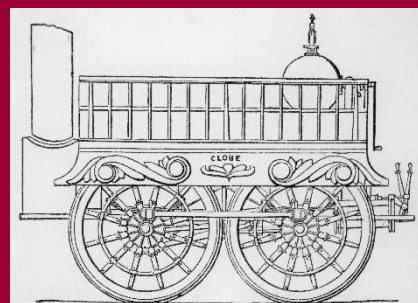


The Globe

The Journal of the Friends of the Stockton & Darlington Railway



Issue 17

April 2022

£3.00

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Friends' meetings are held on the first Thursday of every month (except January). They alternate between Darlington Cricket Club, DL1 5JD at 7.10pm and the Railway Institute in Darlington, DL1 2PP at 7pm. All Friends are welcome to attend, but please contact one of the above Trustees first to make sure that the venue or time has not changed. Papers are circulated to Friends in advance and are available in the members' area of the web site <https://www.sdr1825.org.uk/>

Cover photo: Friends exploring the Haggerleases Branch Line. Photo: Chris Lloyd

WELCOME TO THE GLOBE! THE REGULAR JOURNAL FOR THE FRIENDS OF THE STOCKTON & DARLINGTON RAILWAY



Dear Friends,

As a long dark winter begins to leave us and spring approaches, a lot has been going on since the last edition of The Globe. I'm pleased and heartened to see the hard work our volunteers put in continuing at various sites along the line especially at Etherley and at Brusselton Inclines, where sadly the famous old willow tree by the accommodation bridge was a victim of the winter storms. Most recently at Fighting Cocks volunteers have done a fabulous job cutting back vegetation to reveal a wide variety of railway structures which we hope will form the basis of a fantastic partnership project to restore the railway character of

the former station and coal depot. This builds on several years of work by Maz and Alex Holmes who live in the former station master's house to better present the area, and we were pleased to award them a small grant to help with cost of replica North Eastern Railway style fencing. Within our limited means we hope to make other small grants each year to help with similar projects along the line so let us know of your ideas to make a small but important difference.

Resources for such grants will be made much easier if our bid to the National Lottery Heritage Fund in partnership with Darlington is successful. I'm pleased to say we received a first-round pass and following more detailed preparatory work we should get a decision in December.

Volunteering for the FSDR is not just about on-site hard work, many of our volunteers, wherever they live, undertake significant research to help inform our work, new designations and publications. In particular I'd like to draw attention to Maggie Pulle, a member who lives in London and who is a regular visitor to the National Archives at Kew on our behalf. More locally our Yarm Study Group have now produced their Yarm Branchline Report, and congratulations go to them for the imminent publication of this fantastic piece of work which we have been happy to co-fund along with the Cleveland Industrial Archaeology Society.

We look forward to improved planning protection along the line with all three authorities now having a specific local plan policy to protect and enhance the S&DR and its setting. Partnership working with Historic England also continues to provide positive outcomes with several newly protected listed buildings and a review of the scheduled monument of the first five miles on-going. Not all is good news with difficult decisions to be made on some planning matters such as a proposed solar farm adjacent to Myers Flat, and the continuing appalling condition of the former Heighington Station, standing forlorn, unused and increasingly vandalised.

Partnership working is key in so many ways to our work and I'm looking forward to building on recent discussions with Darlington for Culture on the wider celebration of our railway heritage, and the North Eastern Railway Association on a project to make the world class archive history of the S&DR more widely available and celebrated.

Niall Hammond, Chair, Friends of the S&DR

The Friends of the S&DR. Who we are and what we do.

We are a registered charity and 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 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.

RAILWAY EMBANKMENTS – MORE COMPLEX THAN WE THOUGHT?

Eric Branse-Instone, Historic England

The most striking difference between the route of the S&DR as constructed by George Stephenson and the earlier route that had been proposed by the Welsh tramway engineer George Overton is its directness. Whilst Overton's route meandered across the landscape to minimise gradients, Stephenson made extensive use of cuttings and embankments to create a much straighter course, with the material removed from the cuttings through rising ground providing for the embankments to bridge across falling ground – this being known as 'cut and fill'. Such engineering work was not novel, the 30m high embankment leading to the Causey Arch on the Tanfield Wagonway for instance was built a century before, however the extensive scale of this engineering approach, affecting the entire design of the S&DR, set a new pattern that was widely copied by subsequent railways. Reading books such as Richard Morriss's "The Archaeology of Railways" (1999) suggests that the construction of embankments was a simple affair, basically akin to the formation of a linear spoil tip:



emptying waggons off the end of a temporary railway line laid along the top of the extending embankment, the tipped spoil then consolidated by hand, perhaps aided by finishing with a covering of turf. However, there are various pieces of evidence that Stephenson gave more thought to at least some of his embankments.

Myers Flat. A covered drain ran parallel to the embankment (the removal of its top is relatively recent). In the distance, the altered bridge at Myers Flat carrying the line which is still in use today

Stephenson's most famous railway embankment is probably that which allowed the Liverpool and Manchester Railway to make the 6.4km crossing of Chat Moss, a peat bog with peat up to 11m thick where the surface of the land rises and falls as the peat alternatively swells with water or dries out according to the weather and season. Stephenson's approach with Chat Moss was probably informed by his experience with taking the S&DR across Myers Flat, the area of very

damp ground just south of the modern A1(M). Here the earthwork embankment consumed far more material than expected because of constant subsidence, the numerous repaired settlement cracks in the stonework of the Myers Flat accommodation bridge indicating that this is an on-going problem. For Chat Moss he took a very different approach: the embankment was formed as a raft of bundled heather layered with brushwood mattresses all tied together with timber hurdles to support the ballasted sleepers for the track. In effect, Stephenson floated the railway line across the peat bog. Remarkably, both Chat Moss and Myers Flat railway embankments have remained in daily use for rail traffic for nearly 200 years.



Chequerbent Embankment on the Bolton and Leigh Railway

Earlier this year, a surviving 500m long section of Stephenson-designed railway embankment was scheduled at Chequerbent near Bolton (<https://historicengland.org.uk/listing/the-list/list-entry/1479269>), this being part of Stephenson's Bolton and Leigh Railway which opened in 1828. (As an aside, this was the railway upon which Timothy Hackworth's entry for the 1829 Rainhill Trials, his Shildon-built locomotive Sans Pareil, spent most of its working life, outlasting Stephenson's Rocket which won at Rainhill.) The Chequerbent embankment is generally 4m high, 8m high where it crosses a stream, the embankment forming part of a 1 in 400 incline. The track bed is contained between rubble stone walling, the base of the walling disappearing into the earthwork sides of the embankment. Structurally it is plausible that this walling was actually built-up from the original ground surface, the walling being largely buried by tipped spoil to buttress the stonework of the structure. In effect the line may have been built as a stone-built viaduct revetted with spoil to form the embankment. It seems less plausible that the stonework structure was built up on top of recently tipped spoil. Might this approach have been taken with at least some sections of the S&DR? There are certainly some sections of earthwork embankment on the Etherley Incline that are now contained by boundary walls, but is there any evidence of walling within the body of any of the S&DR's embankments? Something to look out for perhaps? However please do not investigate by digging into any embankments!

