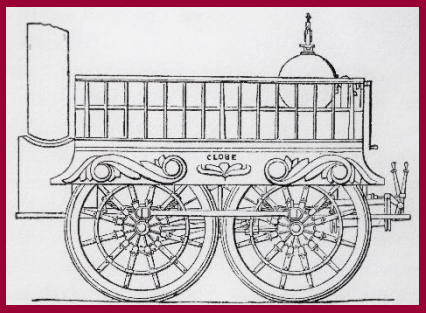
The Globe



The Journal of the Friends of the Stockton & Darlington Railway

Issue 18

July 2022

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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: Stationmaster's House, West Auckland – mentioned in Peter Singlehurst's article (see p3) and location of a garden party in September (see p24). The house is 150 years old this year. Photo: Elaine Vizor

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

Dear Friends,

2022 rapidly moves along and even though Covid is still a real issue for many, there are signs of 'normal' life returning, and work on the S&DR project for 2025 and beyond continues on many fronts. Myself and your other trustees and volunteers continue to participate in a bewildering array of project development meetings and events as we work with partners to do justice to our fantastic railway heritage. With grant aid from Historic England, we have now commissioned consultants to work with ourselves and colleagues at NRM Locomotion, Head of Steam and Preston Park to produce new material and resources for all museums and schools to use when teaching and learning about the S&DR. We hope this will be complete by the end of the year when we will share it with members. Also by the end of the year consultants from WSP will have completed a study (also funded by Historic England) of Early Railway Stations and passenger provision building on work by our own Brendan Boyle, Caroline Hardie and others. The end of the year will also see delivery of a study by Tricolor Associates on the long term management of the S&DR for 2025 and beyond, asking difficult questions on the role of ourselves, local authorities and others on how we finance the long-term care and interpretation of the line.

Protecting the S&DR through designation continues, not just for individual buildings but also for large areas such as the first five miles (Witton Park to Shildon), where a newly revised and far more detailed boundary has been developed with our input by Historic England. We're also discussing with the three councils the creation of a conservation area covering much of the line; once the draft boundaries are set this will also come out for consultation. Finally, we're also contributing to the creation of a list of locally important buildings, so if you have a favourite railway structure however so humble let us know and we'll see if it can get recognition.

The impacts of government levelling up and town's fund grants are beginning to make a positive impact on rail heritage with construction work on-going at North Road and Darlington Council taking forward land purchases and positive moves to rescue Edward Pease's House and its former garden. We're also aware of similar exciting initiatives in Durham and Stockton, so keep reading these pages and our Facebook group for news as it is announced.

Possibly by the time you read this we will have had the launch event for the Yarm Branch Line book 27th July), researched by our members and published in partnership with the Cleveland Industrial Archaeology Society. Where better to hold this than the Cleveland Bay, the inn built by S&DR Chairman Thomas Meynell, opened in 1825 and still trading.

If you feel intrigued or motivated by anything I've mentioned here or read in the excellent Globe, please do get in touch.

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.

THE SECOND GAUNLESS BRIDGE AND THE BRUSSELTON BRANCH

Peter Singlehurst

Saturday, the 13th of September 1856 was an historic day for the Stockton & Darlington Railway. On this day the line from St. Helen's Auckland to Shildon, over the Brusselton rope-hauled inclines, was effectively bypassed. All the mineral traffic which, since 1825, had been taken over the inclines was now diverted onto a new, almost level, locomotive-hauled route known as the Tunnel Branch. This ran from St. Helen's to the north end of Shildon Tunnel where it connected to an existing line. Traffic then continued through the tunnel to Shildon and beyond.

The opening of Shildon Tunnel in 1842 had allowed the coal traffic from Witton Park to avoid the Etherley and Brusselton Inclines (from 1843). However, all the traffic from the Haggerleases Branch and West Auckland and St. Helens Collieries still had to make use of the Brusselton Inclines until 1856. Passenger traffic over the inclines had already ceased in the 1840s when St. Helen's had, instead, been served by road with a horse drawn omnibus, first from the new temporary South Church station and later from Bishop Auckland station.

