleys which fringe the north western edge of the White Peak.

Opening in 1830, it was one of the earliest railways in Britain and a major feat of nineteenth century engineering. It crossed the White Peak of Derbyshire, rising at its highest point to over 1200ft, by means of a series of nine inclined planes with fixed steam engines to pull the trains. It was envisaged that a range of commodities would be transported including coal, grain, gritstone and limestone, although lime and limestone soon came to dominate the railway.

A number of quarries developed along the route of the railway and connecting links were built to them. The main of these was the London and North Western Railway (LNWR) opened in the 1890s, to serve the quarries developed around Hartington. Changes were made to the route for various reasons during the life of the line, for example, the route was changed to go through Buxton rather than over Shallcross because of the cost of operating the inclined planes.

However, until the final closure of the line in 1963, when Derbyshire County Council and the Peak District National Park Authority took over much of the route to turn it into a long distance footpath, the High Peak Trail.

6.2.1.2 Statement of Significance

Landscape character

- The route of the railway comprises a mixture of public rights of way, long distance footpaths/ cycle routes/ bridleways, quarry landscapes (active and derelict), private houses, upland agriculture, industrial premises and scientific testing facilities
- The south east section is a mixture of agriculture and dispersed woodlands, rising to a high limestone plateau at Middleton Top. The central area is dominated by small agricultural fields and a series of limestone quarries of varying sizes and conditions. The north western section descends into an area of gritstone moorlands, to traverse the lower slopes of steep valleys along the edge of the White Peak
- The route of the railway is delineated by boundary walls, embankments, tunnels and bridges, effectively taking advantage of natural contours
- The landscape is sparsely populated especially in the central plateau, the largest conurbation is Buxton, where the route skirts around the southwest
- The underlying geology of carboniferous limestone along two-thirds of the railway dictates a landscape with few watercourses, natural ponds or lakes

Industrial Archaeology and associated heritage assets

Opening in 1830, the CHPR was one of the earliest railways in Britain and a major feat of nineteenth century engineering. It crossed the White Peak of Derbyshire, rising at its highest point to over 1200ft, by means of a series of inclined planes with fixed steam engines to pull the trains.

There are a wide range of historic features and structures that survive in differing states of preservation and a selection of the key sites and groups are as follows:

Individual Features

- Inclines - there are a total of nine inclines or engineered embankments enabling the transport of wagons from the low lying canals at either end of the route with the high level plateau in the centre, they form a sequence of dramatic landscape features
- Engine houses and wheel pits – the survival of these crucial components of each incline used to haul the trucks up steep inclines, with those at Middleton Top and Sheep Pasture are the best preserved. The Middleton Wheel Pit is a readily accessible feature with many of the original features still intact, although it fragile and in active decay
- Tight bends – many of the characteristic tight turns in the track that proved essential to maintain the level contour of the earliest horse drawn railway have been bypassed by shallower curves necessary for the steam powered engines introduced during the mid nineteenth century; examples survive at Hurdlow, Cotesfield Farm, Brierlow Grange and the Frith
- Turning triangles – these unique features enabled the early wagons to be turned and change direction, the only surviving example is at Brierlow Grange and is currently stable, but potentially at risk from quarrying
- Catch-pit – the only surviving feature of this type is located at the base of the incline leading down to High peak Junction. It was a safety feature allowing the stoppage of runaway wagons, thus preventing major collisions with traffic on the A61 and with the workshops at the base of the incline

- Civil engineering features – the range of built structures built to enable the railway to operate survive in varying states of repair and consist of bridges, under-bridges, boundary walls, quarry sidings, level crossings, plate layers cabins, cuttings, tunnels, stone embankments and are in some areas the only evidence that the railway actually existed

Grouped Features

- High Peak Junction and wharf – an importance series of interrelated structures, critical to the maintenance, management and transportation of raw materials
- Sheep Pasture – Engine house, rope guides, chimney and flue, concrete reservoirs, boundary walls and trackbed
- Middleton Top – (Scheduled Ancient Monument) engine winding house, wheel pit, boiler house, chimney, cottage, trackbed, siding and ancillary sheds all survive to form a compact but incredibly significant group of structures required to pull the wagons and continuous rope or wires up each incline
- Hopton Top – small group of buildings and features consisting of a cottage, cabin and remains of pond and site of engine house
- Longcliffe – station house, former stables and goods shed
- Whaley Bridge – at the northern terminus of the CHPR are the remains of the transshipment building, canals, sidings, wharf and boundary walls

Landscape history

- The historical development of the White Peak crossed by the CHPR has essentially been a mixture of upland subsistence agriculture, the extraction/winning of natural raw materials and their processing; these include coal, lead, gritstone, limestone and the production of lime
- Buxworth Basin was developed in the later part of the eighteenth century, along with the Peak Forest Canal, the Peak Forest Tramway and the Cromford Canal, which were fully integrated with the CHPR in the 1830s to create a complex transport network to deliver raw materials from source to the rapidly expanding industries on either side of the Pennines
- The remains of the former eighteenth-nineteenth century transport work and the associated ancillary service industries and communities litter the landscape crossed by the White Peak, and although today are considered to be an area designated as a National Park, they were once working industrial landscapes

Association

- The local communities in close proximity to the CHPR route of the tramway regularly use elements of the route for leisure pursuits and access
- The railway was still in operation within living memory, and has a strong affinity to railway historians and enthusiasts
- The acquisition of large sections of the former railway by Derbyshire County Council and The Peak District National Park Authority for use as a public amenity and national trail highlight the value of the route as a heritage asset

Ecology and natural environment

- The route comprises undesignated habitats including limestone grasslands, hedgerows, upland landscapes and moorland habitats
- The closest designated landscape features are at Black Rocks (0081:0003860), Gang Mine (SSSI 100200), Colehill Quarries (SSSI 1002647), Bees Nest and Green Clay Pits (SSSI 1002401), Ballidon Dale (SSSI 1006225), Long Dale and Gratton Dale (SSSI 1002387), Leek Moors

(SSSI 1002386), the Goyt Valley (SSSI 1002369) and the reservoir at Toddbrook (SSSI 1002433)

- The north western moorland and gritstone landscape consists of deep valleys and is noticeably different to the limestone plateau to the south

Access

- Extensive sections of the route are designated as public rights of way and operate as long distance footpaths, cycle routes and bridle ways
- Derbyshire County Council and The Peak District National Park Authority own and manage approximately three fifths of the former route and actively promote access, in conjunction with a network of car parks
- There are two cycle hire facilities at Middleton Top and Parsley Hay developed for users of the former railway
- The southern and central sections of the route combine to form one of the longest stretches of uninterrupted cycleway without vehicular traffic in Central England
- The central section southeast of Buxton is partially inaccessible as a result of active quarrying operations at Hill Head and Hurdlow and the HSE testing laboratory at Harpur Hill
- The north western section is within the Goyt Valley where access is via a mixture of private and public track ways, minor roads and public footpaths

6.2.1.3 Issues affecting significance

- Interpretation

The eastern and central sections of the route are reasonably well served with information panels, although additional information at additional points would be beneficial to identify and interpret points of archaeological or historical interest

- Ownership boundaries

The disparate nature of the land ownership, especially where towards Buxton and further north. This has an adverse impact upon the character of the route, making a full appreciation disjointed and confusing. Improved rights of way, access agreements and signage may partially alleviate this issue

- Hindlow Quarry

The unique survival of the low triangular section of walling at Brierlow Grange forming the core of the turning triangle is located on private land and therefore inaccessible to visitors to the railway. It is also under direct threat from existing quarrying permissions

- Hillhead Quarry

The active quarrying operations at Hillhead have destroyed the remains of the CHPR and access along the former route is unsafe

- Harpur Hill Health & Safety Executive Testing Establishment

The HSE testing facility at Harpur Hill is an extensive complex that partially prevents access to the route of the former railway. Improved access may be possible when testing are in abeyance

- Burbage Tunnel

The tunnel has been sealed at either end and access along the interior is impossible and potentially unsafe, although the overall internal condition of this feature is unknown

- Vegetation and light scrub

In many areas the dense vegetation obscure the embankments and sides of the railway, this potentially damages the structural integrity of the railway and severely limiting visual access. This could be easily maintained as part of an over arching management strategy

- User conflict

Cyclists, horses, walkers, dog walkers and school groups all use sections of the CHPR that can cause potential conflict between different users and leads to erosion as the edges are eroded to allow passing

- Agriculture and quarrying

The route is crossed by numerous minor roads and tracks that are used for agricultural access and may cause potential conflict between different users - improved signage would help. In addition, the activities of active quarrying is negatively impacting upon the CHPR, signage and information boards within or adjacent to these areas would be beneficial.

- Management regimes

There is an already effective management strategy in place under the sections of the route owned by Derbyshire County Council and The Peak District National Park Authority, however along the remaining sections there is no unified management approach. This is largely as a result of the different ownership boundaries, although a combined management strategy would greatly benefit all the users and owners of the CHPR

Summary

The Cromford and High Peak Railway was one of the earliest railways in Britain and a major feat of nineteenth century engineering. It crossed the White Peak of Derbyshire, rising at its highest point to over 1200ft, by means of a series of inclined planes with fixed steam engines to pull the trains. It operated as a mineral transport route for over 130 years and is regarded as important part of the development of the British railway network and civil engineering capability during the mid-nineteenth century.

The long period of operation of the railway resulted in many technological advances, notably the replacement of horses as motive power along the high 'level' central plateau with steam locomotives. The alignment of the trackbed was altered to facilitate the turning circles required for these trains, resulting in the closure of the characteristic tight bends such as at Hurdlow, Cotesfield Farm, Brierlow Grange and the Frith. The inclines largely remained in operation as originally intended, in that the wagons were pulled up on ropes (latterly steel cables) and not physically pulled by locomotives. For these reasons, until very recently many of the historic features were still in use, which accounts for high levels of survival today and contribute to the industrial archaeological significance of the route.

Not only features such as the last surviving turning triangle at Brierlow Grange, the engine houses at Middleton Top and Sheep Pasture Incline, the catch-pit at High Peak Junction, the exposed wheel pit at Middleton, the masons marks within the Skewbridge at Longcliffe, but those such as the boundary walls, quarry sidings, level crossings, cuttings, bridges and huge stone embankments all combine to form an impressive and important linear monument with the region and on a national level.

The route in part is actively used as a public amenity in the form of a long distance footpath, cycle-route and in parts as a bridleway. However the diverse nature of landownership and current uses of part of the route, such as by the Health and Safety Executive at Harpur Hill for explosive testing, means that there would be problems involved in the development of the route. Such problems would not be insurmountable, and the development would constitute a worthwhile regional initiative.

6.3 General Management Action Proposals

There are a number of Management Action Proposals identified for both the PFT and the CHPR. This includes general proposals applicable to either monument and specific proposals that only apply to either monument, individual features or sections of the route. The general proposals are described in this section while the specific proposals are dealt with in section 6.4.

These proposals are simply recommendations or suggestions for actions that could be undertaken to address issues identified during this heritage audit. They form a framework and a menu for action that can be undertaken by a variety of different agencies, taking advantage of funding opportunities if and when they arise.

6.3.1 Monitoring of the archaeological features

The heritage audit has identified a wide variety of archaeological features along the two routes and provided baseline information concerning their condition and level of survival. This record is therefore only a 'snapshot' of each feature, although can be used as a means of monitoring future condition. A programme of long term monitoring should be considered as an essential future step.

The long term monitoring will aim:

- to check up on any reports of damage received from members of the public;
- to identify any damage that has occurred to the sites since the last visit;
- to identify any human actions that may be detrimental to the sites through disturbing deposits or encouraging erosion;
- to identify any threats to the site from ongoing natural erosion;
- to identify any other threats to the sites;

Monitoring could be undertaken on a site specific basis with the frequency of monitoring visits determined by the perceived threat of damage to the sites (**Tables 1 and 2**).

On completion of the monitoring for each site a short report could be prepared to note any damage or increased threats to sites and make recommendations if action is required. The SMR record should also be updated with any additional data concerning condition and that a monitoring visit has occurred.

6.3.2 Management Guides

The disparate nature of the landowners for the various sites along the length of each monument has resulted in differing levels of appreciation of the nature and importance of the remains that survive. For this reason it is suggested that a public education exercise aimed at key stakeholders is vital for the long term management of the archaeological resource. The stakeholders involved will include landowners, tenant farmers, local councils, land managers and visitor groups. The aim will be to educate these people as to the value and sensitivity of the archaeological resource and to provide information on best practice in managing the resource.

It is proposed that a short information guide is produced for each route this will include the following sections:

- History of each route
- The nature and importance of archaeological features that survive
- A description of key sites and features

- An explanation of what processes could damage the archaeology and natural environment. This will cover such issues as natural erosion, land use, farming practices, rubbish tipping, informal footpaths, vandalism and fire lighting.

6.3.3 Physical and visual access

It is proposed that the complete length of each route is examined in an attempt to extend the existing long distance footpaths, bridleways and cycle routes already heavily used as a public amenity. It is likely that this will be a phased approach, but a unified approach taking into account all the individual landowners and potential user groups is essential.