FROM THE ARCHIVES 1: The celebrations associated with placing Locomotion No.1 outside North Road Station

In 1857, the S&DR Company decided that Locomotion No.1 should be placed on a pedestal outside North Road station. Ceremonies were organised by Thomas MacNay and invitations issued. This is the wording of the invitations sent out (TNA RAIL 667/400):

Stockton and Darlington Railway,
Secretary's Office
Darlington, May 20, 1857

Dear Sir,

The Directors have it in contemplation to erect a suitable Pedestal, &c at Darlington upon which to place the Old Locomotive Engine No.1, as a memento of the past, and they think the laying of the Foundation Stone a fitting time to give an Entertainment to the Company's Agents in the several departments, as far as they can be dispensed with from their duties. On the list furnished of those likely to be able to attend, is your name, and this is to inform you that the day fixed for the occasion is Saturday the 6th of June. The following will be the order of proceeding, at which it is hoped you will be present.

At one o'clock the foundation stone will be laid by Edward Pease Esq.

At two o'clock the "Agents" Dinner will be ready at the Sun Inn, Darlington.

After which the Agents will / through the kindness of H. Pease, Esq M.P/ have the liberty to visit the Grounds &c at Pierremont.

Trains for East and West will leave Darlington Station in the Evening.

I remain,

Yours very truly,

Thos. MacNay

N.B. A Ticket will be forwarded to you on application to this office which will admit to the grounds and to the dinner.

Caroline Hardie

THE ANCESTRY OF TIMOTHY HACKWORTH

By Ulick Loring

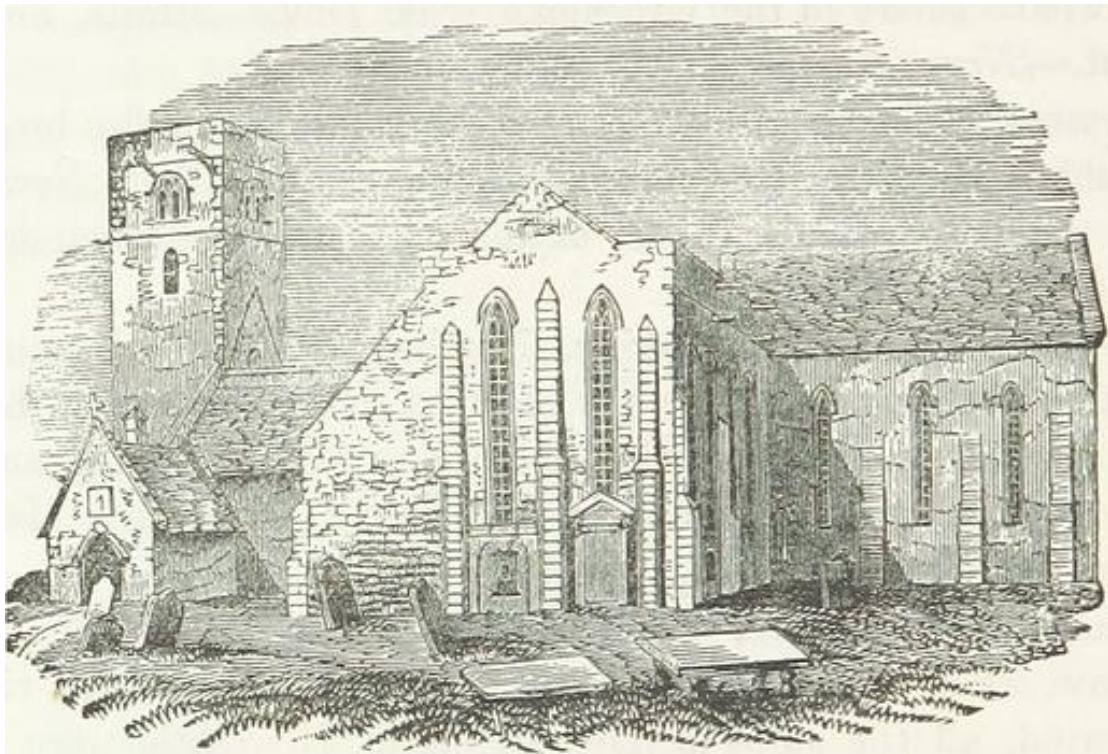
Tracing family history becomes increasingly problematic the further back you go. Only from 1837 were there official government records. Before then main the sources were parish records; going backwards these contain gaps and can be haphazard. Of course, more is known about aristocratic and landed people than about humbler folk. Robert Young's biography of Timothy on the face of it would seem to be the obvious source for information, but his work is about the development of the steam engine. The odd snippets seem drawn from Prudence Nightingale (see below.) Furthermore, Young is not a direct source having been born ten years after Timothy's death, and he spent his professional life in the Far East.

We can find Timothy's father's background in the early eighteenth century. His grandfather Thomas married Thomasin Stuart of Earsdon parish on 11 July 1737. Thomasin was the youngest child of John Stuart and was christened in 1715. Thomas was not from Earsdon but was an engine smith from Gateshead, maybe he was employed at Hartley colliery which was situated in the parish. The Earsdon records are extremely difficult to read due to their condition and they how were preserved.

Thomas's father was named John and he was the son of Thomas. The younger Thomas was born in 1707. Thomas and Thomasin's first three children all girls were born in Earsdon, but

Hackworth is not a name which comes up earlier in that parish. There are however Hackworths in the Gateshead parish records. There are several Gateshead Hackworths in The Joiner Marriage Index. A Michael Hackworth of Hollin Hill, Heworth, now a part of Gateshead was a beneficiary in the will of Thomas Brown, yeoman, in March 1787. Thomas and Thomasin's later children were christened at Newburn and Ovingham, which included Wylam in those days. John Hackworth, Timothy's father was christened at Newburn on 9th March 1746.

Timothy's maternal background is more mysterious. In Prudence Nightingale's letter of 22nd October 1891 to her nephew Samuel Holmes, she recounted a family history. She passed down a legend that Timothy's mother, Elizabeth Sanderson came from a Jacobite family. This is not inconceivable since Northumberland was a stronghold of Jacobitism. Prudence also suggests that Elizabeth brought with her some kind of dowry, and that she had well-to-do relatives in Newcastle.



Ovingham Church - an engraving from an 1841 publication by M.A Richardson

Elizabeth married John Hackworth on 4th June 1781 at Ovingham church. He was 35 but we are not sure of her age. (I do not think that the birth date proposed by another descendent Gordon Hackworth Stuart of 1759 is conclusive.) In the parish register they are both described as 'of this parish' and yet neither, Elizabeth nor John have any family witnesses present. In John's case this is unsurprising since he had no male siblings and his surviving sisters were married. It is presumed that he lived with his parents, Thomas and Thomasin, who were both elderly. With Elizabeth the absence of family is less clear. There seem to be no other Sandersons mentioned in the Ovingham Registers at this time. We do not know about her siblings though to judge from Prudence Hackworth's letter, at a later date, she had a brother who lived in Newcastle though where he was in 1781 we do not know.

A family story which was once believed to relate to Elizabeth's future daughter-in-law Jane Golightly was that the latter was obliged to leave home on account of her becoming a



Methodist. This was put forward by Geoffrey Milburn in *Timothy Hackworth 1786-1850* (2000) but this does not add up and may well have been taken from Young. It is far more likely that it was Elizabeth who had to leave home for this reason. While Jane Golightly was obliged to leave home, it was not because she became a Methodist, but because her father, Arthur Golightly, died intestate on 4th May 1805, and the family farmhouse in Weardale was claimed by Arthur's son from an earlier marriage. Having been evicted from her home Jane then aged 17 went to live with a relative by the Tyne where she met Timothy. It has been said that Jane, having become a Methodist, was later reconciled to her parents who themselves became Methodists, but this seems quite implausible. Her father was dead by then although her mother, Ann lived for several years after her daughter's marriage to Timothy.

