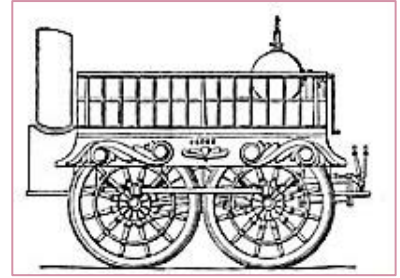


The Globe

The newsletter of the Friends of the Stockton & Darlington Railway



April 2017

Welcome to The Globe! The regular newsletter for the Friends of the Stockton & Darlington Railway.



Dear Friends and supporters

As Chair, I would like to welcome you all to our latest newsletter. I cannot believe that it is nearly two years since the Friends held their national conference at Locomotion, NRM Shildon, to debate the importance of the Stockton & Darlington Railway to national and international history and whether or not we should be looking to secure UNESCO World Heritage Site status for the line.

Since then, much work has been completed and it needs to be – 2025 is now only eight years away. Most importantly, a working group is now functioning well at the highest level of the three councils – Durham County Council, Darlington Borough Council and Stockton Borough Council – without whose support achieving the recognition we want for the line and preserving it for future generations will be much more difficult to achieve.

We have also celebrated the 191st birthday of the Stockton & Darlington Railway in October 2016 at Locomotion, with a talk given by our own Niall Hammond and Caroline Hardie, with an overall update from the three councils provided by Darlington Borough Council. Exciting preparations are well underway to celebrate the 192nd birthday, this year in Stockton on Tees. The annual update will be provided by Durham County Council, and hopefully there will be some exciting things to say.

In the meantime, can I say on behalf of the Friends a very big 'thank you' to everyone who has given their time and expertise to try to establish once and for all the Stockton & Darlington Railway's true place in world history and make sure that its 200th anniversary will be celebrated in style and in a way that secures its long-term future.

Trish Pemberton

Chair, Friends of the S&DR

Who we are and what we do

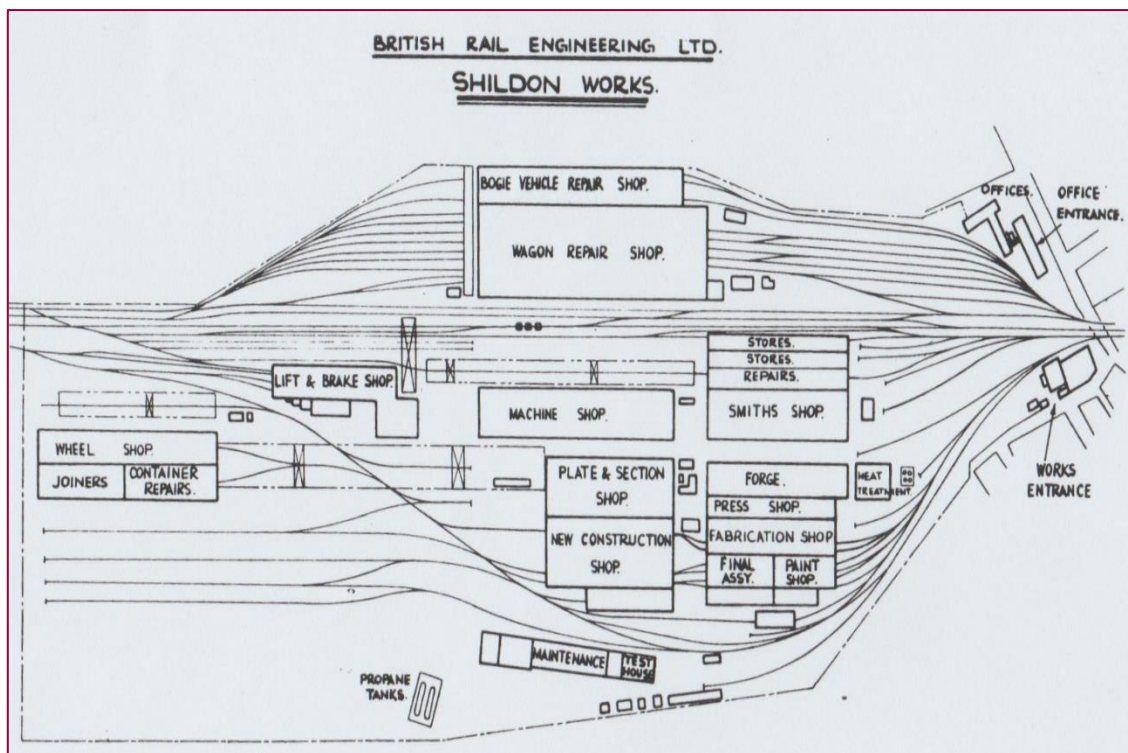
WE:

-  act as an umbrella organisation for all those interested in our railway heritage
-  lobby and work with local authorities and government
-  push forward on survey, research and conservation of the line
-  raise the profile and awareness of our industrial heritage, locally, nationally and internationally
-  protect and care for the S&DR remains
-  explore the case for World Heritage Site status
-  support coordinated development of footpaths and interpretation to safely access the line
-  work with others on events for 2025, Bicentenary Year.

FEATURED S&DR ARTICLE – THE FORMER SHILDON ENGINE SHEDS

In this article, George Smith reveals some of his research into the surviving buildings on the Hackworth Industrial Estate in Shildon. George is working on a new book on Shildon which will have much of interest relating to the S&DR.