6.3.4 PFT and CHPR Historical Guides

Heritage guides are proposed for the two monuments to provide a historical overview and walks highlighting features of interest. These can be aimed at differing users, such as educational activity sheets or short walks from designated car parks along the length of the monument.

6.3.5 Interpretation Panels and Signage

A number of replacement and new panels and signs are required. These will provide interpretation and orientation information and provide directional information along the route. The existing sequence of information along the CHPR should be extended to encompass features along the whole route. Apart from at Bugsworth Basin the PFT is devoid of interpretative information.

6.3.6 Funding Agencies

The following list consists of potential funding agencies for future monitoring, interpretative or educational work along either route of the PFT or CHPR:

Heritage Lottery Fund
 Derbyshire County Council
 Peak District National Park Authority
 Woodland Grant Scheme
 Countryside Stewardship Scheme
 English Nature
 European Regional Development Fund
 Sports Lottery Fund
 New Opportunities Fund
 English Heritage
 Aggregates Levy Sustainability Fund
 English Partnerships

6.4 Specific Management Action Proposals

6.4.1 Peak Forest Tramway

A number of issues have been identified during the heritage audit:

- Improve signage along length of PFT, identifying the historic tramway
- Develop a series of information boards at key sites
- Devise a walk that can encompass as much of the route as possible, taking into account current uses and landowners along the former tramway
- Improve visual access by actively managing areas heavily overgrown
- Instigate a management strategy to curate the remains along the route, to include all the stakeholders and landowners
- Provide occasional seating, perhaps adjacent to new interpretation panels
- Offer a series of information talks within the communities in close proximity to the route, outlining the nature of the proposed changes and the results of the current and additional surveys

6.4.2 Cromford and High Peak Railway

A number of issues have been identified during the heritage audit:

- Establish a management group to formulate a long term strategy for the CHPR to include both stakeholders and landowners
- To continue to develop the possibility of expanding the existing long distance footpaths, bridleways and cycle routes to encompass more the railway and linkages with adjacent routes within the locality
- Further archaeological survey is recommended at sites deemed to be in a poor state of preservation or under threat from active quarrying activity. These include: the turning triangle at Brierlow Grange; Middleton wheel pit; the catch pit at High Peak Junction; and a number of the tight bends on the central plateau where there is currently no active management or conservation
- Establish a monitoring programme to assess the speed of decay and damage to the archaeological features identified during this survey
- Develop a series of information panels along the north western sections of the former railway
- Develop a website for the whole route, with printable maps and information
- Create informative leaflets for sections of the route targeted at the differing users

6.5 Future Work and Stage 3

The future management of these two industrial monuments must take account of the cumulative impact of historical change, alteration and loss. This can be explored in the fact that neither of the surveyed routes no longer survive as built, nor does their physical context or surroundings remain as it did when they were constructed. They have been in use for two hundred years and contain many layers of change and technological development. This is also fundamentally tied into current ownership and management (or lack of) regimes. Each route has elements of their original design, years of alteration, expansion, abandonment and loss (destruction). In summary, it will be a complex process to understand the monuments and a challenge to address their future use and preservation.

Efforts are currently underway by DCC, the PDNPA and local landowners to link up disparate elements of the CHPR. Questions must however be raised in relation to what is deemed as being the original route. Should, for example, abandoned or isolated sections, many of which are now in private ownership be incorporated into the visitor experience? The means to achieve this are varied and interpretative panels on the ground may adversely detract from the overall experience. However an attempt to draw together these related elements must be seen as a benefit and worthwhile approach.

As a direct result of the heritage audits undertaken of the PFT and CHPR forming the basis of this project it is clear that there is a great interest in the history and significance of the routes. The survey has identified a diverse range of historical source material and archives, which if combined with the physical remains on the ground could be used to provide a wealth of interpretative and education material for wider dissemination to the general public and visitors to the region. A further stage (stage 3) of work in relation to this project is clearly achievable and would be a worthwhile conclusion to this audit.

7 ACKNOWLEDGEMENTS

The survey of the PFT and CHPR has only been possible with the help and guidance of many people and apologies to anyone missed from the following section below.

The survey has been overseen and guided by both Dr Dave Barrett of Derbyshire County Council and James Symonds of ARCUS, who have helped develop contacts to gain access and in the identification of historic material. John Humble and Sarah Cole of English Heritage have been incredibly supportive throughout the survey and have provided valuable contacts.

The historical summary was written by Professor Colin Divall of the Institute of Railway Studies & Transport History at the University of York, which has successfully linked the archaeological survey with the wider context of railway development.

Archive information was initially compiled by Mark Stenton and Katherine Martin. The fieldwork data was incorporated into the Derbyshire Sites and Monuments Record in Matlock by Vicky Parsons and overseen by Gill Stroud and Dr Andrew Myers of Derbyshire County Council. Background information and advice was also provided by Angie Johnson and Sarah Whiteley of the Peak District National Park Authority. B

rian Lamb allowed use of his extensive survey archive, which acted as a focus for the fieldwork of the Peak Forest Tramway. In addition the work of Alan Findlow, Ian Edgar and Don Baines at Bugsworth Basin has proved invaluable.

The fieldwork was undertaken by Ben Chan and Katherine Martin, with additional support from Robin Jellicoe, Rick Jillings, Chris Coombs, Andy McGrow and Eddie Tennant of Derbyshire County Council Ranger Service and also Steve Farren and his colleagues in the Peak District National Park Authority Ranger Service.

Access was not possible without the help and permissions granted from the following, Mr G.Roome at Brierlow Grange, Ray Brocklehurst in the Goyt Valley, Harold Longdon of DCC (Townhead Yard), Ross Halley of LaFarge Redland Aggregates, Kim Shillcock of RMC Aggregates (NorthWest) Limited, Richard Hulse and John Bradshaw of Tarmac Central Limited, David Jones of Lhoist, Roger Wardle of the Devonshire Maintenance Fund, Ron Kaiser of British Waterways and Peter Sharples and Don Phibbs of United Utilities, Carol Spence, Stuart Jones and Nick Green of the Health and Safety Executive.

Finally, the production of the summary report has not been possible without all the help and data entry by Katherine Martin, the photographic layouts by Antonia Thomas, location plans by Jo Mincher and Kathy Speight.

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8.2 Maps

Ordnance Survey County Series Map Sheets, 1st edition, scale 1:25,000 (approx. 25" to 1 mile, date of initial survey 1875-1882)

Individual Sheets from Derbyshire Consulted are as follows:

VIII.11	XIV.7	XXII.9	XXVIII.9	XXXIII.11
VIII.15	XXI.4	XXVII.12	XXXIII.11	XXXIII.12
XIV.11	XXI.8	XXVII.3	XXXIII.12	XXXIV.13
XIV.12	XXII.10	XXVII.4	XXVII.8	XXXIV.14
XIV.16	XXII.14	XXVII.8	XXVIII.13	XXXIV.15
XIV.3	XXII.15	XXVIII.13	XXVIII.14	
XIV.6	XXII.5	XXVIII.14	XXVIII.9	

Modern Ordnance Survey Mapping Consulted

- Explorer Outdoor Leisure 1:25,000, 2002 edition map sheets OL1, OL24
- 1:2000 extracts from current digital map data along either route provided for reference purposes only by Digimap

8.3 Web Sites

Access to Archives – The English strand of the UK archives Network

<http://www.a2a.org.uk>

University of Nottingham Library Online Catalogue

<http://www.aleph.nottingham.ac.uk/ALEPH>

British Library

<http://www.bl.uk>

The Inland Waterways Protection Society Bugsworth Basin Restoration Project

<http://www.brocross.com/iwps>

Derby City Council

<http://derby.gov.uk>

Derbyshire County Council

<http://www.derbyshire.gov.uk>

Online Maps and Mapping Data (for UK HE and FE)

<http://www.edina.ac.uk/digimap>

Going Loco! – Photographs and historical information on British Locomotives

<http://www.goingloco.neave.com>

Historic Manuscripts Commission

<http://www.hmc.gov.uk>

London Transport Museum

<http://www.ltmuseum.co.uk>

Leeds University Library

<http://www.leeds.ac.uk/library>

Museum of Science and Industry in Manchester

<http://www.msim.org.uk>

The National Archives (Public Records Office/Historic Manuscripts)

<http://www.nationalarchives.gov.uk>

National Digital Archive of Datasets

<http://www.ndad.ulcc.ac.uk>

Nottinghamshire County Council

<http://www.nottsc.gov.uk>

Public Record Office

<http://pro.gov.uk>

National Railway Museum

<http://www.nrm.org.uk>

Railway Heritage Committee

<http://www.rhc.gov.uk>

Narrow Gauge Railway Museum

<http://www.talylyn.co.uk/ngrm>

National Tramway Museum

<http://www.tramway.co.uk>

Institute of Railway Studies and Transport History

<http://www.york.ac.uk/inst/irs>

9 MUSEUMS

9.1 Contacted Museums

Buxton Museum and Art Gallery

Terrace Road

Buxton

Derbyshire

SK17 6DU

Telephone: 01298 24659 Fax: 01298 79394

<mailto:buxton.museum@derbyshire.gov.uk> <http://www.derbyshire.gov.uk>

Derby Museum and Art Gallery

The Strand

Derby

DE1 1BS

Telephone: 01332 716659 <http://www.derby.gov.uk>

Derby Industrial Museum

Silk Mill Lane

Derby

DE1 1BS

Narrow Gauge Railway Museum

Wharf Station

Tywyn

Gwynedd

LL36 9EY

<mailto:enquiries@ngrm.net> <http://www.tallylyn.co.uk/ngrm>

National Railway Museum

Leeman Road

York

YO26 4XJ

Telephone : 01904 621 261 Fax : 01904 611 112

<mailto:nrm@nmsi.ac.uk> <http://www.nrm.org.uk>

National Tramway Museum

Crich, nr. Matlock

Derbyshire

DE4 5DP

Telephone: 0870 75 TRAMS (87267) Fax: 01773 852326

<http://www.tramway.co.uk/>

North-West Museum of Science and Industry

Liverpool Road

Castleford

Manchester

M3 4FP

Telephone : 0161 8322244 Collections enquiries : 0161 6060127

<mailto:archives@msim.org.uk> <http://www.msim.org.uk/>

9.2 Museum Holdings

PFT

Location	Type	Description
Narrow Gauge Railway Museum	Railway Infrastructure	Plateway rail from 4' 6" gauge feeder to canal
	Fixtures and Fittings	Wagon axle; wood with iron stub and one flangeless wheel
	Railway Infrastructure	Cast iron plateway chair

CHPR

Location	Type	Description
Buxton Museum and Art Gallery	Railway Infrastructure	Two t-shaped pieces of track
	Fixtures and Fittings	Small wheel
	Photographic Collection	Black and white photograph of a wagon standing on track
Derby Museum and Art Gallery	Photographic Collection	5 photographs of the CHPR engine, August 1995 (assumed to be Middleton Top Engine)
	Railway Infrastructure	3 cast iron fish-bellied rails complete and inscribed 'C and HPRCo', 2 were retrieved from Gibsons cellar in 1985
	Archive Collection	Train staff ticket authorising the driver to proceed from Hopton Top to Longcliffe in the 'up' direction, of BR LWNr origin
National Railway Museum	Archive Collection	1:8 scale coloured general arrangement drawing, side elevation, plan and cross sections of 0-6-0T locomotive built by Neilson & Co., works number 446 for CHPR, dated 1858
	Railway Infrastructure	Length of fish-belly rail, 1834
	Railway Heraldry	Seal die, C&HPRCo
	Fixtures and Fittings from Railway Buildings	Headlamp, standard LWNr pattern 3-aspect Guard's headlamp. Stamped on near side "Loco Cromford C & HP RY 10", stamped on offside "LNWR ET 10". Copper front cone with fore and aft, rape oil burner, very flat on top. Reducing cone stamped "LNWR Car Dept Wolverhampton ET". Dimensions: 330mm high.
	Signalling and Telecommunications	Single line staff, wooden with brass trim, "Top of Middleton – Top of Hopton – No 1 H.P.Jn & Co"
	Photographic Collection	H. W. Jones Collection. 204 35mm black and white negatives with associated contact prints; 160 35mm colour and black and white transparencies. Captioned. Featuring minor and preserved railways in England and Wales, 1959-1972, inc. locos, trains, staff at work

10 ARCHIVES

10.1 Archives Contacted

British Library

96 Euston Road
St. Pancras
London
NW1 2DB

Telephone : 020 7412 7677 <http://www.bl.uk/>

Relevant Collections: Material relating to both the CHPR and PFT

British Waterways

South Pennine Ring
Unit 5
Trans-Pennine Trading Estate
Gorrels Way
Rochdale
OL11 2PX Telephone : 01706 712896

Contact: Ron Kaiser

Relevant Collections: None

Derbyshire Archaeological Society

Industrial Archaeology Section
David Mellors
36 Moorfield Road
Holbrook
Derby
DE56 OUA