A silhouette of Jane Hackworth (nee Golightly) in 1833

Supposing Elizabeth did become a Methodist, this would not have been unusual since many in the North East espoused Methodism at this time, and John Wesley visited the Newcastle area on several occasions. Surely there were instances where the converts met family disapproval. The only Sanderson family which fits the bill were Roman Catholics from Healey south of Hexham. As a Roman Catholic her conversion could have been a particular shock. The Catholic population in Northumberland formed a tightly knit community bound by a common faith, the experience of discrimination and inter-marriage. Nonetheless Elizabeth could have been reconciled with her parents afterwards and thus brought a dowry with her when she married John Hackworth. It is even possible that her parents became Methodists.

At this time there were Sandersons in neighbouring Newburn. The parish records show a John Sanderson dying in 1790 and an Elizabeth Sanderson dying in 1792. Were they the parents of Elizabeth who married John Hackworth? It is worth noting the reoccurrence of the name 'Elizabeth.'

Another possibility once mooted is that Elizabeth was the daughter of George Sanderson of Newcastle, an upholsterer. A George Sanderson of Newcastle married a Jane Dick in 1747. Not only is the date right for them to be Elizabeth's parents, but there is also a clear Jacobite connection here since George's uncle John joined the Prince Charles Edward's Jacobite Army in 1745. When John died in 1759 he left a gold watch to George and so they must have been close. A second possibility is via John Sanderson of Newcastle who in 1788 received an annuity out of "the manor of Healey" from William Sanderson of Healey. One assumes he was a relative. Could he have been Elizabeth's father and the same John from nearby Newburn?

This might also account for the anecdote in Prudence Nightingale's letter of Elizabeth's daughter-in-law Jane being against the idea of her children exploring their family history.

To us the story of Bonnie Prince Charlie perhaps seems romantic. That would not have been the case when Prudence Hackworth was growing up.



Wylam Hall, the residence of the Blacketts

John Sanderson was tried for treason after the uprising. It was only through the intervention of John Blackett for whom he worked at Wylam colliery, that he escaped the gallows. To Jane this story might well have seemed scandalous and better forgotten and she forbade her children from being shown the family records lest their heads were turned! As a Methodist from a remote part of Weardale, Jane would not have been enamoured with any Jacobite or Catholic association! The roughness of Weardale life is graphically described in *The disappearing farms of Weardale* by Christine Ruskin (2013.)



Hackworth descendants in front of the ruins of the Golightly homestead in Weardale

Gordon Hackworth Stuart, proposed that Elizabeth was born and baptised in the parish of Lanchester. However, Lanchester is a long way from Ovingham, and he seems vague about the source of his information. There was though an Elizabeth Sanderson baptised in the Catholic Chapel, on the estate of the Gibson family at Stonecroft near Hexham in 1752. This would account for the Catholic Jacobite connection though it does mean that Elizabeth was 48 when she had her last child, but women gave birth well into their forties in the past. For example, Elizabeth's daughter-in-law, Jane gave birth to her last child at the age of forty-four. Her baptism in a Catholic chapel would also account for the difficulty in tracking down her christening since she would not appear in Church of England registers. Unfortunately, the Stonecroft register entry does not show the names of the parents of the Elizabeth Sanderson.

Stonecroft was also relatively close to Healey. The Sandersons had fought for the Stuarts in the 1715 Jacobite rebellion as well in 1745. John Blackett who saved John's life was of course owner of the coal mines in Wylam and where John Sanderson had been overseer. John built the wagonway from Wylam to Lemington in 1748. It was the Blacketts who later employed both John Hackworth and Timothy Hackworth (and probably Thomas the elder too.)

We may ask ourselves why this colourful story is not known more widely. Of course, Prudence Nightingale does refer to it in her letter to Samuel Holmes. However, by then she was an elderly lady. In her younger days she had been a highly competent and enlightened woman who founded her own school but as she aged perhaps her memory became faulty. In an undated memorandum Muriel Turnill, another relative, said that on one occasion Prudence went to see family in Hull with gold sovereigns and half sovereigns in a paper bag which split!

The name Sanderson does not appear regularly in the Stonecroft registers, but rather as her granddaughter Jane was taken to Barnard Castle from Shildon to be christened as a Methodist so Elizabeth's parents could have taken her some distance to ensure she was christened into the Catholic Church. The will of John Hackworth husband of Elizabeth exists in the Durham Archives. Here one executor is clearly a relative. The other is called Charlton. He may have had nothing to do John's family, but he could have been a relative of Elizabeth for the Sandersons of Healey married into the Charltons of Hesleyside, another Roman Catholic family.

Ironically the most controversial part of the Prudence's letter concerns the notion that the Sandersons were a successful Newcastle family but there is no evidence for this. Later in the nineteenth century there were Sandersons who were successful brewers and municipal office holders but they do not seem to have had any connection with Elizabeth's family.

An explanation for this aspect may be a quite different one. In 1853 Timothy's youngest daughter, Jane, married George Edward Young who was descended illegitimately from the Blacketts of Wylam through Ann Wilkinson. The Youngs would have known the Hackworths from at least 1841 (and probably much earlier) when George Edward appears in local Methodist records along with Timothy. George Edward's grandfather, who married the Blackett girl, lived with the family, by then at Brusselton, until his death in 1842. Prudence must have known the story.

Although Christopher Blackett was indirectly responsible for sacking Timothy in 1815 maybe by the mid-1830s a rapprochement had occurred for Timothy was successful by then. The elder Christopher was dead, and it was his son of the same name, who was head of the family. The Blacketts certainly fit into the category of a prosperous Newcastle family. Maybe even it was the Blacketts who paid for *The Sans Pareil* Hackworth's famous engine which

narrowly failed to win the Rainhill Trials? Maybe by the time Prudence wrote to her nephew she had become fuddled, and mixed up the Sandersons with the Young-Blackett connection.

The story of Elizabeth Sanderson, such as it is, transcends the vast change that took place in England in the mid-eighteenth century. In the first half of the century England was struggling with dynastic rivalries. In the second half we see the emergence of the industrial revolution and the world of the early railways. It is perhaps symbolic that the year of John Hackworth's birth is the year of Battle of Culloden which marks the end of the dynastic rivalry between Hanoverians and Stuarts. Two years later came the construction of the Wylam Colliery to Lemington wagonway. The stage was set for the railway revolution.

ULICK LORING is the grandson of Robert Young the author of *Timothy Hackworth and the Locomotive*. He is a priest and holds degrees in international history and theology. He is also a qualified counsellor.

THE S&DR HERITAGE ACTION ZONE UPDATE

by Richie Starrs

As the Heritage Action Zone moves into its final year there have been a number of exciting developments to report. First and foremost is the success of Durham County Council in securing Levelling Up Fund (LUF). The LUF award totals £11.3 million and focusses two areas, the first being enabling the construction of Locomotion Building II in Shildon which is one of three key visitor attractions within the HAZ area, this is a joint project with the Science Museum Group and will bring together one of the largest collections of railway vehicles in Europe. It includes car park expansion with new vehicle charging points, rail structure restoration focussed on the Coal Drops to allow rolling stock to use the line linking the new and historic sections of the museum and improved walking and cycling links including the repurposing of further historic structures to provide a dedicated cycle hub. Secondly the LUF award will also support the delivery of the S&DR walking and cycling route within Durham. Along the route new sections of infrastructure will be constructed with signage and interpretation installed throughout. Historic structures will be restored and brought back in to use protecting their future after the 2025 celebrations.