A former steam locomotive longhouse is one of the few buildings of the wagon works to have survived on what is now the Hackworth Industrial Estate. It is the building shown as 'Wagon Repair Shop' on the BREL plan of the Wagon Works below.



The eastern end of the building is currently occupied by a company called 'Blue Diamond Machine Tools Ltd', and the owner, Brian Burn, has an interest in the building's railway history. In the company of Jane Hackworth-Young, therefore, I was given a conducted tour of the former engine shed on one sunny September morning in 2016. Much appears to have changed but, luckily, much of the original building has survived; its outward appearance, for example. It is still immediately recognisable as a standard NER Victorian steam locomotive longhouse. The rails, which once ran alongside the longhouse and terminated at the Brusselton incline, have now, however, been lifted and replaced by a road which services the industrial estate. The land to the west of the longhouse has been redeveloped and is now a mineral processing works. For the railway buff, however, only the longhouse remains. Luckily it has retained many of the features it acquired during the 1886 to 1892 reconstruction, when an additional turntable was added to those originally built by the S&DR, with the separate roundhouses incorporated into one long building with three turntables within its walls. The eastern end of the building is now an engineering machinery showroom but, the internal appearance of the building is largely unchanged. The typical familiar engine shed arched windows, running the length of the building, are still there, although the windows have now been bricked in. There is no surviving evidence of the subsurface work-pits, from wagon works days, and the rails inside the building have been removed; their existence and former location can be extrapolated, however, from the remnants visible in the company car park; a wall separates the showroom from the northern section of the former longhouse.



A drawing reproduced from the 1890 NER tender documents relating to the proposed extension to the existing S&DR shed. The western extension is coloured. Three turntables were to be incorporated inside the extended NER shed, replacing those built on the same site by the S&DR. (NATIONAL ARCHIVE Ref. 'RAIL 527/613')



The shed today



Another tender document plan from 1890 showing the existing turntable within the engine shed with the former store/ foreman's office in the top right corner.

Just inside the doors of the northern half of the longhouse is an intriguing feature. It was once a toilet and restroom for the wagon works staff and, prior to that time, the foreman's office for the engine shed. It is a low roofed stone block structure with anomalous pieces of metal girder protruding from the roof. In appearance, it has little in common with the brick-built engine shed in which it is housed and it may therefore be a survivor from the S&DR buildings that predated it, since it is located in a section of the original roundhouse dating from 1854. It is also possible it was the structure converted from its original purpose into toilet facilities for women workers during the First World War. Notable absentees in the former longhouse are the metal cowled vents used for removing chimney exhaust. These were apparently removed when the building was re-roofed. Regardless of these changes it was pleasing to note that a small part of New Shildon's steam locomotive heritage has survived.



The former store/ foreman's office today with the iron structure attached

George Smith

Membership

We would like to welcome all of our new members who have joined since the production of the last issue of The Globe. The majority of our members are in the North East of England with several in other parts of the country. In addition, we have one member in France and two in the USA. Our two American members are coming to the UK towards the end of May and we are meeting up with them.

During the last few months membership has steadily increased but many of our Facebook followers have not yet joined and so miss out on exciting trips like our recent visit to Hitachi. So, if you know of any friends, relatives, neighbours, work colleagues, etc. who may be interested could you please pass on the contact details below. It would be especially useful if we could make more Friends from foreign countries where the S&DR may have influenced the spread of the railway.

Membership renewal date is 27th September each year and renewal reminders will be sent at the beginning of September each year. For a copy of the membership form, or if you any questions regarding membership, you can contact Peter Bainbridge, the Membership Secretary on: membership.SDR1825@virginmedia.com.

Our subs are:	Members + 1 (at same address) - £12 p. a
Under 18 years of age - Free.	Corporate & Association Members - £20 p.a.
Members - £10 p.a.	Retired & Unwaged - £5 p.a.

Peter Bainbridge

News in brief

Huzzah! 192nd birthday celebrations – a date for your diary

The Friends of the S&DR, in conjunction with Stockton Borough Council, will be celebrating the 192nd birthday of the Stockton & Darlington Railway with a major event located within Stockton town centre on Saturday 23 September 2017. While all events are still subject to confirmation, the centre-point of this event will be a large traders / exhibitors market situated in a marquee on Stockton High Street, which will also include family-friendly activities and a performance space for live entertainment, including a history talk. There are also plans for model railway layouts.



The marquee in Stockton town centre and the plinth for the Stockton Flyer – the venue for our next birthday celebration

Outside the marquee, there are plans for guided walks, larger locomotive exhibits, a 'lucky numbers' initiative involving local shops and retailers, and a 'r-ale trail' involving local hostellers - who are committing to railway-themed food and drink offerings, special promotions and live entertainment on the day.

The "Stockton Flyer" automaton will operate and other sub-events under consideration include a railway-themed "Antiques Roadshow", a civic event (part) recreating the opening day dinner from 1825 in Stockton Town Hall, and a Friends of the S&DR reception to present and promote our activities, successes and plans for the future.

Barry Thompson

Heritage Lottery Fund award for the conference and 'Walking the Line' Project.

The report has been received by the HLF and the project signed off. Our report was very well received.