Local History Section
Joan Davies
Old Hall Cottage
Twyford
Derby
DE73 1HJ

Relevant Collections: None

Derbyshire Records Office

County Offices
New Street
Matlock
Derbyshire
DE4 3 AG

Telephone : 01629 5853473 Fax : 01629 5711

<mailto:recordoffice@derbyshire.gov.uk> <http://www.derbyshire.gov.uk/recordoffice/>

Relevant Collections: Material relating to the CHPR

Derbyshire SMR

Derbyshire County Council
Environmental Services Department
County Offices
Matlock
Derbyshire
DE4 3AG

Telephone : 01629 580000 x 7125 Fax : 01629 585143

Relevant Collections: Material relating to both the CHPR and the PFT

Local Studies Library

Chesterfield Central Library
New Beetwell Street
Chesterfield
S40 1QN
Telephone : 01246 209292

Relevant Collections: None

Local Studies Library

County Hall
Matlock
Derbyshire
DE4 3AG
Telephone : 01629 585579 Fax : 01629 585049

Relevant Collections: Material relating to both the CHPR and the PFT

Nottinghamshire SMR

Heritage Planning Specialists
Nottinghamshire County Council
Trent Bridge House
Fox Road
West Bridgford
Nottingham
NG2 6BJ
Telephone : 0115 9772132 / 0115 9772162 Fax: 0115 9772418

<mailto:heritage@nottscc.gov.uk>

http://www.nottscc.gov.uk/home/environment/heritage/heritage_listings/sitesmonuments.htm

Relevant Collections: None

South Yorkshire SMR

SMR Officer
South Yorkshire Archaeology service
Planning Transport and Highways
Howden House
1 Union Street
Sheffield
S1 2SH
Telephone : 0114 2736428 / 0114 2736654 Fax : 0114 273 5002
<mailto:syorks.archservice@sheffield.gov.uk>

Relevant Collections: None

11 LANDOWNERS

11.1 Landowners of the PFT

Main Line

Note: *Large sections of the route are readily accessible as a public footpath and right of way. The central area to the west of Chapel-en-le-Frith has become built up since the disuse of the tramway and it has not been possible to gain access to all parts of the former route, although between 90-95% was observed during the survey.*

Bugsworth Basin Complex

- Inland Waterways Protection Society

From end of Bugsworth Basin Complex to 'Charley Lane'

- Public Footpath privately owned by farmers/mills/works/factories/sewage works/private houses that back onto/nearby the PFT – unable to specify who owned what in the field as too numerous.

From 'Charley Lane' to Chapel Milton Viaducts

- Ferodo/Federal Mogul – use PFT as test track.

From Chapel Milton Viaducts to A624

- Water Treatment Works (Water Company) – any sign of PFT largely gone

A624/A6 Dual Carriageway

- The widening of the A624 and the building of a flyover to carry the relatively recent improved A6 dual carriageway over it have destroyed the PFT in this area including the northern Portal of the Stoddart Tunnel.

From A624 to link road from A6 to A624

- Stoddart Lodge Nursing Home

From link road to minor road leading off it

- Wasteland between new housing estate and large conference centre, owner unknown – clearly fenced off but still accessible.

From minor road to B5470

- Public footpath – unknown who owns it, no clear farmland/houses nearby so DCC (?), goes into abandoned allotments.
- End near B5470 DCC Council Yard.

First Half Incline

- In gardens/yards/workshops/small car parking areas of private houses

Second Half Incline

- Clearly walled off public footpath on embankment next to farmland – either DCC, or farmer & the embankment is useless as farmland.

Top oth' Plane

- Private houses/gardens

From Top oth' Plane to A6

- Private land – in steep shelf cutting above A6, but below farmland so possibly belongs to that or maybe to Top oth' Plane house.

Between Barmoor Clough Tunnel and A6

- Wasteland – owner unknown, but very close to modern railway.

From Lodes Well Bridge to A6

- Farmland probably owned by Hallsteads Farm other side of modern railway.

From A6 to Doveholes Quarry

- Cutting with private houses at top of one side of the cutting and Ridgeclose Farm at top of the other, public footpath probably owned by either DCC, Ridgeclose Farm or Doveholes Quarry who definitely own the end nearest to the quarry access road.

Doveholes Quarry own very end of PFT

11.2 Landowners of the CHPR

Main Line (Modern Mineral Railway and Beyond)

Note: *Throughout the areas where quarrying is still in progress it is unclear who owns the mineral railway that connects to the main railway line in Buxton. The land was originally owned by the Duke of Devonshire, however was bought from his Estate when the CHPR was initially constructed. However the Devonshire Maintenance Fund does own the land where extraction is still on-going. It is suggested that current ownership is held by the individual quarry owners or Railtrack.*

- From Green Lane to just east of Hindlow Quarry access road – Dowlow Quarry, Lafarge Redland Aggregates
- From just east of Hindlow Quarry access road to eastern portal of Hindlow Tunnel – Hindlow Quarry, Anglo-American/Tarmac
- From Hindlow Tunnel to B5035 – Brierlow Quarry, Lhoist
- From West of B5035 to Harpur Hill Industrial Estate – Hillhead Quarry, Anglo-American/Tarmac [although Christian Salvesson probably own a very short section east of Harpur Hill Industrial Estate access road, where there is an access road to their quarry/weighbridge]
- From West of Harpur Hill Industrial Estate access road to A53 at Ladmanlow – HSE
- Triangular field west of A53 – private school in London owns 'Crossings Cottage' on A53 and field as outdoor trip centre
- West of triangular field to residential road in Burbage leading from A53, near Goslin Bar Farm – Bridgehouse Farm
- North of residential road to southern portal of Burbage Tunnel – Edgemoor Farm
- Land above Burbage Tunnel (tunnel itself officially closed off & access has to be gained through government/council department) – Tunnel Farm
- From northern portal of Burbage Tunnel to just south of Fernilee Hall Farm – United Utilities Water Company
- Short section just south of Fernilee Hall Farm to access road from A5004 – Fernilee Hall Farm
- From access road off A5004 to A5004 – Fernilee Hall
- From A5004 to Shady Oak PH – private gardens/yards of houses and pub
- From Shady Oak PH to triangular area at top of Shallcross Incline next to playground – Shallcross Hall Farm
- Shallcross Incline, top half – in gardens of private houses
- Shallcross Incline, bottom half to modern railway line – DCC
- Buried bridge under modern railway – Railtrack
- From modern railway line to end of Caldene Terrace – Tom Pepper (stone yard)
- From end of Caldene Terrace to bridge over River Goyt – DCC
- From bridge over River Goyt to trans-shipment building – British Waterways Board

Cotesfield Deviation (near Parsley Hay)

- Cotesfield Farm

Hurdlow Deviation

- East of minor road between Wheeldon and Sparklow – Hurdlow Grange Farm
- West of minor road – Hurdlow Hall Farm
- West of Green Lane – Dowlow Quarry, Lafarge Redland Aggregates

Major Deviation From Hindlow Quarry to Hillhead Quarry

- From beginning where leaves modern mineral railway to where farmland ends – Brierlow Grange Farm
- From where farmland ends to B5053 – Brierlow Quarry, Lhoist
- West of B5053 to where rejoins main line – Hillhead Quarry, Anglo-American/Tarmac (own line as bought from British Rail in 1980s, but Devonshire Maintenance Fund own land around line)

Harpur Hill Deviation

- HSE

Appendix 1 - Glossary

Bridge

A structure of brick, concrete, iron, or stone (or a mixture of these) with one or more intervals under it to span the railway, river, road or other space.

Abutment

The solid part of a pier or end wall of an approach embankment from which the bridge span begins, often flanked by wing walls.

Accommodation Bridge

A bridge built over or under the line allowing access to separate parts of a farm or estate cut by the railway

Bridge Foot

The vertical structure that holds up the bridge arch, often the only surviving element of a destroyed bridge.

Cattle Creep

A low and narrow occupation underbridge built to allow access for livestock to fields separated by the railway.

Girder Bridge

A bridge supported by large horizontal beams or girders, originally of wood or iron, now usually of steel or concrete.

Occupation Bridge

A private over or underbridge between fields or estate separated by the railway but not necessarily taking a lane or track.

Overbridge

A bridge carrying a road, track, or another railway over the top of the railway.

Parapet

In bridges, the rails or balustrade along its sides

Pier

In bridges of more than one span, the intermediate support for the arches or girders.

Ring

In a brick arch, one of the 'rings' of brick making up the structure of the arch – hence two-ring, three-ring, four-ring arches, etc.

Skew Bridge

A bridge where the railway is crossed by or crosses a road, track, river, stream or another railway on the diagonal, leading to complexities in the form of arch to maximise the clearance of both and avoiding any deviation in the alignment.

Span

The gap between piers or abutments of a bridge.

Spandrel

In a bridge, that portion between the arch and the parapet.

Springing

The point at which an arch begins, or 'springs'.

Underbridge

A bridge under the railway taking a road, track, river, or stream beneath the railway.

Viaduct

A longer underbridge, usually resting on a series of arches, carrying the railway across a broad geographical feature such as a wide valley, or through a built up area.

Voussoirs

In an arch, the wedge shaped stones or bricks making up the structure.

Wing Wall

A wall built to flank the abutments of bridges, especially where there are approach embankments. Wing walls are usually at an angle to the main abutment and slope down with the embankment profile.

Canal

An artificial navigable waterway used for the transportation of goods.

Canal Basin

An open area of water, usually artificial and enclosed by dock gates or locks, lined with wharves and warehouses, where barges, narrow boats and other canal vessels can load and unload goods and supplies.

Culvert

A small drain, usually brick lined, underneath the tracks carrying a drainage ditch, small stream, etc.

Cutting

An excavation through high ground to take the line through at a steady gradient. The angle of slope of the sides depends on the rock strata or soil. In urban areas usually with vertical masonry walls to save on space.

Earthwork

A linear or curvilinear construction of earth, turf and stone, often, but not always accompanied by a ditch.

Embankment

A linear earthwork built as part of the foundation level to carry railway over valleys and lower ground, and generally to keep the line above ground level to assist drainage.

Double Embankment

An embankment acting as a loop siding on single track because it is connected at either end to another embankment, upon which the running line traverses.

Gradient

The slope of a section of railway. The ruling gradient is the steepest on a particular line or branch.

Inclined Plane

A prepared slope surfaced at a uniform gradient through the use of embankments and cuttings, on which rails are laid to enable early tramroads and railways to negotiate a steep gradient, and up or down which materials were hauled by rope.

Self-Acting Plane

A railed incline on which one wagon travelling in the down direction helps to haul another in the up direction by means of gravity, the two being connected by a rope wound around a braked drum at the top. Usually with two rails of track, occasionally with one and a passing loop midway.

Inscription

A stone that has words or symbols inscribed onto it.

Junction

A place where two or more railway lines meet.

Level Crossing

A controlled point with gates or barriers where a road or track crosses the railway line.

Accommodation Crossing

A private unmanned level crossing linking separate parts of a farm or estate cut by the railway, usually fitted with gates or stiles.

Occupation Crossing

A private unmanned level crossing allowing access to fields divided by the railway, usually only of planks guarded by kissing gates.

Listed Building

Individual buildings and structures of special architectural or historic interest, assessed individually and thematically against national criteria.

Loading Gauge

The size limits, height and width, for rolling stock on a railway. Also a metal or wooden frame over the track indicating these dimensions. If a train fails to clear it, it cannot use the line.

Machinery – Industrial (MI)

Capstan Base

An apparatus around which cables are wound and horse-power used to pull wagons up inclines.

Crane

A large, metal or wooden structure, used for raising, lowering and moving heavy objects.

Jib Crane

A crane with a projecting arm, usually one that can be raised and lowered.

Iron Rope

The twisted 'ropes' of iron used to haul the wagons up the inclines.

Rope Guides

Blocks of stone found at the top of and along the length of the inclines that guide the path of the rope and stop it getting entangled or slipping out of place.

Signal Indicator

A metal structure at the bottom of an incline, which is turned to pull a cable that is connected to an apparatus in the Engine House at the top of the incline. This signal informs the engineman of the status of the wagon at the bottom of the incline and instructs him whether to begin hauling.

Stationary Steam Engine

A fixed engine, usually housed in an engine shed/house and served by a boiler house or houses; in railway use usually designed to operate rope haulage, especially on inclines.

Wheel Pit

An underground structure that houses the wheels used to haul the wagons up the inclines.

Milestone

A stone set up alongside the track to mark the miles from or to a place.

Paddock

An enclosed field for horses.

Post

A metal, wooden, stone, or concrete linear vertical structure set up alongside the track.

Boundary Post

A post that indicates the limit of the railway.

Gradient Post

Trackside sign indicating the direction and angle of a gradient; usually the gradient is shown as 1 in 500, etc.

Mile Post

A post or pillar set up alongside the track to mark the miles from or to a place.

Signal Post

A structure with semaphore arms used as a visible indicator or warning of the state of the line ahead for the train driver.