There are also really positive developments to report in Darlington. The Rail Heritage Quarter has secured planning approval and the cutting of the first sod of turf took place in March as the first step in the £38 million scheme which is scheduled to be completed in the Autumn of 2024.

There is also good news from Stockton who were also successful with their LUF submission. The Stockton proposals will see significant improvements at Preston Park with a much improved S&DR offer including much greater interpretation of the existing track bed. The fund will also support improved cycle links which will support the wider S&DR walking and cycling route.

In terms of research, Historic Building Investigations are now completed for the Darlington Goods Shed Building, Carriage Works and Lime Cells. A study is also underway on Edward Pease's house in Northgate which will be completed soon. Historic England are also progressing well with the Shildon Historic Area Assessment which will be due for publication this summer. Historic England have also commissioned a study into the S&DR Proto-stations / Railway Taverns, there will be a requirement for the successful researcher to deliver a workshop as part of the project and I would really hope that members of FSDR who have done so much work in this area already can get involved.

The FSDR continue to lead on a host of really positive HAZ projects, the S&DR booklet has been tremendously well received, the work of members in the branch line studies has been invaluable to the wider project in terms of continuing to improve our understanding and knowledge of the S&DR. More partnership work with the FSDR is scheduled for the final year of the HAZ including the development of the Heritage Crime project, delivering more educational activities to local schools and creating an accessible archive library where all of the HAZ research can be easily accessed.

I am also really happy to introduce you to our new S&DR walking and Cycling route development officer, Chris Slaughter. Chris only started in post in March but has already familiarised himself with the route. Thanks in particular to Ross Chisholm who walked a significant part of the Darlington Section with Chris and provided invaluable local knowledge which was incredibly helpful.

Continuing the walking and cycling theme, a really import element of our project is how we interpret the amazing assets along the route and how we direct people to them. The piece of work that the Board commissioned Brightwhite to undertake is now complete and the Board Executive Group (which incudes FSDR) are now working on how we take this forward. As proposals develop the FSDR and all of the sub groups along the line will hopefully become heavily involved in how the story is told. Niall and I will of course continue to keep you up to date on this particular project.

Finally, once again thank you for all of your support over the lifetime of the HAZ. We are now moving into a really exciting period of the programme where things will be finally happening on the ground. Please do not hesitate to drop me a line if you would like any more information on any of the above at Richard.starrs@darlington.gov.uk

THE HAGGERLEASES BRANCH LINE TRACKBED AUDIT

Caroline Hardie

The Friends have been out and about looking for surviving features from the Haggerleases Branch Line of 1830. This is part of our audit of all 1825-30 trackbeds associated with the S&DR. The first one was completed in 2016 for the mainline. It was carried out by Archaeo-Environment with lots of support from the Friends and was funded by all the local authorities. This generated an action plan which has informed much of what is being done now as we steam ahead towards 2025. Then the Croft branch line was carried out in 2019, also by Archaeo-Environment and commissioned by Darlington Borough Council. Now we are very nearly finished the Haggerleases which is a joint effort between Archaeo-Environment and the Friends. All of these reports are available in our [online library on our web site](#).

In this audit, Archaeo-Environment (Caroline Hardie and Niall Hammond) with help from Ross Chisholm of the Friends, carried out research that informed the chapter on the historic background. A London based Friend, Maggie Pule, visited The National Archives to source material which was then transcribed by other members. This included contracts for building works between 1830-32 and agreements to source stone from quarries on Cockfield Fell. These transcriptions will form appendices to the main report and will also soon be available in the [Archives section of our web site](#).

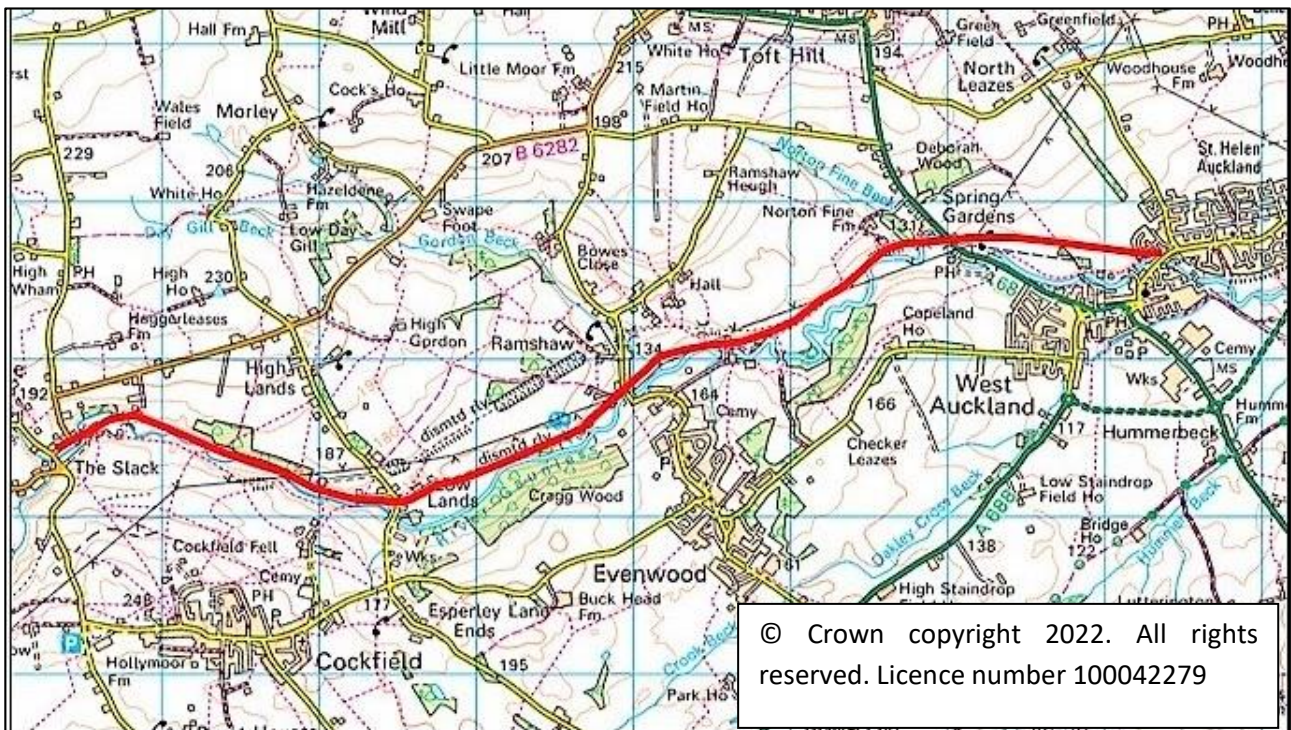
The fun really started with the site visits which were carried out over two days. The entire route was walked (as much as legal access allows) and eagle-eyed Friends could be found burrowing into long lost culverts or battling through hedges searching for drains, bridges and embankments. The line may have only been 7.8km (4.9 miles) long, but after much zig-

zagging across the trackbed formation we covered considerably more ground and were too tired at the end of it to even go for a drink.



John Raw culvert hunting and yes, he found one (photo by Peter Bainbridge)

So, what did we find? Well, first a bit about the branch line. It opened in 1830 and linked its terminus at The Slack near Butterknowle with the 1825 main line at St. Helen Auckland/West Auckland between the two inclines at Etherley and Brusselton.