Soon after the opening of the Tunnel Branch proposals were made to provide a passenger service along this line to a new station to be built at St. Helen's. Eventually, with the new station ready for opening, the Board of Trade Inspector, Captain Ross, came to inspect it on 22nd June 1858. In his report he stated that *'The old branch of the Brusselton Inclined Plane is now rarely used, and is considered as a siding. It should be kept carefully closed by a locked chock block – the key to be in the possession of the St Helens pointsman'*. (1)

The old line does not appear to have been of any real use because when a site for a proposed Station Master's House at St. Helen's was being discussed in July 1871 by the North Eastern Railway 'Darlington Committee' (successors to the S&DR) it was decided to build it across the trackbed of this line. (2) This meant that the old line over Brusselton was effectively severed at the St. Helen's end. The Station Master's House was duly completed the following year and at a meeting of the 'Darlington Committee' Officers on 21st October 1872 it was recorded that '*The Land Agent is requested to ascertain the Company's legal position in regard to disposing of any of the land forming part of the Brusselton or Etherley Inclines'*. However, a month later the Land Agent reported *'It seems on the whole expedient not to take any steps for the sale of this land at present'*. (3)

Obviously, the old line over the Brusselton Inclines was not seen as a strategic through route for locomotive-hauled trains in the event of a blockage in Shildon Tunnel or thereabouts. The old Black Boy Incline from Shildon over the top of the tunnel with a spur down towards South Church was, however, used for this very purpose. It continued to be so for many more years, even for passenger trains. For instance, on 27th August 1880 and 14th April 1885 it must

have been quite a sight for the inhabitants of Shildon to see locomotive-hauled passenger trains running between the houses of Cheapside and Fulton Terrace above the tunnel. (4)

In making his decision in 1872, the Land Agent would have been aware that the railway land lay over a rich coalfield and that sooner or later that coalfield would be exploited. This was indeed the case for two years later, in 1874, Messrs. Ord and Maddison of Darlington sunk a shaft for a new colliery at Hummerbeck. As far as is known this first shaft (at NGR NZ1838 2514), was on the north side of Hummerbeck Lane and some 503m (550 yards) southwest of the Hummerbeck Bridge on the West Auckland to Darlington road, now the A68.

In March 1875 Ord and Maddison made an application to the NER 'Darlington Committee' for the line to be re-laid from St. Helen's station towards Brusselton West Bankfoot for the new colliery. A meeting of Officers on 3rd April 1875 considered the application and this was subsequently costed at £1260. At a further meeting on 16th November 1875 this was deemed satisfactory, and the re-laying of the line was approved. (5) At this time the bridge over the Gaunless was described as 'now disused'. (6)

The Gaunless Bridge shortly before the decking was replaced and the abutments altered

In the meantime, on 13th November 1875, Ord and Maddison were advertising for a contractor to lay half a mile of railway from the old S&DR route to Hummerbeck and on 29th December for the sinking of another shaft at Hummerbeck. (7) This venture into coal mining was fairly new for Ord and Maddison, who had previously concentrated on stone (and lime) quarrying. They did already have another small colliery at West Copley in the upper Gaunless valley which operated for a few years.

At St. Helen's station a new junction for the line to Hummerbeck was required. It was connected to the 'Up' line (Barnard Castle bound) at the south end of the 'Up' platform of the passenger station. The line then ran round the Station Master's House on a new alignment then onto the old S&DR route over the Gaunless Bridge. On 29th May 1876 the NER wrote to the Board of Trade to say that *'the works are now ready for inspection'* and this was duly carried out by Colonel Hutchinson two weeks later. His report dated 15th June 1876 sanctioned its use. (8)

However, although this part of the work can be shown to have been carried out, the same cannot be said for the half a mile of railway that was to be provided by Ord and Maddison between the former S&DR route and the colliery. The year 1876 saw the beginnings of a slump in the iron, steel and coal industries. Many collieries in the area were now idle and the situation grew worse the following year and continued until 1879. It is possible that this curtailed investment in a new venture such as this and that the railway was not completed.