Other Post

A post, the function of which is uncertain.

Quarry

An excavation from which stone for building and other functions, is obtained by cutting, blasting, etc.

Scoop

A small indentation in the ground where informal excavation of stone has taken place

Tip

A large bank of earth surrounding a quarry, made up of the waste dumped during extraction.

Railway

A line or track consisting of iron or steel rails, on which passenger carriages or goods wagons are moved, usually by a locomotive engine.

Dramroad

An alternate eighteenth-century term for tramroad, waggonway, etc.

Gangroad

An old East Midlands term for waggonway

Horse-Drawn Railway

A railway or plateway using horses for motive power

Hybrid Railway

A term coined to describe railways that were neither all horse-drawn nor entirely locomotive drawn – particularly those built at the dawn of the steam age that included such things as rope-haulage on inclines between level sections of track.

Plateway

A tramway using L-sectioned flanged rails, usually of cast-iron, and flangeless wheels. Introduced in the late eighteenth century.

Railroad

An eighteenth- and early nineteenth-century term for railways.

Tramway

A track inlaid into a surface, on which tram cars run for the conveyance of passengers and/or goods or raw materials. General name for a plateway in the late-eighteenth and early-nineteenth century, as opposed to waggonway or railway.

Tramroad

An alternate name for Tramway.

Waggonway

An early form of railway, with wooden rails and sleepers; usually gravity or horse powered.

Woodenway

Another name for a waggonway.

Reservoir

A large natural or artificial body of water, sometimes covered, used to collect and store water for a particular function, e.g. industrial or public use.

Road

A way between different places, used by horses, travellers on foot and vehicles.

Access Road

A private road giving access to buildings by the railway.

Scheduled Ancient Monument

The Schedule is a list of sites of national importance.

Siding

A section of track lying parallel to the main railway line used to store, load, or marshall trains, separate pieces of rolling stock, or enable trains to pass one another.

Crossing Loop

A double tracked section on otherwise single line allowing trains to pass.

Crossover (road)

A rail link between two or more parallel lines of track.

Diamond Crossover

A crossing of two lines on the diagonal, forming a lozenge shape in plan.

Double Compound

A type of diamond crossover where it is also possible to change from both tracks to the other.

Loop Siding

A siding connected at either end to the running line. On single track lines the loops were often at the stations or sidings.

Private Siding

A siding dedicated to one customer, usually commercial, and not for general use.

Reception Siding

A siding in which goods trains can be accommodated away from running lines to await sorting in the marshalling yard.

Refuge Siding

A siding in which a goods train can leave the main line to let a passenger train past, usually a loop siding.

Scissors Crossing

A double track crossover.

Single Compound

A type of diamond crossover in which it is also possible to move from one line to the other but not vice versa.

Sorting Siding

The main sidings in a marshalling yard in which individual wagons are sorted and coupled into trains.

Signal-Box

A building from which the signals, points and level crossing gates are operated.

Block System

A signalling system that divides lengths of track into 'blocks' that only one train at a time can enter; all controlled by signal boxes at either end of the block.

Distant Signal

The first signal in a set of signals guarding a block

Home Signal

The signal controlling entry into a block. Sometimes there are outer and inner home signals.

Semaphore Signal

An old-fashioned form of signal consisting an arm pivoting on a post. In all forms when the bar is horizontal, the signal is 'on' and trains must stop. Variants include upper and lower quadrant

Lower Quadrant Signal

A semaphore signal that drops downwards 45 degrees when it is off and the line is clear.

Upper Quadrant Signal

A semaphore signal that rises upwards to about 45 degrees when it is 'off' and the line is clear.

Steps

A series of flat-topped structures, usually made of stone or wood, used to facilitate a person's movement from one level to another.

Station

Complex for loading and unloading passengers and/or goods.

Depot

An early name for railway stations, passenger or goods.

Goods Station

A railway station or platform built specifically for the loading and unloading of goods.

Structure – Domestic (SD)**Agent's House**

The house where the railway agent and his family lived.

Cabin

A one-roomed building.

Engineman's Cottage

The house where the engineman in charge of the stationary steam engine used on the inclines and his family lived.

Privy

A small building housing a lavatory.

Station Master's Cottage

The house where the station master and his family lived.

Structure – Industrial (SI)**Boiler House**

A building housing a boiler, often connected to a steam engine house.

Brickworks

An industrial manufacturing complex producing bricks.

Catch Pit

A structure built at the bottom of an incline to catch runaway trains before they caused an accident further down the line.

Chimney

A chimney used on an industrial or commercial site.

Crane Base

The base of the structure upon which a crane was once fixed.

Drivers' Mess Room

The room where train drivers would relax whilst taking their breaks.

Engine House

A building used to house the stationary steam engine that hauled the trains up the incline.

Engine House Complex

The buildings and structures associated with an engine house at the top of an incline.

Engine Shed

A building used to house railway engines.

Flue

The shaft leading from the boiler house to the chimney.

Goods Shed

A building in which railway wagons can unload local goods.

Holding Shed

A building where merchandise and goods are temporarily stored before or after transportation by rail.

Hut

A building of basic construction, usually smaller in size than a house and constructed from a variety of materials

Lengthman's Cabin

A lineside hut for track maintenance personnel. Lines were divided into 'lengths' each looked after by a single gang and each length usually had its own hut. Mostly of brick, though earlier ones are of timber, and later ones of concrete panels. Some were heated.

Lime Kiln

A kiln in which lime is made by calcining limestone.

Loco Shed

A building used to house railway engines.

Mill

A factory used for processing raw materials.

Mine

An excavation made in the earth for the purpose of digging out metallic ores, coal, salt, or precious stones etc.

Platelayer's Cabin

A smaller version of a Lengthman's cabin, also often with a fireplace and chimney, but unable to accommodate as many track maintenance personnel, consequently more were located at shorter intervals along the length of the track. Where a platelayer waited during his shift ready to mend any tracks that were broken by a passing train.

Platform

A raised masonry or timber structure at stations and goods yards to help access to and from trains.

Railway Stores

A small store building at a railway station for the storage of equipment and other stores associated with the railway.

Shed

A common name for a locomotive depot

Running Shed

A small locomotive depot with limited facilities serving a small area of track or branch line.

Ticket Office

The part of station from which tickets are purchased.

Trans-Shipment Building

A building next to both a canal and the railway where goods were stored after being unloaded from one form of transport and then loaded onto the other.

Warehouse

A large building, situated at a railway terminus, used for the temporary storage of goods or merchandise awaiting transportation to or from a railway.

Watering Ramp

A large platform laid with track that rises up from the level of the running line, which water tenders can ascend enabling them to be at an appropriate height to replenish passing locomotives.

Water Tank

A receptacle for the storage of water.

Weigh-House

A building containing a weighing machine for weighing goods;

Weigh-Bridge

A platform scale, flush with the road, for weighing vehicles, cattle, etc.

Wharf Shed

A building where goods are temporarily stored after having been unloaded from one train and are awaiting loading onto another.

Workshop

An engineering workshop, often attached to an engine shed, for the running repairs of operational parts, etc.

Structure – Other**Stable**

A building in which horses are accommodated.

Track

A general term for the rails, sleepers, chairs, ballast, etc. on which the trains run

Ballast

The infill between and under track sleepers to keep track rigid and to prevent slipping. Usually of crushed stone but broken slag, ash, pebbles and clay have all been used as well.

Chair

A shoe, usually cast iron, fixed to a sleeper, into which the rail is slotted and fixed in place by a wooden or steel key.

Chair Bolts

The bolts used to fix the chairs to the sleepers

Key

A block of wood or steel spring holding a rail firmly in place in a chair.

Fish-Bellied Rails

An early form of cast-iron or wrought-iron rails with deliberate swollen convex soffits designed for strength.

Rails

The parallel members on which railway rolling stock runs; they are generally iron or steel but were also of wood – especially on the early waggonways

Sleeper-Blocks

The supports for rails laid in ballast. Timber sleepers were used from the seventeenth century, cast-iron ones were tried in the late eighteenth, and stone blocks became popular in the early nineteenth before transverse timber sleepers became standard from the 1840s. Concrete and steel sleepers have been developed since the 1950s.

Trackbed

A general term used to describe the extent of the railway line, not just the track.

Branch Line

A secondary line off a larger one, sometimes a dead-end.

Double Track

A line of railway with two lines of track, one for each direction.

Down

The direction of most routes used to be referred to as being 'up' or 'down' rather than geographic. 'Down' usually meant down from London or another major centre.

Extension

The later extension of the end limits of the railway.

Formation Level

The level created by the earthworks and bridges of the railway, ready to take the Permanent Way.

Goods Line/Branch

A line used purely for goods traffic.

Mineral Railway

A railway used for the conveyance of coal and other minerals.

Original Trackbed

The original line of the railway before later additions or alterations.

Permanent Way

The track or ballast laid on top of the Formation Level once the line is ready for opening, as distinct from the temporary contractors track.

Route Mileage

The distance of a route of a particular line or system, as opposed to Track Mileage.

Single Track

A railway with just one line of track used by trains travelling in both directions – but not at the same time

Temporary Way

A temporary track used during construction or sometimes repair of the railway.

Track Mileage

The length of the total length of tracks on a system, including double lines, sidings, etc., as opposed to Route Mileage.

Up

The opposite direction to Down, usually meant up to London or another major centre or junction.

Tunnel

A tunnel running under a river or a hillside through which a railway line runs.

Airshaft

A vertical shaft from surface level to tunnel below, usually one of the original working shafts that was retained for ventilation and often topped by a small tower or turret.

Portal

The entrance to a tunnel.

Refuge

A recess in the tunnel lining or bridge parapet for lengthmens' safety when trains pass.

Turning Triangle

A structure consisting of three stretches of track joined by points. The train is able to go forward, reverse and then go forward again changing line each time until it has turned around completely.

Wall

An enclosing structure composed of bricks, stones or similar materials, laid in courses.

Boundary Wall

A wall built to enclose the extent of the railway trackbed and delimit it from surrounding land.

Retaining Wall

A wall built to retain a bank of earth.

Wharf

A large structure built alongside the track where trains can stop for loading and unloading.

Coal Wharf

A platform, usually in the Goods Yard, used to store coal ready to be loaded into the locomotive tender.

Trans-Shipment

A platform built alongside both the railway and the canal, enabling goods to be unloaded from one form of transport and loaded onto another.

Yard

An area of sidings and structures associated with the organisation of goods trains.

Goods Yard

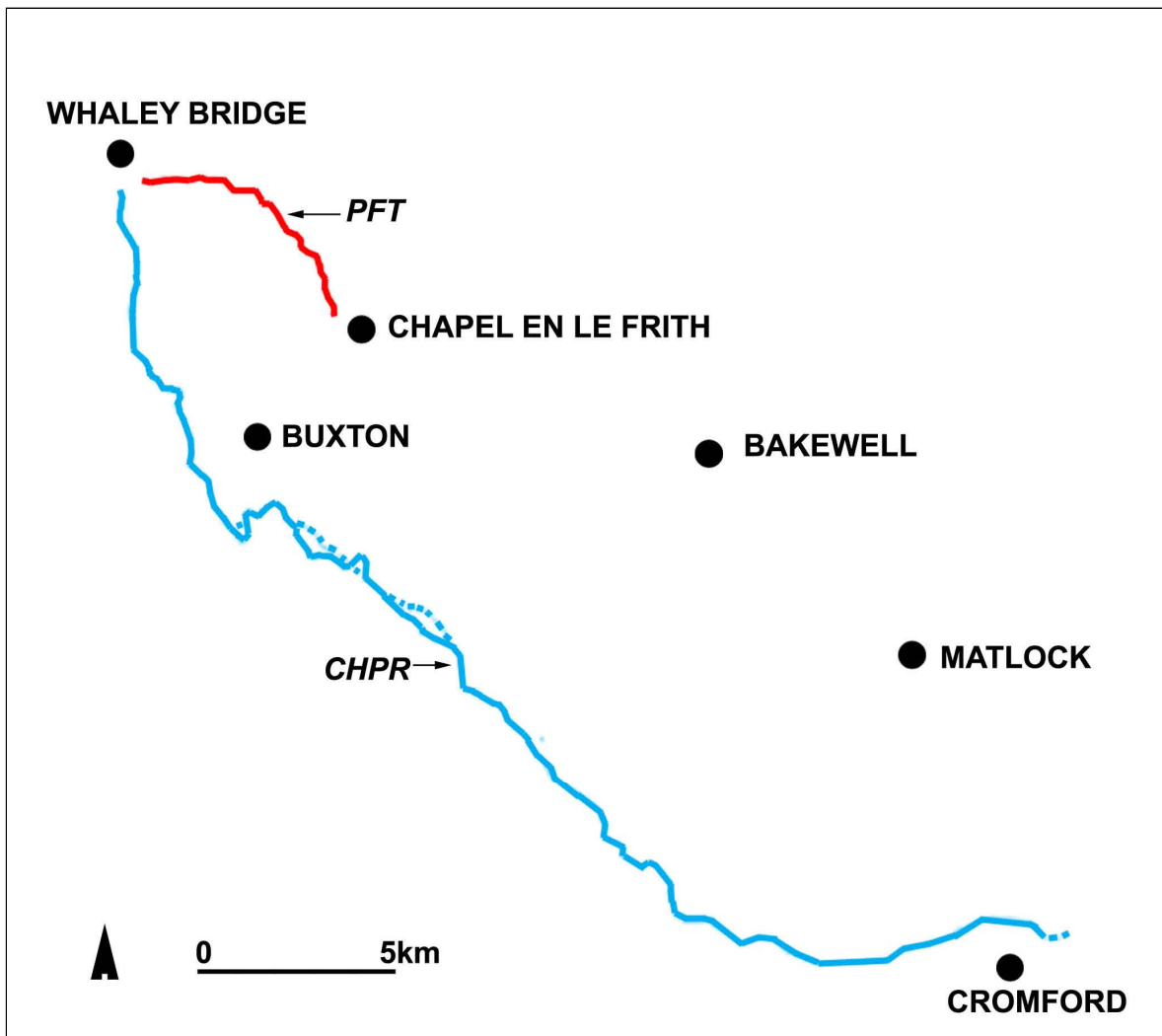
A site where merchandise and goods are temporarily stored before or after transportation by rail.