The route of the branch line

The first Act of Parliament of 1821 consenting the Stockton & Darlington Railway did make provision for branch lines, but the Haggerleazes was not one of them. Instead, a branch line was proposed ‘...commencing at or near Norlees House, in the Township of West Auckland, and terminating at or near Evenwood Lane, in the said County of Durham.’¹ This Evenwood branch was intended to serve some collieries such as Norwood Colliery but not others further

west. Pressure was brought to bear from those with business interests nearer Copley, Butterknowle and the lead producing areas for an alternative branch that would better serve their interests.



The most easterly bridge on the line – double arched and dating to 1829/30

On the 17th May 1824 another Act was obtained to permit (amongst other things) the raising of £50,000 more capital to fund this alternative Haggerleases branch.² The route approved had been surveyed in 1823 under the supervision of Robert Stephenson by John Dixon.

Robert Stephenson's new route was, according to the S&DR Committee meeting in July 1824, on a lower level to get a more uniform rate of descent than the earlier routes considered. This would require a larger number of 'occupation bridges' than budgeted for and so an additional loan from Gurney & Co. was required. On the plus side, it was accepted that the new route would give access to a greater number of minerals and would better serve the collieries of Butterknowle and Copley Bent (owned by the Rev. Wm. L. Prattman who was an S&DR shareholder and who had acquired the mines from his wife's family) and Cockfield Colliery (owned by J. Backhouse).³

Works started shortly after the Act was obtained in 1824 but by September 1825, when the mainline opened, only half a mile had been built of the Haggerleases branch. After much delay, it was agreed to start work again in November 1827 under the supervision of Thomas Storey and another Act was obtained in 1828 compelling the railway company to complete works within 3 years.⁴

It is no wonder therefore that the branch line had not one, but two opening day celebrations. The first on May 1st, 1830, celebrated the formal opening from West Auckland to Cockfield Fell with a procession of railway coaches carrying about 30 people each from Darlington and several waggons from Brusselton, all drawn by horses. As the procession approached West Auckland the numbers of spectators gathered amounting to 3,000 people according to contemporary reports. As with other openings organised by the S&DR, banners and flags waved boasting the company motto '*Periculum privatum, utilitas publica*', staff wore blue favours and a band was accommodated in especially fitted waggons to provide the musical accompaniment.⁵



Trackbed revetment wall spotting behind the fence – this on the stretch between West Auckland and Spring Gardens

The second opening day was on October 2nd when there was a gathering at the offices of the Butterknowle and Copley Collieries belonging to Rev. Prattman who provided the usual 'cold collation' and speeches were made. The rest of the opening day followed what was now a traditional opening ceremony:

*'About four o' clock, the company proceeded down the Railway in procession. A party of ladies occupied one of the Railway Company's coaches, followed by the Staindrop amateur band, in waggons fitted up for the purpose (and whose performances contributed much to enliven the day), and the rear was brought up by a number of waggons laden with coal, the workmen, &c., with banners bearing appropriate inscriptions. In this order they proceeded to St. Helen's Auckland, where the company separated, highly gratified with the proceedings of the day.'*⁶

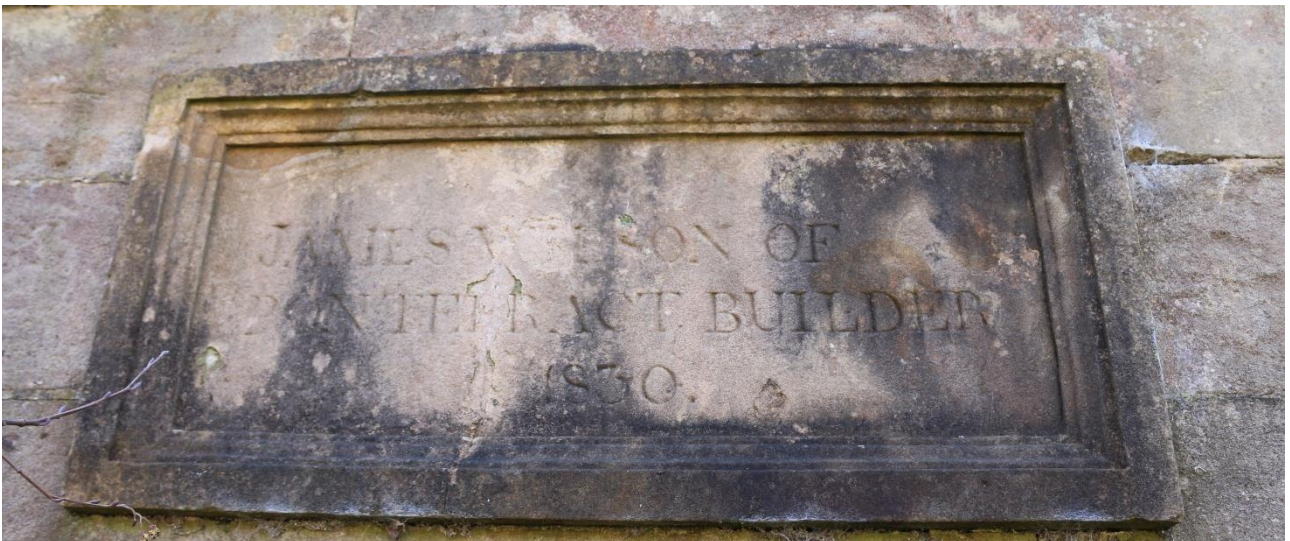
The construction of the Haggerleases branch was a major expenditure at a time when the railway company was haemorrhaging money on its expansion and development. From 1825 when the mainline and two branches at Darlington and Yarm opened, the company also constructed the Black Boy branch in 1827, the Croft branch in 1829 and the Middlesbrough branch which opened only two months after the Haggerleases branch and included the construction of shipping staithes, a suspension bridge across the Tees and the planning of a whole new town. Indeed, by the time the Haggerleases branch opened, the S&DR network was, according to Joseph Pease, 'between forty and fifty miles in extent, and is thus half as long again as the Liverpool and Manchester Railway'.⁷

So, what has survived? We recorded over eighty extant structures associated with the railway, although not all are from 1830. All the bridges survive, but many have lost parapets; the Skew bridge is of course the best known and is possibly the earliest example of this amazing construction technique in the world to carry a railway (another on the L&MR is one year older but carries a road and has lost a parapet). It is listed but the others on the branch line are not, so we are passing their details to Historic England to consider them for designation.



The bridge at the terminus (photo Chris Lloyd)

Other features we found that may well be 1830 in date include revetment walls for the trackbed embankments and culverts designed to carry watercourses under the line and long parallel stone lined ditches and culverts built to keep the formation well-drained. Many of the features we found were sidings linking later collieries to the line.



This maker's plaque is almost impossible to see nowadays on the Skew Bridge – so Chris Lloyd waded through the Gaunless to take this photo.

A pile of demolition debris, a track and a pair of gateposts is all that remains of Butterknowle Mill. This mill and mill house was bought by the S&DR in 1832, demolished and rebuilt with a miller installed to run it on behalf of the railway company. Quite why a railway company decided to own and run a cornmill is not clear. There were five corn mills along the Haggerleases corridor all powered by the river Gaunless. The agricultural community were a targeted market for the railway – that is why the opening day of the mainline in 1825 included

hauling a waggon filled with sacks of flour. Buying and rebuilding a mill and house was taking this one step further.

The report will soon be available in our [online library on our web site](#). The 252 records we created will be passed to the planning authority and the Historic Environment Record to help ensure that any proposals in the future that might affect the branch line, can be properly informed about what the archaeological implications might be, how important the remains are and how best to protect them.

