

Abstract of Acts relating to the Cromford and High Peak Railway.

Extracted by EDGAR C. EAGLE B.Sc. (Econ.).

“ Act for making and maintaining a Railway or Tram Road from the Cromford Canal, at or near to Cromford, in the Parish of Wirksworth, in the County of Derby, to the Peak Forest Canal, at or near to Whaley, in the County Palatine of Chester.” 6. Geo. IV, Cap. XXX. 2nd May, 1825.

“ Railway or tram road for the passage of Waggons and other carriages, to be propelled thereon by Stationary and Locomotive Steam engines, or other sufficient power.”

To be called “ The Cromford and High Peak Railway.”

“ Will open up a more easy and commodious communication between the agricultural and mineral counties of Derby, Nottingham and Leicester and other eastern and southern counties and the great manufacturing towns of Stockport and Manchester and other large and populous districts and will otherwise be of great public utility by facilitating the conveyance of coal, iron, lime, corn, minerals and other commodities from the several before mentioned counties to the said towns of Stockport and Manchester and other extensive and populous districts and also the conveyance of merchandise and other commodities from such towns and districts to and into the interior of the said several counties.”

Company empowered “ to make, complete and maintain a railway or tram road passable for waggons and other carriages ” and “ moved or propelled thereon respectively by Stationary and Locomotive Steam Engines, or other sufficient power, in the discretion of the said company . . .

from the southwardly side of the Cromford Canal, or at near a certain field within the township of Cromford, . . . called Spring Field ” etc.

“ The furnace of every stationary steam engine . . . to be constructed upon the principle of consuming its own smoke.”

Capital to be raised £164,400 in shares of £100 each.

Company to meet together at Old Bath, Matlock . . . “ within two calendar months . . . after passing of act . . . and shall then and there proceed in execution of act, and shall and may adjourn such meeting from time to time and from place to place as they shall think fit.”

From several clauses it appears that it was contemplated that wagons and carriages used on the railway would be privately owned. Clause XCVII provided for proper registration of all waggons and carriages of the company and for their being properly marked.

Clause CX enacted that no four-wheeled wagon shall carry more than six tons (including tare) at any one time, and no six-wheeled wagon should carry more than nine tons (including tare). Clause CXXII enacted that powers to construct railway cease if railway not completed within seven years.

“ Act for enabling the Cromford and High Peak Railway Company to grant Mortgages for part of their floating debts: and for amending the act relating to such railway ” 6 Vict. Ch. XVIII, 1843.

Preamble recited that Company had raised £31,910 by mortgage, which was still owing with an arrear of interest thereon.

Also that in the making of the railway the company, “ in and about the year 1830,” contracted debts for the supply of rails, stationary steam engines, and other matters essential to the completion of the railway, which debts still remained owing.

Total debts and interest, 31st August, 1842, amounted to £46,915.

Railway intended for carriage of goods only and had been so worked, but revenue had only been sufficient to pay expenses of repairing and working the railway.

Interest charges could not be met.

No dividend had been declared on shares therefore shares had only a nominal price and company could not raise funds by further subscription for shares in order to discharge its debts.

It is desired that floating debts should be converted into a mortgage.

“ Act to alter and extend the line of the Cromford and High Peak Railway and to amend and consolidate the provisions of the Acts relating thereto.” 18 and 19 Vict. Ch. LXXV. 1855.

Preamble recited that in pursuance of 1843 act mortgages were granted in respect of £22,890 which with balance constituted second charge.

No dividend paid.

Revenue insufficient to pay interest on first mortgage (whole interest on which from 29th September, 1839 remained due and owing).

No interest paid on second mortgage and remainder of floating debt and interest undischarged.

Railway had recently been united on its eastern extremity with the line of the Manchester, Buxton, Matlock and Midlands Junction Railway in the Parish of Wirksworth and on the western extremity “a railway has been authorised by an act passed in the last session of Parliament entitled ‘The Stockport, Disley and Whaley Bridge Railway Act,’ 1854.”

Cromford and High Peak Railway Company desired to carry passengers and goods.

Railway would be improved by deviation and enlarge-

ment of existing railway in Hartington Upper Quarter "near to where the new road from Macclesfield to Buxton crosses over the railway and terminating at a part where the old road from Macclesfield to Buxton passes over the railway" and by means of other alterations and improvements.

Extension from near top of first Whaley Incline to township of Whaley (making junction with Stockport, Disley and Whaley Bridge Railway) would be of public utility.

Company dissolved by Clause 2.

Clause 5 re-incorporated company.

- | | | |
|---|---|------------------------------------|
| (1) Proprietors in old company | } | to be proprietors of a new company |
| (2) All other persons and corporations who subscribe. | | |

Clause 54 authorizes

"An extension or new line of railway commencing by a junction with the existing railway near the top of the said first Whaley Inclined Plane in the township of Fernilee in the Parish of Hope and terminating by a Junction with the authorised Disley and Whaley Bridge Railway in or near certain land belonging to John William Jodrell, Esq., and occupied by William Ward situated and lying at the back of the inn known by the name of the 'Jodrell Arms' in the township of Whaley otherwise Yardsley-cum-Whaley in the Parish of Taxall in the County Palatine of Chester."

"A deviation in the Line and levels and an enlargement of the existing railway in the township of Hartington, Upper Quarter in the parish of Hartington, such deviation or enlargement to commence at or near the part in such township where the new road from Macclesfield to Buxton crosses over the railway, and terminating at or near the part where the old road from Macclesfield to Buxton crosses over the railway."

“ *Act to authorize the Cromford and High Peak Railway Company to raise further sums of money, etc.*” 1858. 21 and 22 Vict. Ch. LXI.

Increase of traffic following the alterations, etc. sanctioned in 1855 rendered necessary improvement of whole of railway.

Company authorised to raise additional capital (in shares) not exceeding £60,000: in 3000 shares—6 per cent. Preference—of £20 each, at such times and in such manner as directors from time to time determine.

“ *Cromford and High Peak Railway (Lease) Act.*” 1862. 25 and 26 Vict. Ch. LXVI.

Under this act Cromford and High Peak Railway leased to London and North Western Railway Company for 999 years.

“ *London and North Western Railway Act.*” 1887. 50 and 51 Vict. Ch. CXXXI.

Under this act powers given to the London and North Western Railway Company and Cromford and High Peak Railway Company to amalgamate.