Trish Pemberton

The Milk Bridge, Brusselton

In February, a crack team from the Brusselton Incline Group worked to clear the Milk Bridge, east of Brusselton of all potentially damaging trees and shrubs. Those who sweated to achieve this were Trevor Horner, Ian Gray, John Magill, "Matty" Laitia Cavukali, John Rottgardt, Tony Riding, Neil Adamson and Paul Harle. They were ably assisted for part of the time by the Armstrong family who live in Toronto (Canada not Bishop Auckland!) and their five, yes five, children enjoyed the morning out in the countryside.

Trevor Horner, B.I.G

Before clearance.....



And after clearance...



Baltimore and Ohio Railroad Museum.

Contact is continuing with our American colleagues to discover more about the influence of the S&DR on the adoption of the railroad in the States. More archives have been uncovered at the Baltimore and Ohio Museum including letters that were exchanged between the Liverpool and Baltimore offices of Alexander Brown and Sons – this company was a key player in the establishment of the railroad in Baltimore. The Baltimore and Ohio Museum director, Courtney Wilson, is keen to hear about our progress in working towards the 2025 celebrations.

Trish Pemberton

Developments and opportunities at Locomotion, Shildon.

The approach that many of us use into Locomotion is from Dale Road in Shildon. On your left, as you approach the car park, is the site of a factory known locally as 'the banana site', which is owned by a company which has planning permission for houses on the site and on land opposite. This company is seeking to exchange the 'banana site' for some land just beyond the Locomotion car park owned by Durham County Council, with a nominal sum paid by Durham. This would allow the 'banana site' to be developed by the NRM (Science Museums Group) to extend/develop Locomotion – the land exchange would prevent the museum from becoming land-locked.

Trish Pemberton

News - national newspaper gets it right!

We all get frustrated when television programmes or newspapers forget about the international importance of the Stockton & Darlington Railway as the main milestone at the start of our modern passenger railway network. It was therefore pleasing when the Daily Mirror contacted Trish Pemberton and Caroline Hardie to fact check an article they were going to write about the former nationalised railways in the UK now being owned by foreign companies. The resulting article, published on the 28th March 2017, opened with the S&DR as the historic background to the railways and they got it right! Well, apart from the name which is of course the Stockton & Darlington Railway.



An extract from the Daily Mirror article opening with the S&DR

Gaunless and Brusselton Accommodation Bridges

Works are now underway by Durham County Council to repair the damage from last year to one of the abutments at the accommodation bridge south of the Gaunless Bridge and to carry out wider conservation work to this scheduled monument. Conservation works to Brusselton Accommodation Bridge are scheduled to take place between mid-April and the end of May. More information on this soon.

Caroline Hardie

Hitachi – 200 years of innovation at Aycliffe

On the 29th March, the Friends visited the Hitachi Rail Europe Manufacturing Facility at Newton Aycliffe. The facility is based immediately adjacent to the 1825 S&DR trackbed which continues in use and on the opposite side of the track is the University Technical College which feeds in trained apprentices to work there. It now employs 900 staff who are mainly recruited from the north east and they work five days a week over two shifts and can produce 35 vehicles (power car or carriage) each month. So very close to the location where Locomotion No.1 and the passenger coach Experiment were first loaded on to the rails in 1825 at Heighington Crossing, is now the location where the latest in railway rolling stock is manufactured and sent across the country, and soon, subject to clarity over Brexit, across Europe.

It was interesting to note the role of the area's heritage in choosing this site for the new facility. Originally Hitachi had forty potential locations which were narrowed down to two, the other being in Wales. Part of the reason for choosing Newton Aycliffe was the heritage of the site and of course the friendliness of the people.

The plant was the first rail vehicle manufacturing facility outside Japan for Hitachi and with a building costing £82 million pounds it represents a major investment in the continuing railway tradition of the area.

The body shells for all trains are manufactured in Japan and shipped into Teesport and from then on to the Hitachi plant where they are assembled using various component parts from across the UK, but increasingly from the region. The 1825 trackbed is used in part to test the trains once they leave the facility. Models to be produced at Newton Aycliffe include:

- 🚂 AT100 – Metro train sets – possible contract for the new London Underground Line (AT means Aluminium Train).



The Scot Rail AT200 (image taken from web site with permission from Hitachi)

- 🚂 AT200 (UK Class 385) – Commuter train set currently being produced for Scot Rail. 70 train sets are on order. The fleet will form 46 three-car trains and 24 four-car trains to run on the electrified Edinburgh-Glasgow line, Scotland's busiest route, as well as on the Stirling-Alloa-Dunblane lines.
- 🚂 AT300 (UK Class 800/801) - Inter City High Speed train sets currently being produced for Great Western Main Line (GWML) in 5 and 9 unit configurations for introduction in 2017. A 5 unit consists of 2 power cars and 3 carriages & a 9 unit consists of 2 power cars and 7 carriages. These will also be produced for Virgin Rail for the East Coast Main Line (ECML) for introduction in 2018. At least 1 train set is currently being tested by Virgin on the ECML. Virgin refer to the AT300 as the Azuma – Japanese for East.
- 🚂 AT400 – Very High Speed train sets currently in the design and development process by Hitachi in Japan for potential use on HS2. Estimated cost of these units is £2.7 billion.