Notes

1. An Act for making and maintaining a Railway or Tramroad from the River Tees at Stockton, to Witton Park Colliery with several Branches therefrom, all in the County of Durham. Opening paragraph. (19th April 1821.)
2. Stockton to Witton Park Railway Act, 1824 (5 George IV, c.xlviii) in Local and Personal Statutes series, 5 Geo 4, Cap 1-49, 1824, pp.929-944
3. TNA RAIL667-8 minutes 1821-36
4. Proud 1998, 21
5. Durham Chronicle 8th May 1830
6. Durham Chronicle 9th October 1830
7. Ibid

FROM THE ARCHIVES 2

This quote is from a publication called Fraser's Magazine and was used in the testimonial given to Edward Pease outside his home on Northgate in Darlington in 1857. It was published in full in the Darlington and Stockton Times on March 7th of that year (TNA RAIL 1021/43). Pease had rejected suggestions that a statue or some other physical remembrance of his achievements should be erected in town. Along with other Quakers of his age, he felt that such commemorations of public service were a vanity.

'We hope the time may never come when the millions at home and abroad who enjoy the advantages of railways, shall have forgotten that they owe them all to Mr Edward Pease, of Darlington. It would be idle to relate the endless opposition he received, the hostility of antagonists, the cold support of friends, the vexatious obstacles, the absurd objections, the doubt of some, the prejudice of others, the ignorance of all. These matters are now being forgotten. Confident in his judgement, ready in resources, undismayed by difficulty, with indomitable energy and perseverance, he gradually surmounted everything. It remains a striking instance of foresight that, without any experience, and with all the world before him, where to choose, he selected what, to the ordinary observer, is an unpromising district, and there made the first and most successful railway.'

Caroline Hardie

George Pease, 4th Baron Gainford RIBA MRTPI RIAS

George Pease, 4th Lord Gainford b.20 April 1926, died on the 12th March 2022 at Moncreiffe Care Home in Perth, at the fine old age of 95. He was the great-great-great grandson of Edward Pease, pioneer and promoter of the Stockton & Darlington Railway and father to our own President, Matthew Pease. He was brought up in Swale House in Richmond, but his family moved to Scotland when he was nine. He was educated at Eton and served in the Second World War in the Royal Navy Volunteer Reserve. He trained as an architect in Edinburgh and was also a town planner. Luckily for us he retained his connections to the area by becoming a member of the Wensleydale Railway and in 2018 he joined our annual

celebrations in Central Hall in Darlington where he dined beneath a portrait of Edward Pease. The 5th Lord Gainford is George's eldest son Adrian.



Lord Gainford at our celebrations in September 2018 with his great-great-great grandfather looking down (photo: Chris Lloyd)

BRUSSELTON HILL - A POEM BY T.R. SPEDDING

The following poem was written by Tom Spedding in 1976 at a time when Brusselton was still industrialised. Tom was a workman at Shildon Shops from 1935 and was still working in 1976. Attempts by John Raw (who submitted this poem for inclusion) to contact the Spedding family to obtain permission to reproduce this in The Globe have failed, but we hope Tom would have been happy for it to have this airing in 2022. We think he might also have approved of how nature has indeed healed the hill.

What have they done to you, Brusselton Hill?
You look so forlorn, so filthy and still.
Where is your mantle of grass coloured green?
Where are the flowers, once fit for a Queen.

What have they done to you, Brusselton Hill.
Man's covered your crown with slurry and swill.
He's quarried and mined and dug out the coal
and left in its place, Slag heaps and holes.

What have they done to you, Brusselton Hill.
Man is to blame, and blame him we will.
He's knocked down the folly, so regal and grand,
and scattered his refuse all over the land.

What have they done to you, Brusselton Hill,
man is the culprit, but you pay the bill.
He has taken the riches, then left you to luck,
covered in scars, rubbish and muck.

But what they have done to you, Brusselton Hill,
Nature can heal, and in time she will.
You will from the ashes, the filth and the gloom,
The grass will grow green, and the flowers bloom.

NEWS AND EVENTS (OR STEAMING AHEAD TO 2025)

Friends had a virtual meeting with Eric Branse-Instone of Historic England to discuss his approach to reviewing the designation of the inclines at Brusselton and Etherley. He proposes to increase the scheduled areas to better reflect what survives and capture a representative sample of the associated structures such as ramps, drains and culverts. The next steps will be a period of consultation on his proposals before he makes a recommendation to the Department of Digital, Culture, Media and Sport.



David Brown has very kindly donated to the Friends a copy of the 1925 S&DR Centenary edition of the Northern Echo. At some stage we hope to have it fully photographed and put on our web site for people to read.



The town carriage that once belonged to Edward Pease has been returned to Darlington and can now be seen at the Head of Steam Museum. The carriage was built c.1840 by George Hay of Darlington (at least that is the name on the hub caps). It is on loan from Beamish Museum. The interiors are very fragile and will need conservation.



The carriage while still at Beamish and its interior. Photos: Beamish Museum



Thanks to the ongoing work of Historic England, three more S&DR bridges are now listed buildings (grade II). These bridges are School Aycliffe Lane overbridge, Aycliffe Wood occupation bridge and Little Whessoe occupation bridge. Thomas Storey, the S&DR's resident engineer was instructed to widen School Aycliffe Lane bridge in January 1832 and to rebuild Aycliffe Wood and Little Whessoe bridges in April of that year. A programme of widening and rebuilding was necessitated by the company's decision to widen the whole route in 1831. While the bridges were complete by the end of 1832, the wider project was delayed by an outbreak of cholera forcing the whole country into lockdown! Sound familiar? The company minutes of the 17th July 1832, reported the ...'double Line of Railroad was greatly retarded by the Quarantine regulations in the Winter, otherwise your Committee would now have had the pleasure of announcing its completion.' So full doubling of the line was not completed until 1833. Sadly, the process of identifying and protecting bridges came too late for some. While Simpasture bridge was largely rebuilt in 1952 after an accident, more recently Codling bridge was demolished as part of creating a new siding into the Hitachi Rail works.



The former Throstle Nest Bridge, now known as the Arnold Road Subway, which sits below Tornado Way in Darlington, has also been listed grade II. This was built in 1825 for the S&DR but went on to be widened in 1830.



The chaldron waggon which was located on a plinth at the foot of Cheapside in Shildon has now been restored and is back in position following a comprehensive programme of refurbishment. The work was commissioned by Durham County Council, and carried out by Shildon-based Engineering consultant, Racebourne Ltd, led by Paul Harle who is a member of the Brusselton Incline Group.



The restored chaldron wagon back on its plinth with restorers Ian and Paul. Photo submitted by Paul Harle

The wagon was in a sorry state of repair when it was removed from its site in August last year to Racebourne's workshops. The wooden carcass was completely rotten and some of

the ironwork had gone missing. Not much of the body of the waggon was salvageable, so the approach taken has largely been to rebuild it to reflect what an original chaldron waggon would have looked like. All of the original ironwork has been re-used in the re-construction process, with any missing components being cast from original parts. New fibreglass coal was made by Kevin Mason.



This S&DR boundary stone south of Newton Aycliffe is now a grade II listed building thanks to Historic England's designation review.