Marshalling Yard

A series of parallel sidings on which goods wagons originating from different locations can be sorted and made up or 'marshalled' into new trains by shunting wagons around, before being despatched to their next destination or sorting points. Larger ones have arrival, shunting, and departure sidings. 'Flat' yards are worked entirely by shunting engines. 'Gravity' or 'Hump' yards can be worked partially without engines as shunting can be carried out by gravity by building a rising gradient and allowing individual wagons to roll down from the top into the required siding.

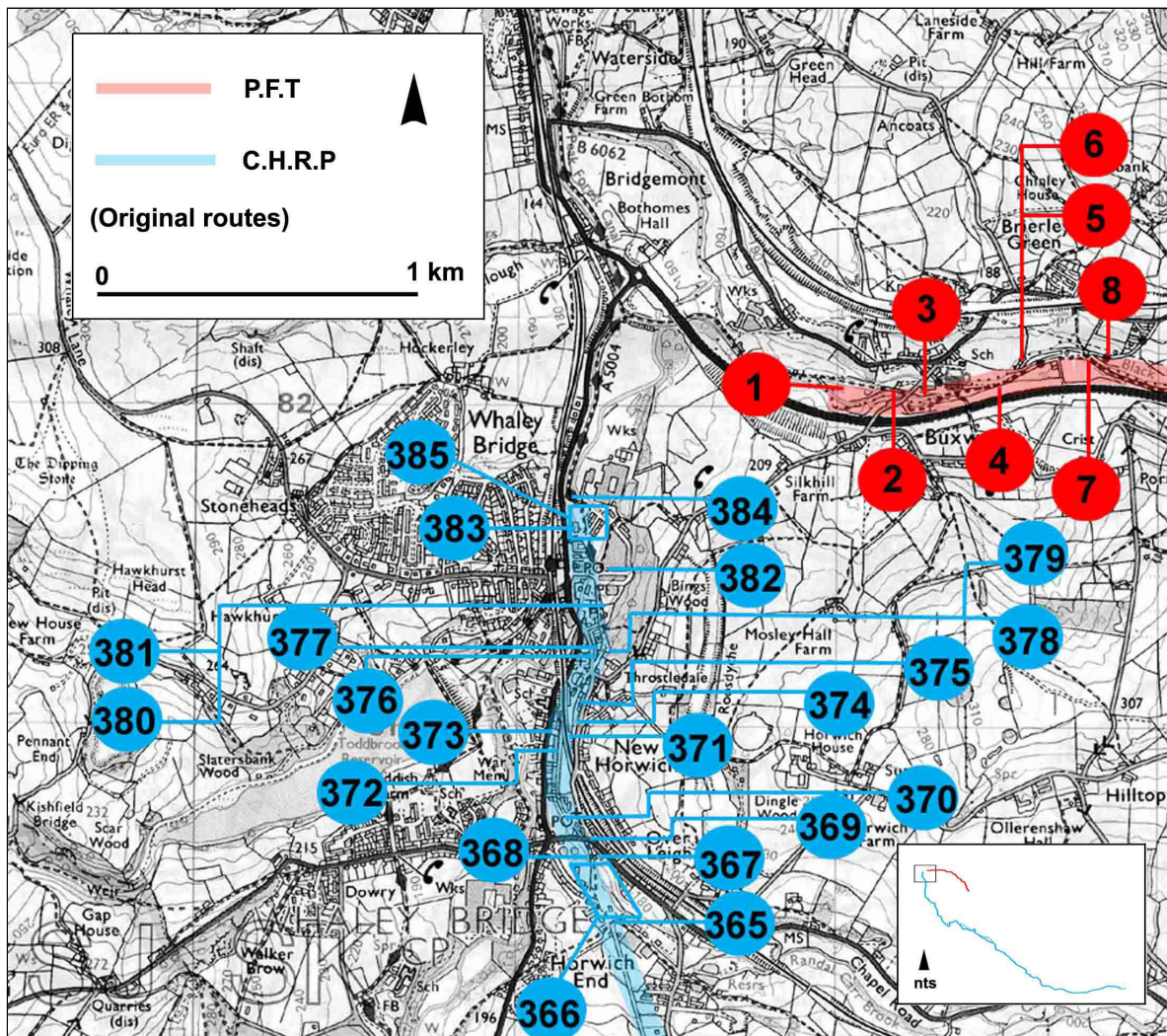
Appendix 2 – Illustrations

Illustration 1



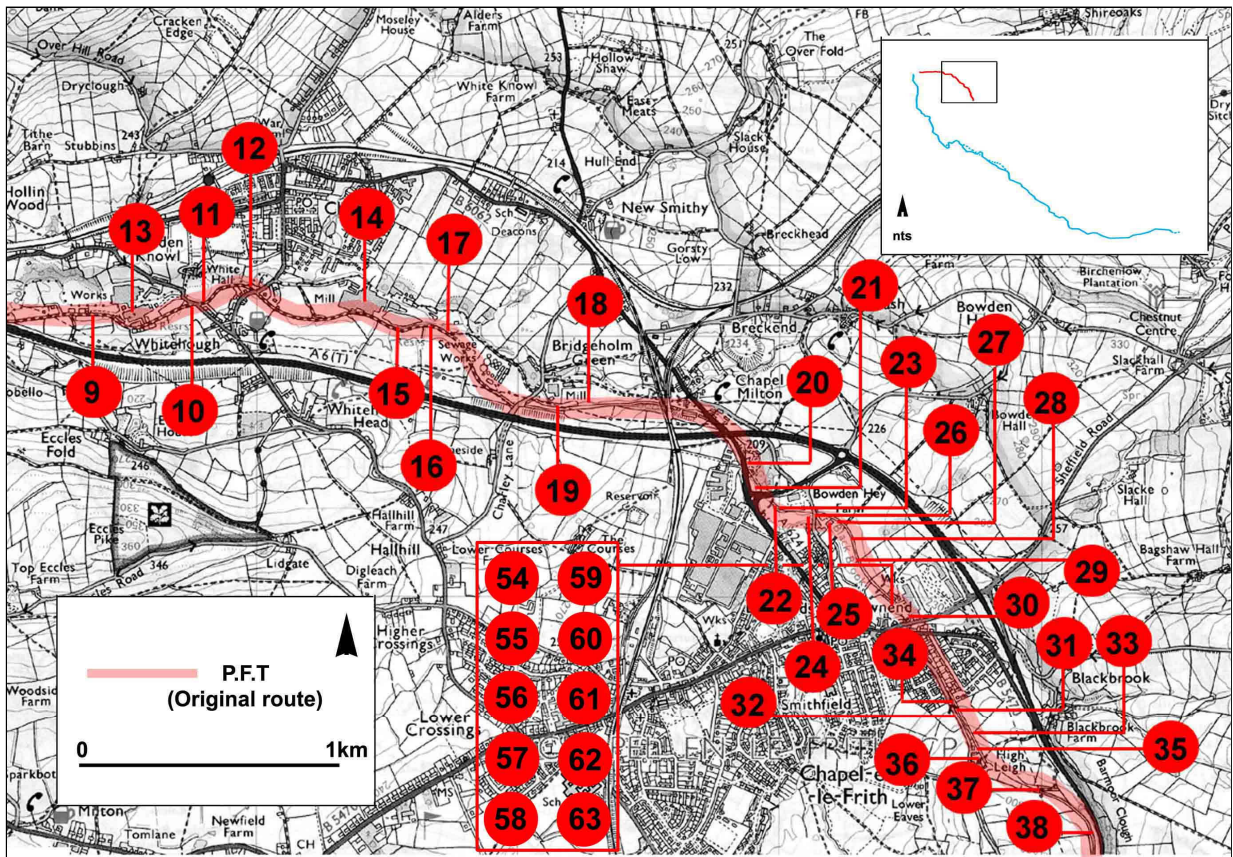
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Illustration 2



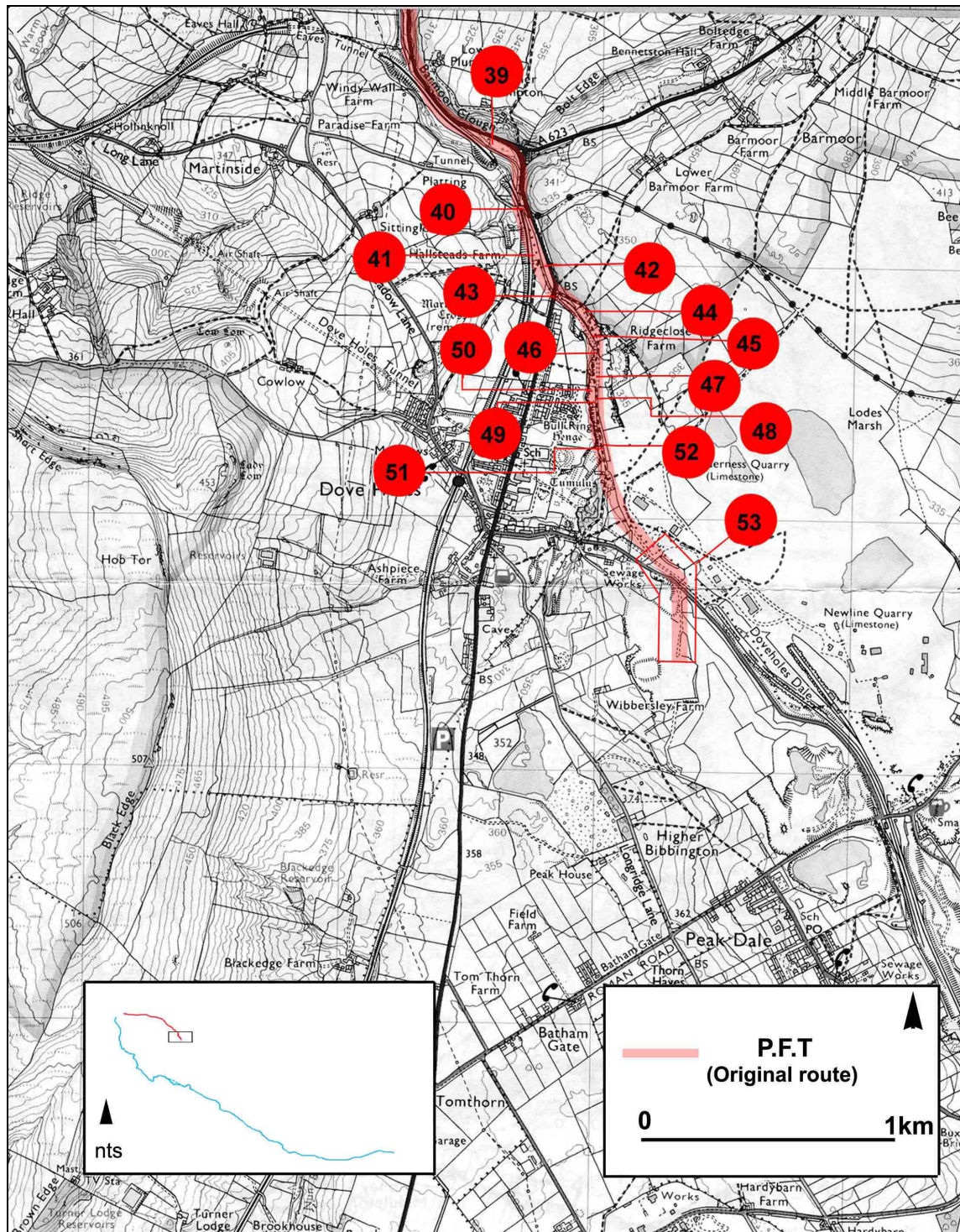
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Illustration 3