Virgin Azuma in Darlington's Bank Top Station (photo: Peter Bainbridge)

The whole manufacturing & assembly process is based on production line technology with vehicles being progressively moved around the facility. Movement of each vehicle is via a combination of tracks and traversers.

We were shown around both the inside and outside of an AT300 Class 2 (we would refer to it as second class) carriage which was almost complete. We were also shown some of the new innovative features including seat status system, Wi-fi, overhead luggage storage and cycle storage. We were also able to view a mock-up of a power car which is used for training purposes. We could see the full body shell construction, welding systems, electrics, electronics, plumbing, hydraulics, heating & ventilation systems, etc.



The Friends' visit to Hitachi (image taken by Nina Harding of Hitachi. No other photos were permitted during the visit, so our grateful thanks to Nina for taking this)

It is clear that there is a huge potential to work more closely with Hitachi to celebrate the 200-year tradition of pioneering railway development at this site. During subsequent conversations with Hitachi staff we also discovered that Hitachi hope to adopt the former station at Heighington and so again this presents a marvellous opportunity to cherish an important aspect of the S&DR's past. We are enormously grateful to Nina Harding, Hitachi's Communications Manager and Jordan Hazell, the Public Relations assistant who showed us around and answered all of our questions; and of course, we are also grateful to Peter Bainbridge for organising the visit on our behalf.

Peter Bainbridge and Caroline Hardie

EVENTS

Now until 27th April at NRM Locomotion, Shildon. 'Osaka Trains and the story of Japan's Global Gateway City'; an exhibition which shows the history of Osaka's train company and the links between the North East of England and Japan. Free admission and free parking. More details from <http://www.nrm.org.uk/planavisit/events/shildon-2017/osaka-trains>

4th May 2017 1.45pm in the Meeting Room and the Head of Steam Museum, Darlington. Afternoon Lecture "The Great Locomotive Chase – the Andrews Raid of 1862 & Buster Keaton's the General" – a talk by Ray State. Free to the Friends of the HoS and non- members welcome.

13th May to 2nd July 2017. Head of Steam Museum in Darlington. NERA Exhibition "A Railway History of Shildon 1825 – 2004" Normal entrance fee applies.

20th May 2017 1.30pm in the Meeting Room and the Head of Steam Museum, Darlington. NERA Meeting – "A visit to the seaside: A History of County Durham Railway Excursions from the 1840s to the 1960s, part 2" a talk by Colin Ryder.

6th July 2017 1.45pm in the Meeting Room and the Head of Steam Museum, Darlington. Afternoon Lecture "Steam in Northumbria" a talk by Ian McInnes. Free to the Friends of the HoS and non- members welcome.

6th September – 19th November 2017. NERA Exhibition – "Hopetown Heritage" on the museum platform, Head of Steam Museum, Darlington. A history of buildings, present and lost, located within the immediate surrounding area at the museum. Contact the museum for opening times and admission charges.

23rd September 2017. The Friends of the S&DR, in conjunction with Stockton Borough Council, will be celebrating the 192nd birthday of the Stockton & Darlington Railway with a major event located within Stockton town centre. More details to follow.

FEATURED S&DR ARTICLE – RAILWAY PUBS II



The Ordnance Survey map of 1857 25-inch scale showing the Mariners' Tavern at the north end of Cottage Row and the Railway Tavern at St John's Crossing

Work on the trackbed audit and the fieldwork conducted by Friends for their Sharing Heritage project, has flagged up the need for further research into the role of early inns and depots on the S&DR. This is currently being researched by Brendan Boyle who has submitted this article to follow on from his last one in the December 2016 Globe.

A RECAP FOR NEW AND FORGETFUL OLD READERS: in the last **Globe** I showed why I think the Stockton & Darlington Railway was the home of the world's first railway pubs, outdoing the specious, Historic England-backed claims of a hostelry near Manchester which did not exist before 1828 and didn't actually have a railway until 1830.

Not only were three inns built to serve the pioneering S&D line - at Aycliffe Lane (now Heighington Station), Darlington and Stockton in 1826-27 - they were commissioned, owned and controlled by the Railway Company itself.

And the more I dig, the more pubs with S&D connections I find with claims greater than the Liverpool & Manchester line's at Patricroft...

But first, a correction, a lesson learnt and a new discovery.

In the last article I repeated an apparently-meticulous dating, in a highly-regarded history of railway architecture, of the closure of the **Stockton Railway Tavern** as 1867. It turns out that that reference was a mis-transcription of a Company minute, which misled the historian himself when he came to write up his history! I have now seen (and photographed) the original minute at the National Archives in Kew and can exclusively reveal - can I call it a scoop if the news is 150 years old? - that the minute referred not to the Railway Tavern, which actually closed in

1861, but to a 'Public House belonging to this Company in Cottage Row at Stockton'.

Cottage Row was some 200m north of the Stockton Railway Tavern. It was the original terminus of the S&DR on the quayside - separated only by rails from the Company's staiths, from which south-west Durham coal was shipped to London. As we've previously heard, the Company was building its own three pubs to serve its 'inland' coal depots but it clearly wanted one to serve the trans-shipment port itself, where much greater quantities of coal would be sold by colliery agents to shipping merchants, and there would be countless men loading ('trimming') the coal, off-duty sailors and railway workers, all needing somewhere to shelter, rest and refresh.