Locomotion in Shildon has submitted a planning application (DM/22/00717/FPA) for a New Hall designed to house impressive displays and draw on Shildon's unique heritage as the cradle of the railways. At a modest price of £1m (!), railway rolling stock (and the ironwork from the Gaunless Bridge) is now being moved from the NRM at York to Shildon in preparation for the new displays. You can find out more about the NRM's vision for 2025 here: www.railwaymuseum.org.uk/2025



It was officially announced on the 11th January 2022 that a bid to the National Lottery Heritage Fund as part of our partnership with Darlington Council for additional works at North Road on top of the already planned Rail Heritage Quarter was successful. This was also supported by Stockton and Durham Councils and our part of it sees the Lime Cells converted to office use for ourselves, the appointment of three project workers for the whole line (education, projects and volunteering) and the establishment of a £200k community grant fund. The grant is awarded in two parts, the first a development grant to work up the detail and costs over the next 6 months or so, then it goes back to NLHF for approval of the major grant. It is not 100% certain that we will get the major grant as it is a competitive process, but all the signs are good. On a rough timetable the Lime Cells will be converted and open in the later part of 2023 with staff appointed around the same time as they will be based in the building.



As part of the above project Julia Holberry Associates have been appointed to develop an activity plan to help engage communities all along the line over the next few years. Archaeo-Environment have also been appointed to update the existing Conservation Management Plan for the Rail Heritage Quarter.



In February, a small group of Hackworth descendants huddled around the newly acquired Raisbeck Collection at the Search Engine in the National Railway Museum, York with curators Alison Kay and Tania Parker. Leonard Raisbeck was the solicitor to the S&DR (along with Frances Mewburn); he was also Deputy Lieutenant of Durham, Recorder of Stockton and Colonel of Stockton Volunteers. According to Jane Hackworth-Young, the collection consists of 260 documents. It was discovered in a bookshop opposite the British Museum where it languished for 10 years. In 2019, the NRM discovered the Collection and a year ago, scanning & accessioning began; more than 50% has now been carried out. The Raisbeck Family papers go from the reign of Charles II and include land indentures. There is also a cash book relating to its sugar business 'Cash and Sugarhouse' 1783 – 1788; this may be worth exploring to identify any slavery connections. Documents relating to the railway commence in 1810 and include, amongst other things, correspondence on whether a canal or a railway would be most appropriate, correspondence between Raisbeck and Pease over the Middlesbrough extension between 1826-9, correspondence concerning Raisbeck's resignation as Solicitor of the S&DR 14th March 1828 – 8th July 1828 and a letter from George Stephenson to Raisbeck regarding the costs of transporting coal for export on the line dating to September 1829. A full catalogue has just been prepared by staff at Search Engine, although it is not likely to be made public until 1823. Two Friends, Peter Bainbridge and Susan Nixon, have volunteered to transcribe some of the archive. We await the results with considerable interest.



An important and early railway banner has been restored and returned to the Railway Institute in Shildon. The Shildon Works No.2 National Union of Railwaymen banner dates to 1919 and is made of silk damask and depicts the Shildon Works at their peak. It was made by George Tuthill and Co. of London a firm which had been running since 1837. The endeavours of local rail historian Gerald Slack and the Auckland Railways Group have resulted in it being professionally conserved. It is thought to be one of the earliest NUR

banners in existence as it was commissioned only six years after its founding. Such banners were tremendously expensive, but these commissions were symbolic of the power and success of each union branch. It can now be seen in the entrance hall of the Railway Institute. Photo of the unveiling by David Thompson.



We have been working with Darlington for Culture looking at how we get the wider community aware of the bicentenary and stimulated to take on the roles of walk guides, produce events and art works, put in place hospitality and generally make 2025 a big event.



Works have now formally started at Darlington's Rail Heritage Quarter with the cutting of the first turf on March 3rd. Works are due to be complete at the end of 2024 in time for the bicentenary celebrations in 2025.



Trustees agreed a small grant at Fighting Cocks in recognition of the long-term support and work of a neighbouring landowner in caring for S&DR heritage. We hope that this will be the first such grant of many, and although our resources are limited, to be something we make available to other worthy causes along the line in future.



While 2025 is our own 'big event', it is also worth noting that County Durham is now down to a shortlist of four to be the 'City of Culture' that year. The other nominations are Bradford, Southampton and Wrexham County Borough. The winner will be announced in May.



Historic England is about to appoint consultants to research the national context of railway taverns. This is designed to help better understand the significance of the S&DR taverns such as the Railway Tavern in Darlington, in terms of how they were influenced by earlier taverns and to what extent they influenced the development of later railway taverns and railway stations. This project is designed to add more information to the work of the late Brendan Boyle who researched many of our railway taverns with a view, hopefully of publishing his work before 2025.



A full-time rights of way officer dedicated to the S&DR has been appointed. Chris Slaughter is now getting to work on creating the 26-mile-long route along the mainline corridor in time for 2025. He is based at County Hall in Durham, but covers the whole route. Another great example of cross boundary partnership working.



After a few planning hiccups when the Friends felt that the Darlington planners were not always singing from the same hymn sheet as other parts of the local authority, our Chair Niall Hammond and planning officer Ross Chisholm had a constructive meeting with Dave Coates of the planning department. This had a positive outcome, and we look forward to a close working relationship in future.



Date for the diary: On the 5th May, Chris Lloyd will be speaking to the Friends of Darlington Railway Museum on 'Lewis Carroll: Curiouser and Curiouser Connections' – and yes there is a railway connection. Talks are held at the meeting room in the museum at 1.45pm.



Date for the diary: Sunday 17th July 2022, an event to celebrate the opening of the Timothy Hackworth Museum by HM Queen Elizabeth the Queen Mother on the 17th of July 1975 in the Shildon Railway Institute, Redworth Road, New Shildon DL4 2JJ, the oldest Railway Institute in the world. We will also remember the anniversary of the death of Timothy Hackworth on the 7th of July 1850.

The event will be open to the public from noon until 16.15 in the Main Hall, with 17 different stalls featuring early S&DR artifacts/maps, the history of New Shildon plus modern railway engine building taking place in the town today.

13.00 there will be an optional guided walk from the Railway Institute to see and hear about the history of the beautifully restored buildings at the western end of the Locomotion Museum site, which includes Timothy Hackworth's home which housed the Hackworth Museum.

14.50 Onwards: Entertainment will be provided by the Shildon Choir at the Railway Institute. Refreshments will be available at the Railway Institute throughout the day. Any enquiries or to book a stall contact jraw2883@aol.com or 01388 663764

AREA GROUP NEWS

News from our Etherley Incline & Witton Park Colliery group

The group has met with modeller Mark Hornsby to discuss creating a scaled model of the line from Witton Park to Shildon as it was in 1830. It will be on a scale of 1:750 using 3D printing and so will be 13m long. He is currently sorting out grants primarily from the Arts Council. It is intended that it will be taken to various locations such as schools and community centres before finding a permanent home.

News from our West Auckland and St. Helen Auckland Area Group.

Thanks to partnership working, Durham County Council have cut back the overhanging branches and brambles in the graveyard of the 12th century church in St Helen. This has revealed some seventeen graves with a link to the S&DR. We are now hoping to get this on the Council's maintenance schedule. A spin off from this will be to research each of these individuals so we can learn more about them and their connection to the S&DR. In addition to this tidy up of the graveyard, the Church has also installed improved outside lighting.

In March we carried out, with several partners, a general tidy up around the Gaunless bridge abutments. There is now a framework agreement to carry out six of these in next year. The lurid pink graffiti has also been removed from the sandstone blocks of the abutment.

Work continues apace at the former Station Master's House; we look forward to working with Durham County Council here over the next 18/24 months.