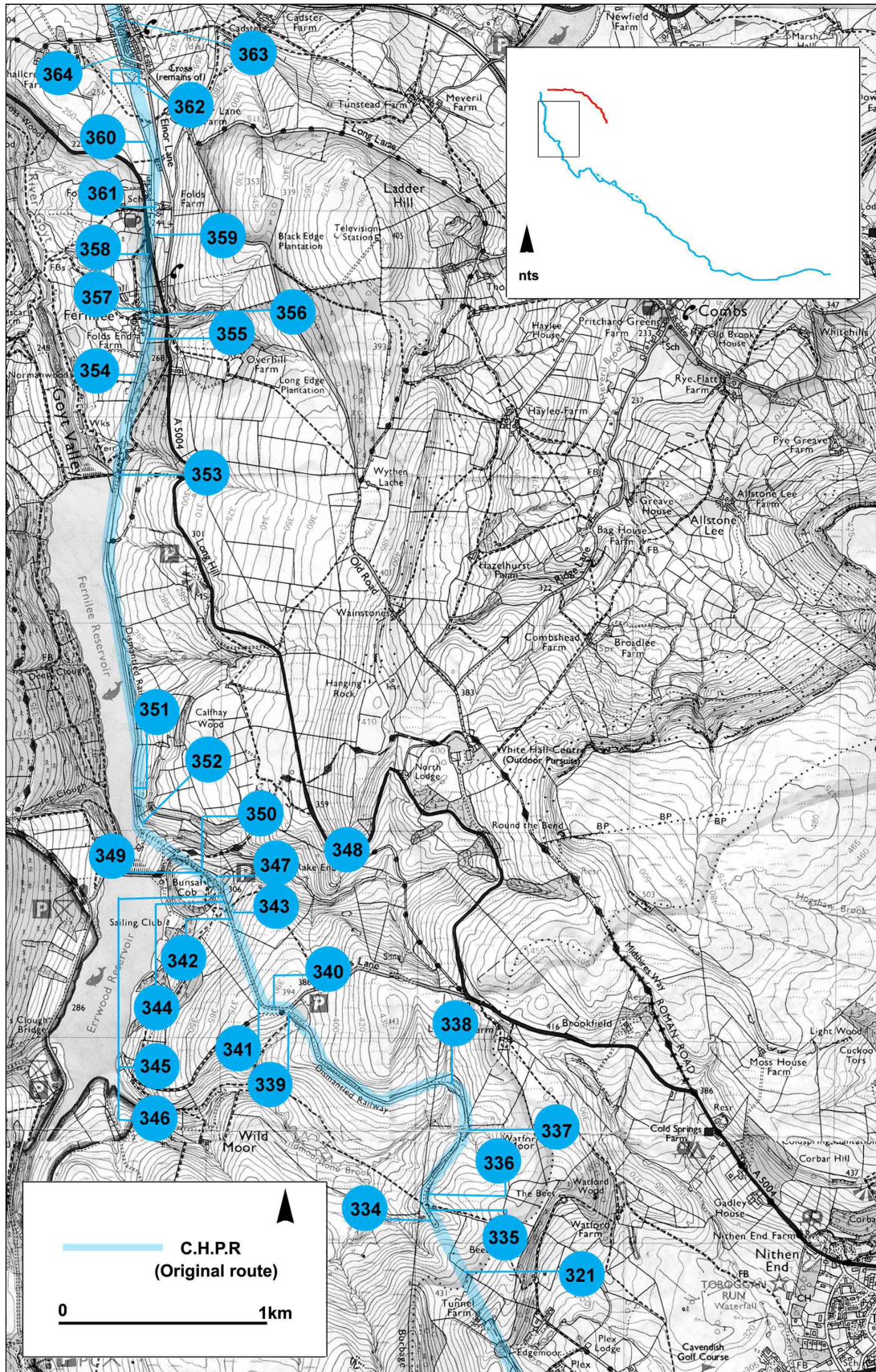
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Illustration 4



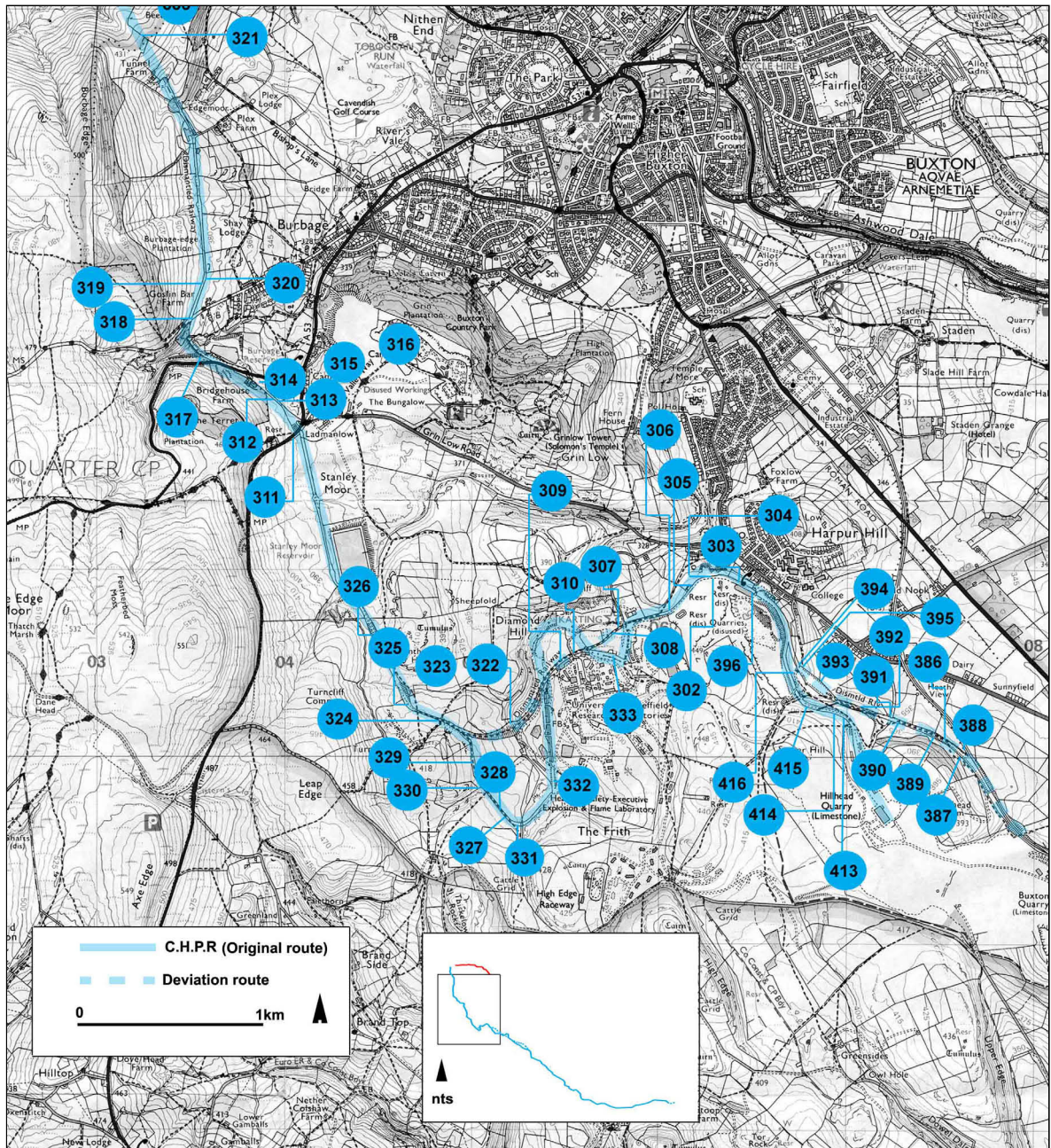
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Illustration 5



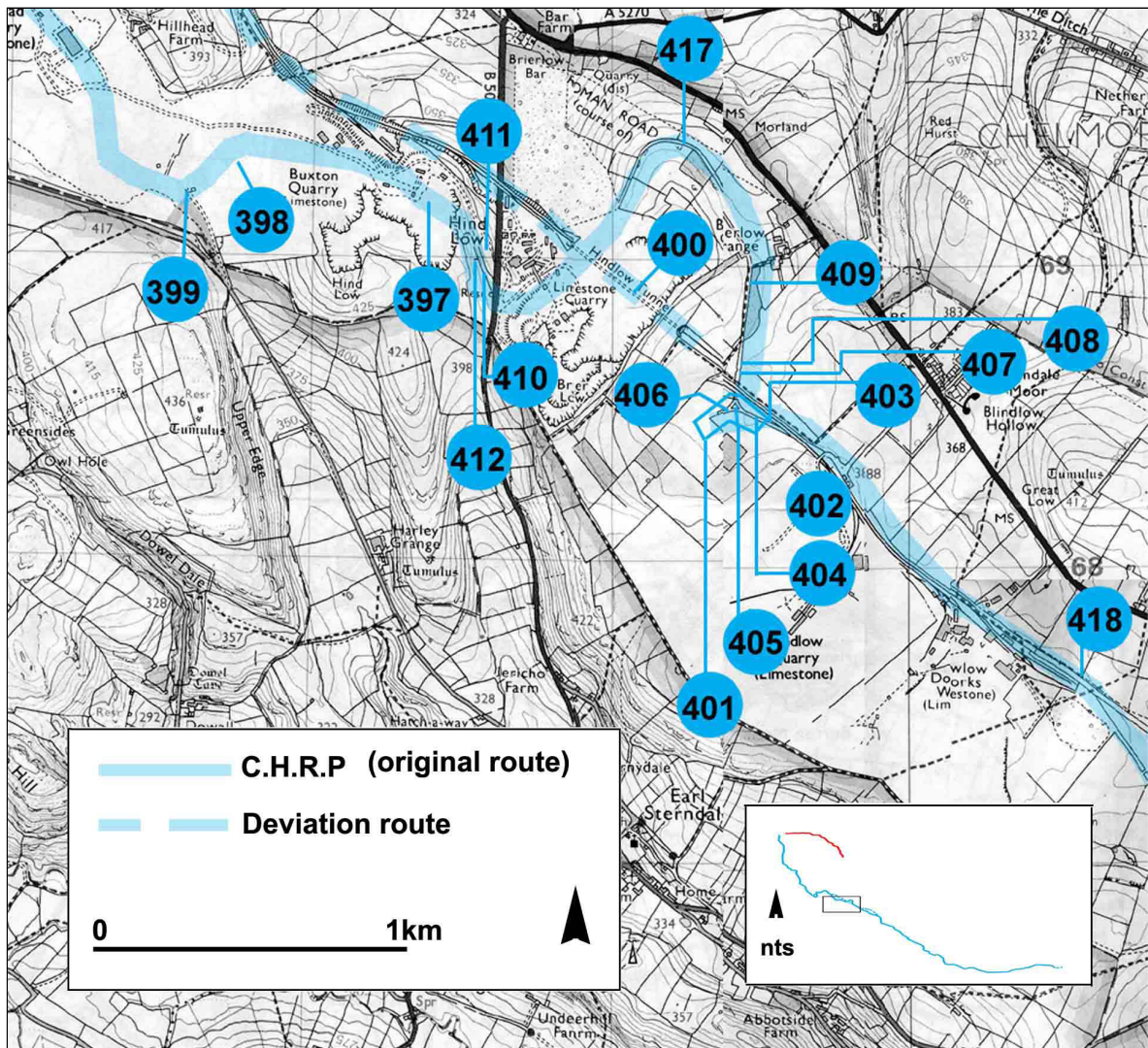
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Illustration 2