The complication was that Cottage Row was owned by Stockton Corporation. No matter. Somebody (we can only guess whom) persuaded the Corporation to turn out the tenants of four of its cottages and convert them into 'one good house, with every convenience suitable for an Inn'.

A licence was granted in September 1826 (at the same meeting as the Railway Tavern's was) and the resulting inn was named the **Mariners' Tavern**. Its first licensee was a William Blenkinsop. Does it count as a railway pub? I think so: it 'belonged' to the Railway Company, was at a history-making rail terminus (that was the very *raison d'être* of the S&DR) and served people who were there on railway business. Unlike the other pubs I'm writing about this building no longer exists - it was cleared like most of Cottage Row in the late 19th century.

So, there was a pub at the very eastern end of the line - what about the west, where the coal came from? Yes, there was one there too, but I think its claim to be a railway pub is somewhat weaker.

The 1825 S&D line is always said to have run to Stockton from Witton Park, but that's not to be confused with the present-day Witton Park, which developed later, half-a-mile or so away, down the hill, around iron works. The original Witton Park was - who would guess? - the parkland of Witton Castle, to the west. Thanks to amazing land restoration work the area which was dominated by collieries in the early 19th century (and before) is once again pleasant, grazing countryside with impressive long views. You would be hard pushed to believe that today's attractive, stone-built, New Inn Farm was once on the doorstep of pits and shafts, with coal wagons rattling past its door.

But it was, and the **New Inn** was built - no doubt by the land- (and colliery-) owning William Chaytor of Witton Castle - to serve the burgeoning industry. Local baptismal records, which named parents' abode, show that it had certainly opened by May 1826, and may have done in 1825. As with almost all pubs at the time another occupation was essential for the licensee and he - George Kirkley was his name - worked as a blacksmith, presumably at a colliery; perhaps Mr Chaytor's.

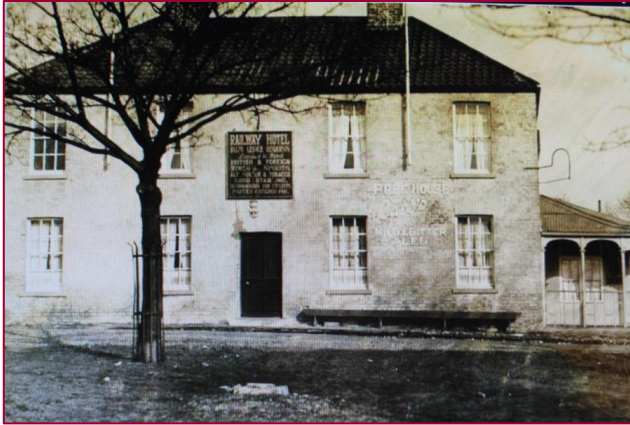
So, was this a railway pub? It certainly had rails outside it, on which coal-filled wagons from Witton Park Colliery (and subsequently others nearby) were pulled by horses to the foot of the S&D's Etherley Incline, a quarter-mile south of the inn. However, the New Inn was unlike the four pubs mentioned above in not belonging to the Company, and - more crucially - not serving people drawn to the railway, as it was at neither a depot nor a terminus (it was near, but not at), and there would not even be many railway workers around. No, its main customers would have been the increasing population of pitmen, this being the closest inn to wet their dusty throats after a shift underground.

So 'no' to that New Inn - but 'yes', I say, to another **New Inn**, 20 miles south-east at Egglescliffe, at what the geographically-challenged S&DR called its Yarm depot. This was the terminus of the Company's Yarm branch, which left the mainline about where Allen's West station is today but didn't tackle the massive inconvenience of crossing the broad and deeply-cut River Tees to Yarm proper.

Like at Darlington, this branch was ready for use on the same day as the S&DR main line (Q: what day of the week was 27 September 1825? A. a Tuesday), but the depot opened to the public on 17 October. The Durham County Advertiser reported that: "In the evening about 60 respectable tradesmen met at the new inn at the end of the Yarm Branch of the Railway, to celebrate the event, as also that of opening the said inn, where an excellent supper was provided by the landlord, Mr Snowdon".

The new inn became the New Inn. But, unlike the three main line pubs that served coal depots (four including the leased Mariners' Tavern), the Railway Company did not own this one. It seems not to even have owned the adjacent depot, at least initially. A Company minute of 1 September 1826 said the 'Depots and way' here belonged to Thomas Meynell, and a Land Tax return for 1826 showed that John Snowdon occupied 'property of Thomas (Esq) Meennel'.

Then and now...



Left: the New Inn, Egglecliffe when it was known as the Railway Hotel c.1900 and right: the same building today, now known as The Cleveland Bay

Mr Meynell was not only a prominent landowner of Yarm, and at one time its lord of the manor, but he was the first chairman of the S&DR. Given all this, and that a later tithe map showed land abutting the depot as in the ownership of Thomas Meynell, that Mr Meynell's Yarm Band played at the opening of the New Inn, and that the assembled respectable tradesmen "drank the health of the Chairman of the Railway Company", I feel pretty confident in concluding that the New Inn was built and owned by Mr Meynell.