Litter pickers pose on the footbridge over the Gaunless

News from our Fighting Cocks and Middleton St. George Group

Volunteers cleared away vegetation from the coal depot site at Fighting Cocks revealing late 19th and early 20th century structures such as a crane base and loading platforms.

News from our Stockton Interest Group (SIG) and other Stockton Events

There is a First Rail Trail fun run planned for the 22nd May from 11am ending at the Locomotion pub in Eaglescliffe. There are three choices of run, 3k, 7k and 10k. The charity to benefit is the Butterwick Hospice. More information on Facebook – just search for Locomotion Charity Run.

To commemorate the bicentenary of the laying of the first rail on the Stockton & Darlington Railway on the 23 May 1822, we are walking from Eaglescliffe Station to the Town Hall on Stockton High Street on the 23rd May 2022, then on to St. John's Crossing. For anyone interested in doing the walk please meet at Eaglescliffe Station at 11.00 am for the start at 11.15 am. Some people will be coming by train which arrives in Eaglescliffe at 11.10 am. The route which will follow as near as possible to the original route with a few stops and minor detours is about 4 miles. We should arrive at the Town Hall in Stockton around 2.00 pm so for anyone who does not wish to do the walk they are welcome to meet there. Together we will walk down the High Street, continue along Bridge Road to St. John's Crossing where the First Rail was laid by Thomas Meynell 200 years ago at 3.00 pm. After Mr Meynell's speech we will head back up Bridge Road and for anyone who would like refreshments we are calling into the Thomas Sheraton - Thomas & Thomas. For anyone who is interested please contact Peter Bainbridge - membership.sdr1825@virginmedia.com.

Stockton Borough Council have announced that they plan to run a 197th S&DR specialist market anniversary event yet again on September 24th, 2022. Our top Friends Angela Pickering and Barry Thompson are gearing up to work with the Council to make sure it is another success. During that week there will also be a showing of a new twenty minute animation film by the Friends, the launch of a new First Rail Ale beer by Three Brothers Brewing Co. and the development of last year's successful Beer and Bread street theatre, including the possible inclusion of Darlington as a venue.



The specialist railway market in 2021

MEMBERSHIP

Our current subs are:	
Under 18:	FREE
Individual:	£15
Unwaged/retired:	£10
Joint: (2 adults at the same address)	£24
Corporate:	£50

Fees can be paid at any time if you have forgotten. Our preferred method of renewing your membership is via direct debit or standing order. This saves you and the Friends considerable time and ensures that the membership secretary can spend his time on other useful Friends' work. Our membership fees contribute towards our annual celebration events which raise the profile of the S&DR and they will be the Friends' contributions towards any projects that we seek funding for and our activities. You will receive a PDF copy of The Globe and a hard copy if you express a preference for this when you renew membership. You will also receive preferential invitations to events and S&DR related outings. You can also

renew or take out new membership using the Friends' web site shop. When you join you will also be given a password to access the members only section of the web site. If you have any questions regarding membership, you can contact Peter Bainbridge, the Membership Secretary on:

membership.SDR1825@virginmedia.com or just visit our web site at <https://www.sdr1825.org.uk/join-us/>

Peter Bainbridge, Membership Secretary

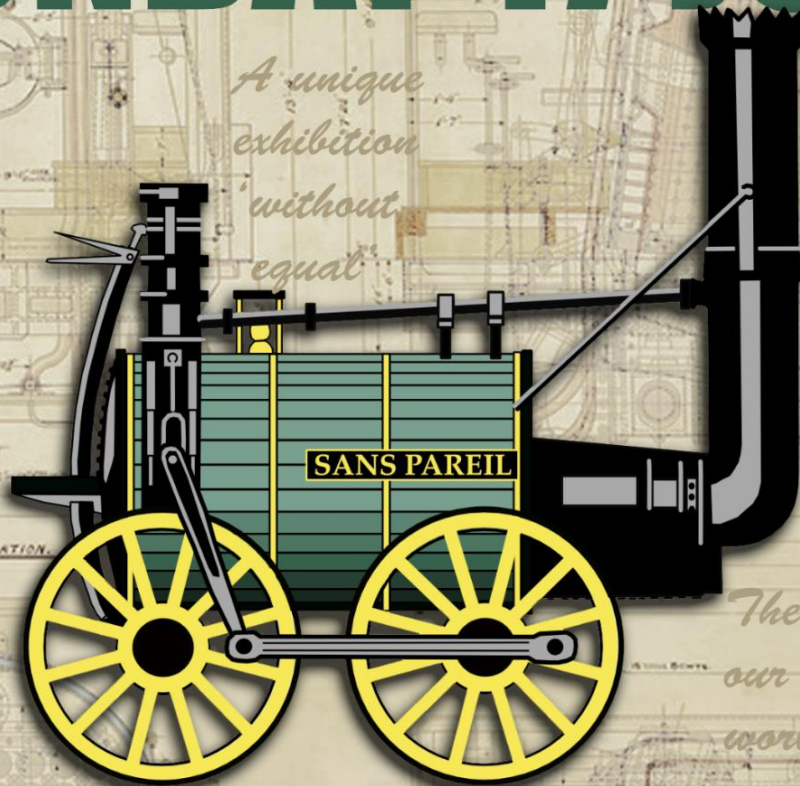
The Globe is edited by Caroline Hardie and is named after Timothy Hackworth's locomotive which was commissioned by the S&DR specifically to haul passengers between Darlington and Middlesbrough in 1829. **The Globe** was also the name of a newspaper founded in 1803 by Christopher Blackett. Blackett was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

All text and photographs are copyright Friends of the Stockton & Darlington Railway and authors except where clearly marked as that of others. Opinions expressed in the journal may be those of individual authors and not of the Friends of the S&DR. **Please send contributions to future editions to caroline@aenvironment.co.uk. The deadline for the next issue of The Globe is 1st July 2022.**

SHILDON RAILWAY INSTITUTE

SUNDAY 17 JULY

*A unique
exhibition
without
equal*



RAIL HERITAGE EXHIBITION:2022

MAIN HALL FROM 12:00 NOON TO 4:00 PM - REFRESHMENTS AVAILABLE
FREE ENTRY - FEATURING RAIL EXHIBITORS FROM ACROSS THE REGION

NB: For any queries regarding the event contact John Raw by email using the address jraw2883@aol.com - there will also be a free guided walk of nearby rail heritage features on the day commencing outside the Railway Institute building at 1:00pm

78 REDWORTH ROAD, SHILDON, COUNTY DURHAM, DL4 2JJ

The Stockton & Darlington Railway

Opened in 1825 and running 26 miles between Witton Park in Co. Durham and Stockton via Shildon and Darlington, this is where the modern railway network was born.

‘The Railway that got the World on Track!’



Walking the line at Locomotion. Do join us!

The Friends of the Stockton & Darlington Railway was formed to bring together all those with an interest in the S&DR and to ensure that the 1825 line receives the recognition and protection it deserves.

The Friends are working with local councils and partners to conserve and protect the original 1825 main and branch lines and associated structures. We seek international recognition for the Stockton & Darlington Railway as the birthplace of the modern railway. Our members also undertake research and fieldwork to make historic documents more accessible and we record surviving remains. We have produced seven self-guided walk booklets along the line which can be downloaded or purchased from our website.

Find us on YouTube and Facebook – search for Friends of the Stockton & Darlington Railway.

**Friends of the Stockton & Darlington
Railway.
WWW.SDR1825.co.uk**