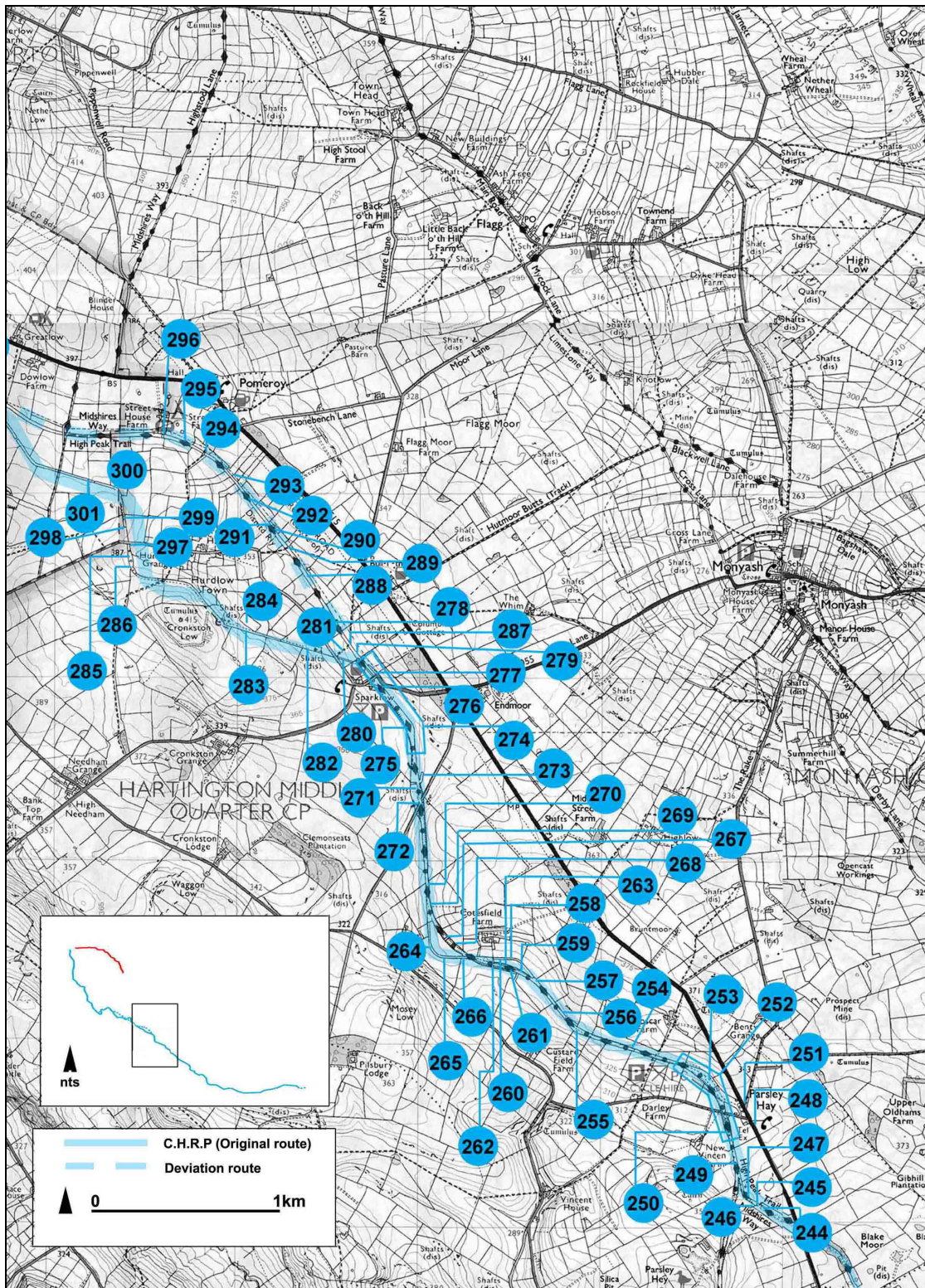
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Illustration 7



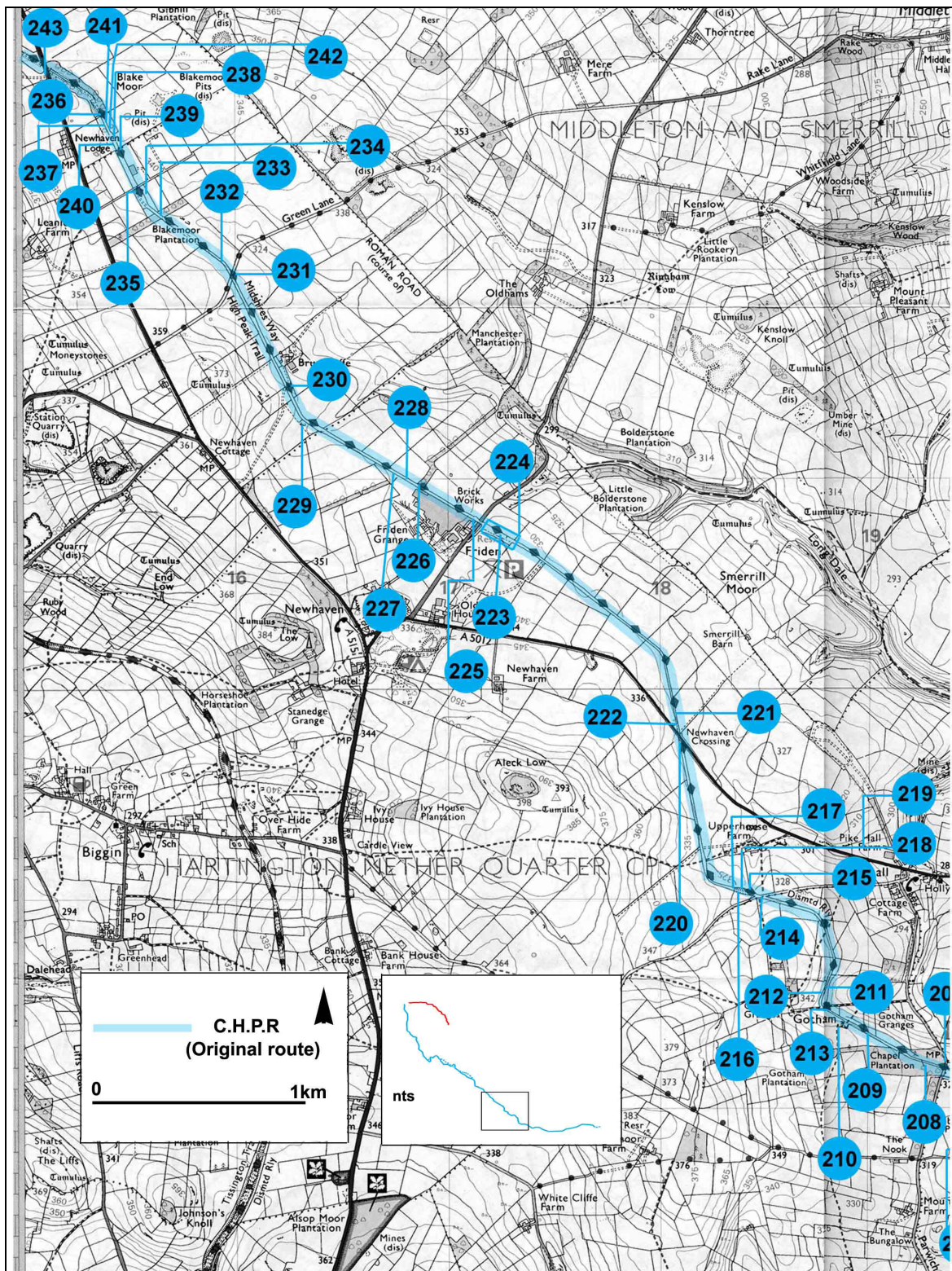
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Illustration 8



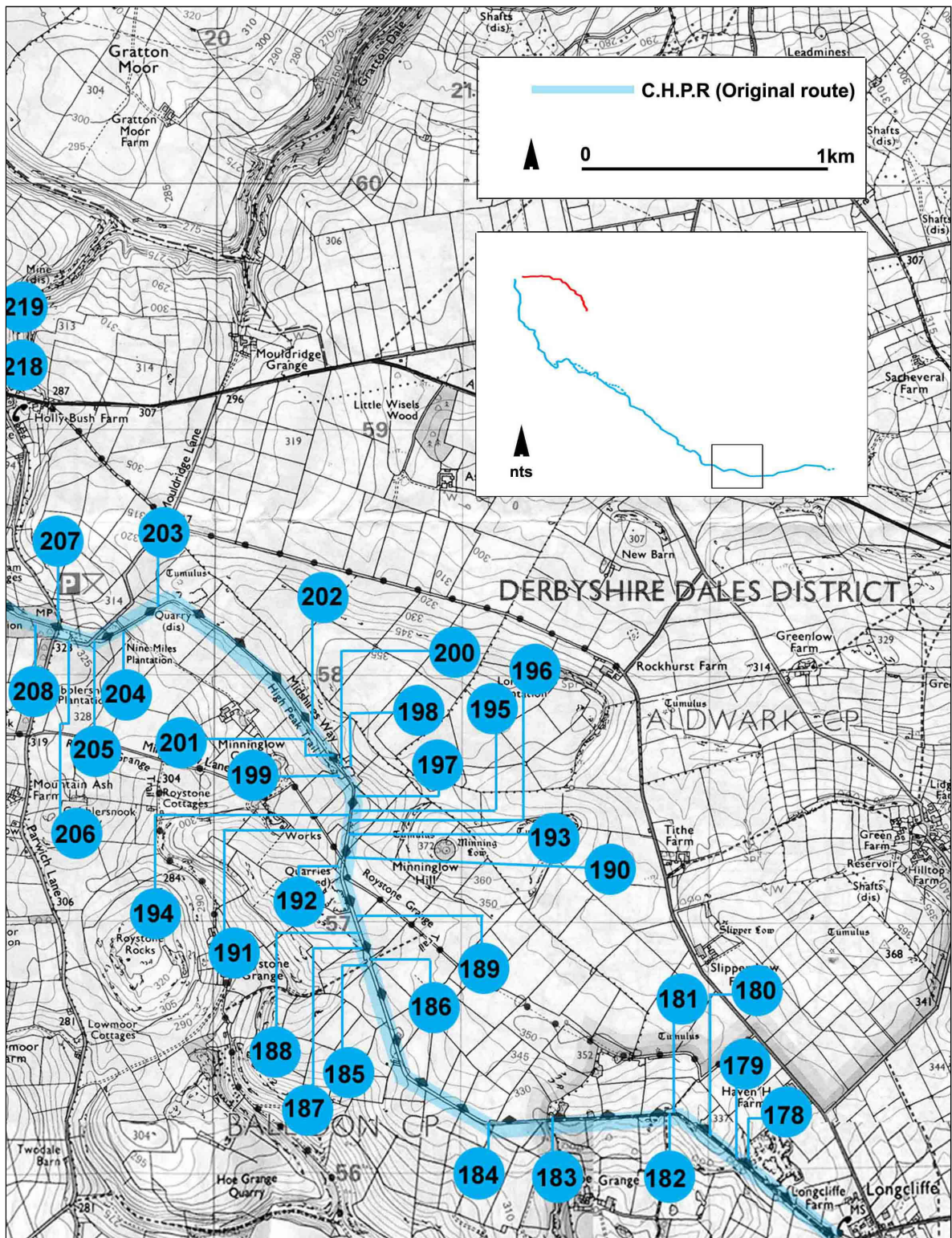
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Illustration 9



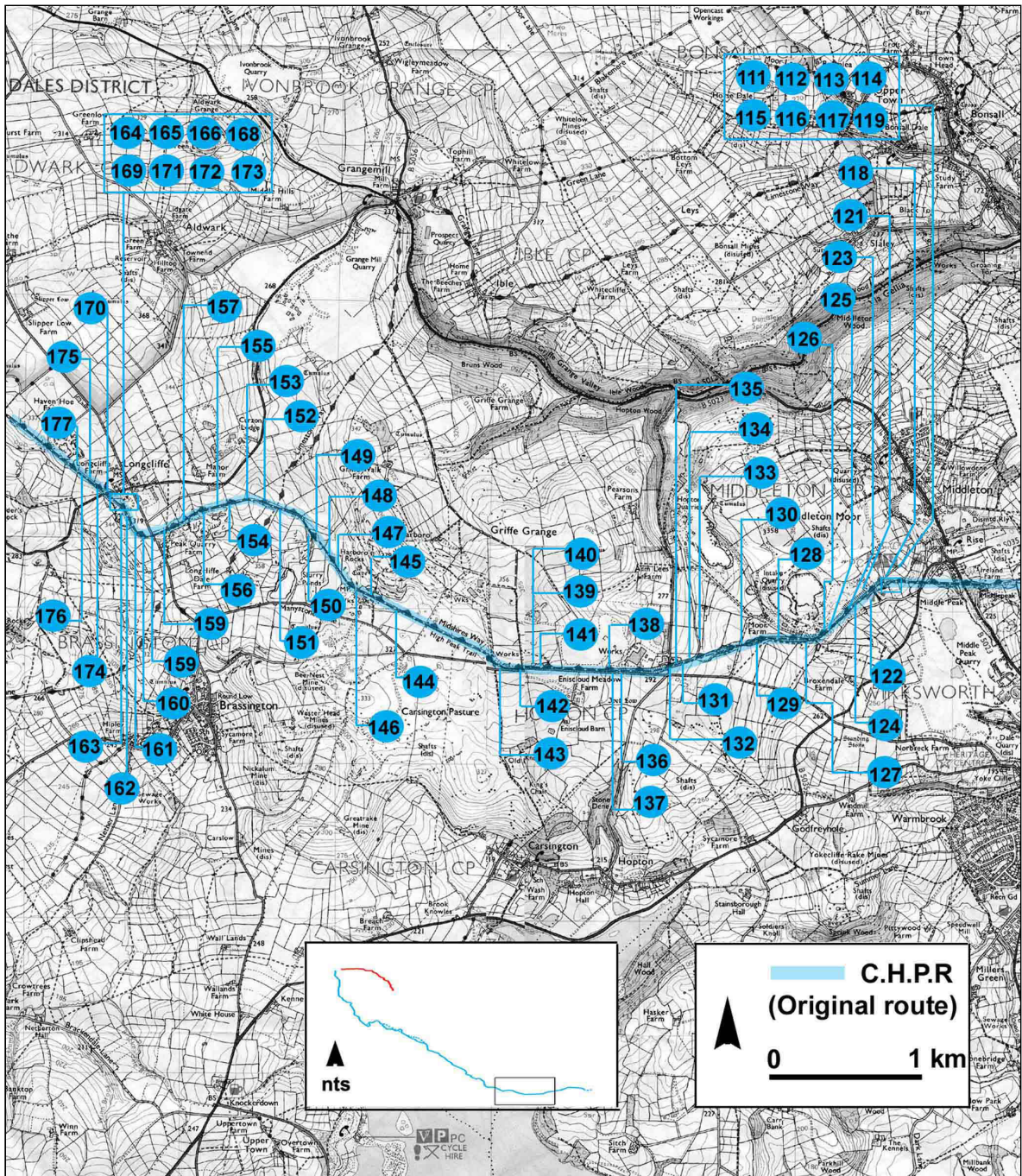
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Illustration 10