The branch line and depot were abandoned in 1871, and Mr Snowdon was landlord for less than two years, but the pub has remained trading to this day, becoming the Railway Inn in the mid-1850s (and occasionally tweaked to the Railway Tavern, Railway Hotel and Railway Inn & Yarm Bungalow). In modern times it was renamed the non-new, non-railway Cleveland Bay. Perhaps an allusion (intended or not) to the horses that led the chaldron wagons to the depot along the equine-hauled branch line?

You may not think that today's pub (an excellent multi-roomed, traditional one, by the way) looks 191 years old, with its shutters and window boxes, but it is: take a close look at the c.1900 photos on display inside, at the pub's old maps, and at the fine original brickwork at the rear.

So, what conclusions on the world's oldest railway pub? As ever with railway history it depends on your definitions, but every one of those I've mentioned in these two articles on the S&DR beats the Patricroft Tavern's (now Queen's Head's) claim out of sight. But my Oscars would go as follows:

- 🍷 **World's First Purpose-Built Railway Pub - the New Inn, Egglecliffe.** Opened 17 Oct 1825 to serve the horse-drawn branch to the Yarm coal depot. Now called the Cleveland Bay, it has traded continuously in the same building. Not listed.
- 🍷 **World's First Purpose-Built Pub to Serve a Steam Railway - the Railway Tavern, Stockton.** Licensed Sept 1826 to serve the Stockton coal depot. Closed as a pub c.1861 but the building remains. Listed but with no mention of its inn origins.
- 🍷 **World's First Conversion to a Pub to Serve a Steam Railway - the Mariners' Tavern, Stockton.** Licensed Sept 1826 to serve the Stockton coal staiths from former cottages. Closed c.1867 and demolished late-19th century.
- 🍷 **World's First Pub Purpose-Built to Serve Railway Passengers - the King's Arms, Aycliffe Lane.** Licensed Oct 1829 to serve passengers as well as users of the adjacent coal depot.

Closed c.1840s; reopened in much-extended buildings c.1980, presently closed. Listed but with no mention of its inn origins.

 **World's Second-Oldest Purpose-Built Railway Pub to Trade Continuously - the Railway Tavern, Darlington.** Licensed Oct 1829 to serve the Darlington coal depot. Still in the same building and under its original name. Not listed.

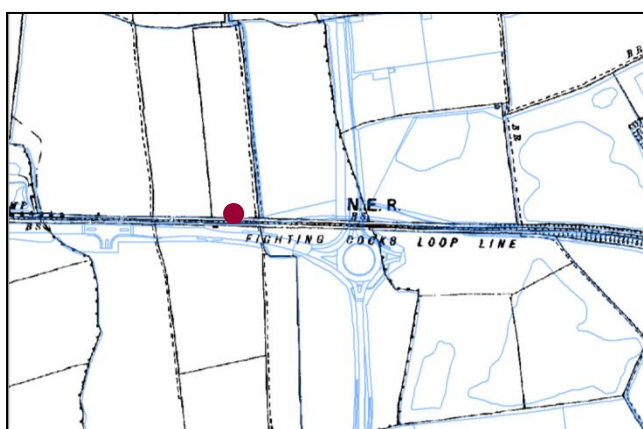
Brendan Boyle

S&DR Boundary Marker

On Christmas Eve Jonathan Ratcliffe discovered a Stockton & Darlington Railway boundary stone in the undergrowth alongside the Darlington Eastern Transport Corridor. In this article, he describes how he went from finding an old photograph in Darlington's Local Studies Library to rediscovering a link to the early days of the railway.

Searching through Darlington Library's recently digitised collection of photographs I found one of an S&DR boundary marker with the description Stockton & Darlington Boundary Stone Fighting Cocks Branch at 2-mile post February 1975. Having not seen any subsequent information about a boundary stone in the area, I decided to see if I could locate it.

Using Google maps, I found that 2 miles from Oaktree junction took you to roughly where the new bridge crosses over the A66 Darlington. Unsure of whether the stone had survived a recent redevelopment of the area, I made a couple of attempts in the late summer of 2016 to see if it had survived. These searches left me covered in scratches and stings from the undergrowth and with no sign of the stone, although I did spot some abandoned sleeper blocks along the boundary further down the line.



The location of the S&DR boundary marker

After the fruitless first search, I went back to have another look at the documentary evidence, focusing instead in looking for evidence of the location of the more modern mile marker on the branchline associated with the older one. Two useful pieces of information came to light, the first that the mileage on the branch was worked out from Albert Hill Junction, not Oaktree and second, another picture was found in the collection that showed the stone positioned a few metres from the later iron milepost. Going back to Google maps I remeasured the line and found that 2 miles came to just west of the bridge; I'd been searching the wrong side.

I consulted the series of old OS maps on the Keys to the Past website (www.keystothepast.info). Looking back through the maps I found on the 1950s edition; there was a milestone marked along the line at the approximate area I'd measured on Google maps. Overlaying this with the modern map gave a position about 50m west of the bridge.

On Christmas Eve 2016 while walking the dog along the footpath, I kept an eye out for it. The modern redevelopment had flattened the southern side of the cut so if it still existed it had to be on the northern side of the line. (Between the evidence from the old map and the direction the light was coming from on the old photograph it suggested north facing to be likely.) There was a possible stone outcropping from the grass but I was unable to access it through the bushes, so I crossed into the field to get a better look

on the other side. Looking from the north side I could clearly see the S&DR markings on the stone. The light was good so I took a quick picture to record it and made a mental note of the location.