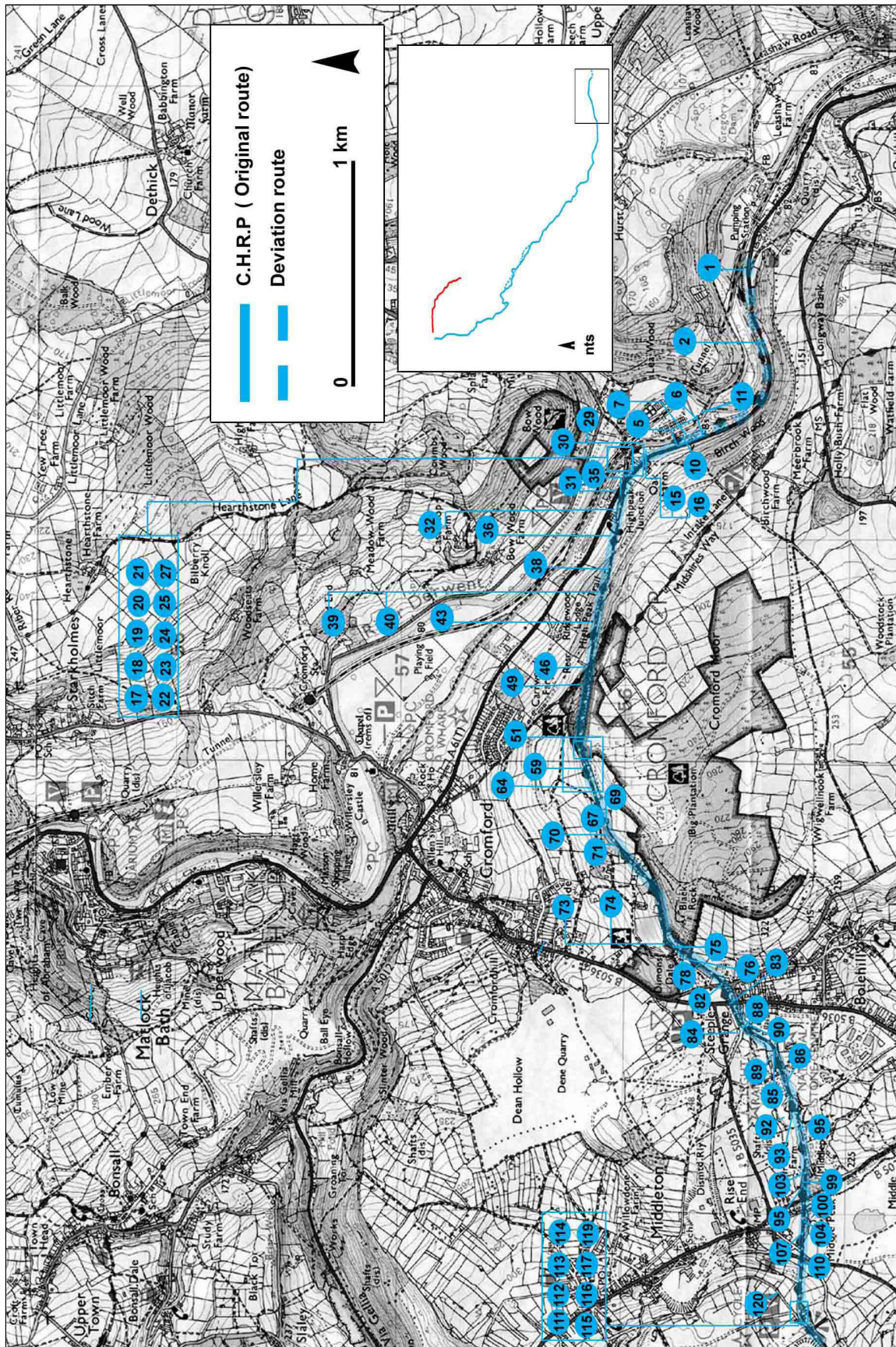
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Illustration 11



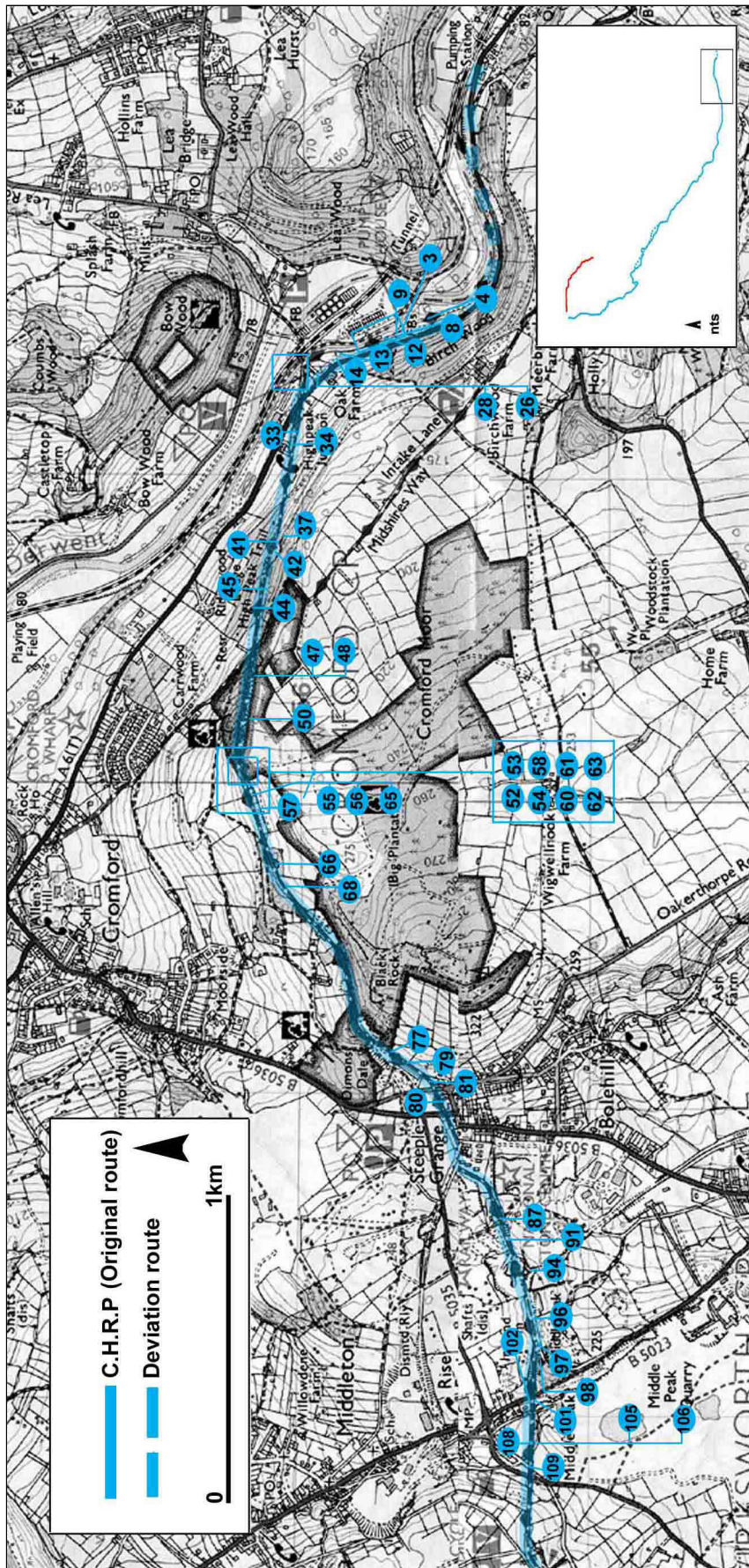
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Illustration 12



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Illustration 13



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Appendix 3 - Footnotes

¹ David Ripley, *The Peak Forest Tramway: Including the Peak Forest Canal* (Oxford: Oakwood Press, 3rd ed., 1989), p.7; see also Charles Hadfield and Gordon Biddle, *The Canals of North West England* Vol. 2 (Newton Abbot: David & Charles, 1970), pp.306-16.

² R.B. Schofield, *Benjamin Outram, 1764-1805: An Engineering Biography* (Whitchurch: Merton Priory, 2000), pp.60, 69-74, 118-48.

³ Ripley, *Peak Forest Tramway*, p.41; Schofield, *Outram*, pp.122-3.

⁴ C. von Oeynhausen and H. von Dechen, *Railways in England 1826 and 1827*, ed. C.E. Lee and K.R. Gilbert (Cambridge: Newcomen Society, 1971), p.67; Ripley, *Peak Forest*, pp.41-9; Schofield, *Outram*, p.137; Colin E. Mountford, 'Rope Haulage: The Forgotten Element of Railway History', in Andy Guy and Jim Rees, eds, *Early Railways: A Selection of Papers from the First International Early Railways Conference* (London: Newcomen Society, 2001), pp.171-91.

⁵ Schofield, *Outram*, p.125; John van Launn, *Early Limestone Railways* (London: Newcomen Society, 2001), p.29.

⁶ Ripley, *Peak Forest*, p.44; Schofield, *Outram*, p.137.

⁷ Ripley, *Peak Forest*, pp.8, 11-15. On the development of plates and plateways, see van Launn, *Limestone Railways*, esp. pp.21-4.

⁸ Ripley, *Peak Forest*, pp.13, 20-2.

⁹ Ripley, *Peak Forest*, pp.17, 37; Alan J. Findlow and Don Baines, 'The Bugsworth waggon tipplers: an illustrated study of a transshipment device', *Archive* No.6 (June 1995): 23-6.

¹⁰ Hadfield & Biddle, *North West England*, pp.311-12.

¹¹ Ripley, *Peak Forest*, p.17.

¹² Hadfield & Biddle, *North West England*, pp.300-01, 312-13; Schofield, *Outram*, p.119.

¹³ Robin Leleux, *A Regional History of the Railways of Great Britain*, Vol. 9, *The East Midlands* (Newton Abbot: David & Charles, 1976), chp.9; Hadfield & Biddle, *North West England*, pp.315-16; Derek Brumhead, 'Railways of New Mills and district: their development and impact, 1840-1902', *Transactions of the Lancashire and Cheshire Antiquarian Society*, Vol. 86 (1990).

¹⁴ Alan J. Findlow and Don Baines, 'The Peak Forest Tramway: 1796-1927', *Archive* No.3 (n.d.): 25-32, at p.28; Ripley, *Peak Forest*, p.66.

¹⁵ David Hodgkins, 'Success and Failure in Making the Transition to a Modern Railway: the Liverpool and Manchester and the Cromford and High Peak', in M.J.T. Lewis, ed., *Early Railways 2: Papers from the Second International Early Railways Conference* (London: Newcomen Society, 2003), pp.52-63; 'The origins and independent years of the Cromford & High Peak Railway', *Journal of Transport History*, Vol.6 (1963-64): 39-55.

¹⁶ Hadfield & Biddle, *North West England*, pp.316-21.

¹⁷ Hodgkins, 'Success and Failure', pp.52-63; Hadfield & Biddle, *North West England*, p.319.

¹⁸ Hodgkins, 'Success and Failure', pp.52-63; I.C. Coleford, *The Cromford & High Peak Railway* (Clophill: Irwell Press, 1996), p.2.

¹⁹ Hodgkins, 'Success and Failure', pp.52-63.

²⁰ A Rimmer, *The Cromford & High Peak Railway* (Oxford: Oakwood Press, 2nd ed., 1985), pp.7-12; Coleford, *High Peak*, pp.2, 8-16.

²¹ Marshall, *Cromford & High Peak Railway*, pp.35-6, 49.

²² Hodgkins, 'Success and Failure', pp.52-63; John Marshall, *The Cromford & High Peak Railway* (Huddersfield: Martin Bairstow, 1996), p.17.

²³ Coleford, *Cromford High Peak*, p.3; Hodgkins, 'Success and Failure', pp.52-63.

²⁴ Hodgkins, 'Success and Failure', pp.52-63; Coleford, *Cromford & High Peak*, pp.3-5.

²⁵ Leleux, *The East Midlands*, pp.180-4.

²⁶ Coleford, *Cromford & High Peak*, pp.6-7, 24-8; Marshall, *Cromford & High Peak Railway*, p.81.