About the boundary stones.

The Stockton & Darlington Railway was in the habit of marking its boundaries with a small stone about 25-30cm high bearing the company's initials. There are a few surviving intact along the length of the line but most have been removed over the years. Many more survive on the former Stanhope and Tyne section near Waskerley where they were they marked the boundary of railway property in the absence of walls or fences in this remote outpost of the S&DR. Many also survive in museum collections with Beamish, Locomotion and Head of Steam all having examples.

Jonathan Ratcliffe

S&DR Future Excursions

June 2017 – we would like to organise a sunny evening outing to visit the Yarm depot and inn (now the Cleveland Bay – see Brendan's article in this edition of The Globe). It would include obtaining access to the gated area where the coal and limestone depot was and probably a visit to the pub. No date has been fixed, but could you let Barry Thompson know if you might be interested at barrythompson007@hotmail.co.uk? Once we have gauged the numbers, we can start to organise the outing. For public transport users, it will be within walking distance of Allen's West station.

Planning to Protect the S&DR

Darlington Local Plan: Heritage Policies

Alan Macnab and Ross Chisholm represented the Friends at Darlington Borough Council's meeting on March 20 to discuss heritage policies for the forthcoming Local Plan. The meeting was attended by representatives of various national and local organisations with stakeholder interests. The Council presented the first draft of the section 'Safeguarding the Historic Environment' and the policy to protect Darlington's heritage assets.

The draft follows the National Planning Policy Framework (NPPF 2012) to protect, enhance and promote heritage assets and an important theme is Quaker and railway heritage. There was encouraging widespread enthusiasm to take full advantage of the assets and potential of the S&DR.

We were informed that the Trackbed Audit had been approved by the Council, it will be published shortly and will form the basis for an action plan of enhancements leading to the 200th anniversary. It was agreed that the S&DR should be specifically mentioned in an expanded and strengthened section (E) of the policy and that reference also be made to the inclusion of the Croft Branch and the creation of the Heritage Trail.

Most importantly it was agreed that the S&DR was sufficiently important to have a policy all to itself, given its place in tourism, culture, recreation, landscape and wildlife policies elsewhere in the plan. The Council and Historic England expressed doubts about achieving World Heritage Site status, but they agreed that the steps that would have to be taken on the way would be worthwhile achievements in themselves.

It was agreed that the Council should prepare a Heritage Strategy to accompany its Visitor Economy Strategy provided that it had the resources to do so.

Councillor Chris McEwan, the Council's 'Heritage Champion' was very supportive of our initiatives and was particularly keen to know how we were progressing with the Railway Housing Association at Haughton Road.

Middlesbrough Borough Council's representative outlined their recognition of Quaker, railway and industrial heritage. They wish to become involved in the build up to 2025 and have asked to talk to us about their ideas.

The Council will be inviting us to a further heritage workshop on the Plan, arranged for 19 April. Volunteers are needed to attend as Ross Chisholm, our planning officer will be away that week.

Oak Tree, Middleton St George

Darlington Council's Planning Applications Committee met on 29 March to consider the planning application by Durham Tees Valley Airport to build 350 houses and a local centre next to the airport.

We had submitted comments requesting that, if permission was to be granted, the developer be required to pay towards the cost of improvements to the footpath alongside the railway in the parish as part of the Heritage Trail. I am pleased to report that in recommending that permission be granted the Planning Officer has included the need for a legal 'section 106' agreement to extend the cycle route network in the area. A map accompanying his report shows the existing footpath along the northern side of the railway between the Oak Tree roundabout on the A67 and the Airport access road bridge to be upgraded to a cycle route. However, there is local opposition to the development so it remains to be seen if it goes ahead or is called in by the Secretary of State.

Railway Housing Association, Haughton Road, Darlington

Site works are in progress and a request has been made to RHA to meet before Easter.

Darlington Council's consultation on Arts, Culture and Heritage

I attended Darlington for Culture's meeting on Friday 31st March 2017 about Darlington Council's consultation on the Arts, Culture and Heritage section of the emerging Visitor Economy Strategy. Council officer Stephen Wiper summarised the draft strategy, answered questions and noted comments. I spoke on behalf of the Friends. Central to the Strategy is the promotion of the town's railway heritage, the most important and possibly the only unique asset the town has to offer to the visitor. Page 11 of the strategy lists the priorities for action and the S&DR figures in most of the priorities under Arts, Culture and Heritage.

The Council Cabinet paper (December 2016) 'Experience Darlington' includes a detailed Culture Strategy. This contains four ambitions;

1. To build awareness of Darlington as a fantastic theatre town with a nationally recognised offer.

2. To celebrate and promote Darlington's contribution to railway heritage and rail travel worldwide, particularly the bi-centenary of the first railway passenger journey on Locomotion No. 1 in 1825 and leave a significant legacy for people, place and heritage here.
3. To work alongside partners to develop a strong and successful proposal for Tees Valley as UK City of Culture in 2025 and to actively contribute to the aims of the Case for Culture for the North East.
4. For Darlington to support and champion cultural inclusion and engagement and to offer great festivals and events.

Detailed outcomes for Ambition 2, which is of most direct relevance to us, are as below:

To celebrate and promote Darlington's distinct heritage, particularly the contribution to rail travel worldwide and the bi-centenary of the first railway passenger journey on Locomotion No. 1 in 1825 and leave a significant legacy for people, place and heritage here

By 2020	By 2025
Railway heritage of Darlington promoted across various strategic sites, including Town Centre and Head of Steam	Railway heritage offer developed to facilitate and support 200-year anniversary of the passenger railway.
Track bed audit of Stockton and Darlington railway undertaken and plans to sustain key heritage (including £5 Note Bridge) developed and to preserve any features deemed at risk	Significant railway heritage assets saved restored promoted and valued.
The Development of the Stockton & Darlington railway track bed as a leisure route underway	Track bed route is promoted as a local and regional asset.
More capacity to manage the development of the 2025 bi-centenary programme secured (festival director in place), programme plan in development	Successful 2025 event with ongoing railway heritage legacy.
Events shared, supported or led in Darlington which raise awareness of the countdown to 2025, and Darlington to contribute to joint promotion of countdown working with other authorities and organisations	Significant contribution of Darlington's Industrial heritage to the 2025 City of Culture bid.
A track management framework to be in place for Stockton & Darlington railway heritage, e.g. heritage action zone conservation area or world heritage site.	Track bed is widely recognised for its historic, social and economic importance.
Map Darlington's Quaker railway and industrial assets and undertake a Statements of Significance for key assets.	Higher profile for the contribution of Friends/Quakers to Darlington, celebration of heritage. The Quaker stories become a rich backcloth to the visitor offer and their stories are promoted and told through a variety of medium.
Darlington engaged in regional and Tees Valley programmes to build museums resilience.	The rail heritage offer is promoted and seen as a wider regional offer linking Locomotion and National Railway Museum.

The strategy reflects many Friends' ambitions and deserves our support. We can either endorse it as it stands or make suggestions for additions. Friends' views are sought so that I can respond. As individuals, the Council and Darlington for Culture are encouraging people to complete the Council questionnaire. This is an excellent opportunity for Friends to stress the importance of the S&DR heritage and to comment on other issues. The link is <https://www.surveymonkey.co.uk/r/KC6ZLFT>. The questionnaire is quite lengthy and some answers may need a bit of thought. However, the Council must be commended in giving townspeople their say in this important matter and the opportunity should not be overlooked.

Ross Chisholm, Friends of the S&DR Planning Officer

A proposed modern railway Hub for Darlington in 2025



A number of Friends attended the launch of the vision to turn Darlington Station into a Growth Hub which will keep Darlington at the forefront of modern travel with benefits rippling out across the wider Tees Valley, the North East, North Yorkshire and the UK. The event was organised by the Tees Valley Combined Authority and Darlington Borough Council and set out the vision for Darlington 2025 which includes remodelling the station and creating dedicated platforms for local connections and future high speed services.

The ambitious programme will enhance rail connections across the North, on the East Coast Main Line, as an integral part of the HS2 network, and across the Tees Valley. By 2025, journey times to Manchester will have been cut by 45 minutes and in 2033, High Speed Rail will have knocked 52 minutes off the journey from Darlington to Birmingham and 28 minutes to London. For the first time in history, Darlington will be less than two hours from London.

As part of this process, Darlington Station will be revitalised with a £150 million scheme to improve pedestrian and cycle routes, improved parking and drop off facilities, enhanced access to all platforms, a new arrival area, public realm enhancements, additional station platforms, improved shopping and leisure facilities in the station and new opportunities for commercial and residential development.

“As Darlington is known far and wide as the birthplace of the passenger railway – it is now time to secure its place in the future of rail transport for future generations.”

These changes will bring about significant changes in how the station is used, seen and appreciated, but the plans are not yet detailed, nor are they set in stone. The station is a listed building and these proposed works will need to be informed by a Heritage Statement as well as many other factors. The Friends of the S&DR raised questions regarding the role of the heritage in informing the works and the desire that they might successfully combine old and new, much as has happened at Kings Cross Station in London. There was a recognition by the panel that heritage was an opportunity rather than a constraint and that this heritage would be reflected in the new additions to the station and the surrounding landscaping. Ada Burns, the Council's Chief Executive, also confirmed that the trackbed audit would be published soon!

However, underlying the whole scheme is a recognition that this is about delivering an enhanced rail service with major economic benefits by 2025 – the 200th anniversary of the start of the modern passenger railway network. It will show the same ambition and ingenuity that was seen in the S&DR and be part of the process of preparing for visitors from across the world coming to join us to celebrate the beginning of the modern passenger railway. More information can be found here <https://teesvalley-ca.gov.uk/media/darlington-2025-modern-rail-hub-modern-economy/>.

Caroline Hardie

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Friends meetings are held on the first Thursday of every month in the meeting room in Darlington Cricket Club, South Terrace, Darlington DL1 5JD at 7.10pm. The next meeting is therefore on the 6th April. All Friends are welcome to attend.

The Globe is named after Timothy Hackworth's locomotive which was commissioned by the S&DR specifically to haul passengers between Darlington and Middlesbrough in 1829. **The Globe** was also the name of a newspaper founded in 1803 by Christopher Blackett. Blackett was a coal mining entrepreneur from Wylam with a distinguished record in the evolution of steam engines.

Please send contributions to future newsletters to caroline@aenvironment.co.uk. The deadline for the next issue of The Globe is 14th July 2017.



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