With the River Gaunless behind us we are looking towards West Auckland station in 1955. The original S&DR route of 1825 ran on the left through the site of the later Station Master's House. The 1876 realignment is shown here on the right. (Photo: T.E.Rounthwaite)

The colliery appears to have been completed but possibly never went into production. It was recorded as standing idle in 1883. (9) Research is still on-going, but Hummerbeck Colliery was not listed by the NER in a review of all collieries connected to the NER in 1888. (10) In 1890, the colliery, although closed, passed to a new owner as we shall see later. By the time of the next edition of the 25-inch Ordnance Survey map, surveyed in 1896, there is no trace that the privately-owned section of the line was ever built or even of a bridge over the Hummer Beck. This map shows only about 228m (250 yards) of the NER line from the junction at St. Helen's station (renamed West Auckland in 1878) crossing the Gaunless Bridge on the way. It terminated about 91m (100 yards) beyond (i.e., southeast of) the bridge.

The next application to the NER for rail access came, in 1899, from a much bigger player than Ord and Maddison. By now the economy was on the ascendant. Bolckow, Vaughan & Company of Middlesbrough was at that time one of the largest iron and steel producers in Britain and became the largest within a few years. As well as the extensive iron and steel works at South Bank, Middlesbrough they also owned ironstone mines throughout Cleveland, limestone quarries in Weardale and some fifteen collieries in County Durham in addition to

several coke works. The company was still expanding and the demand for coal was insatiable. The nearby colliery at West Auckland, situated immediately north of the village, had been in the hands of the company for many years but now they looked to the coalfield south of the village, and to a coal royalty south of Pease & Partners St. Helen's Colliery.

The site of the proposed new colliery (NGR NZ1936 2553) lay on the south side of the Gaunless Valley at the bottom of Brusselton Hill about 160m (175 yards) northwest of Backsandsides farm house. This was only a few hundred yards from the old S&DR route and therefore an ideal location for connecting to the rail network. The sinking of the first shaft for the new Brusselton Colliery had reached the Harvey seam in January 1900, the Busty in June, and finally on 28th July the Brockwell at a depth of 144m (472 feet). (11) The coal in the Brockwell seam was renowned for its thickness and quality in the lower Gaunless valley area.

After many negotiations the NER Traffic Committee met on the 20th September 1900 and recorded the following minute:

'It was reported that Messrs Bolckow, Vaughan & Company had made application for siding accommodation to serve their Brusselton New Winning near West Auckland Station and which connects with the old Brusselton Incline.

The formation of this line has been used by the Mineral Department for a distance of about 250 yards for the occasional storage of wagons and it is now proposed to utilise and extend this formation as shown on plan submitted at an estimated cost of £1,720.

A plan was also submitted shewing the siding accommodation which Messrs Bolckow, Vaughan & Company will provide at their own cost beyond the Brusselton Incline.

Recommended - That the work on this Company's property be carried out.

Messrs Bolckow, Vaughan & Company to enter into the new form of Siding Agreement subject to minor alterations.' (12)

This agreement was duly signed on 5th December 1900. (13)

The reference to 'Brusselton Incline' in the minutes above is misleading because the new line didn't get that far. It was entirely confined to part of the almost level section of line between West Auckland station and Brusselton West Bankfoot formerly known as the 'St. Helen's flat'.

It was realised, however, that the original bridge over the Gaunless could not safely support the weight of modern locomotives and would have to be replaced. At a meeting of the NER Way and Works Committee on 15th November 1900 it was ordered that tenders should be invited for the construction of a new bridge. At the next meeting on the 6th December the tenders were reviewed and it was resolved that the contract for the supply and erection of the steelwork for the new bridge be awarded to Messrs J. Shewell & Co., Bridge Builders, of Allan Street, Darlington. (14)

The offices and works of this company were located immediately northeast of the famous 'S&D Crossing' in Darlington where the former S&DR route crossed the east coast main line on the level. The works were rail connected by a siding from the former S&DR. This company had been operating since at least 1876 but sold out to new owners in 1916. They carried on the business with general structural engineering and press work rather than specialising in bridge building. They still occupied the same premises when they finally closed in 1983.

The new bridge was to be a single steel span across the river supported on the original stone abutments. The main steelwork consisted of two fabricated flanged plate girders each 1.52m (5 feet) high by 18.28m (60 feet) long, arranged side by side and spaced 1.52m (5 feet) apart. These girders were suitably cross-braced together. A timber way-beam laid along the topside of each girder supported the rail chairs and rails above. A walkway 1.29m (4ft 3ins) wide was cantilevered outside the girders on each side with handrails along their outer edges.

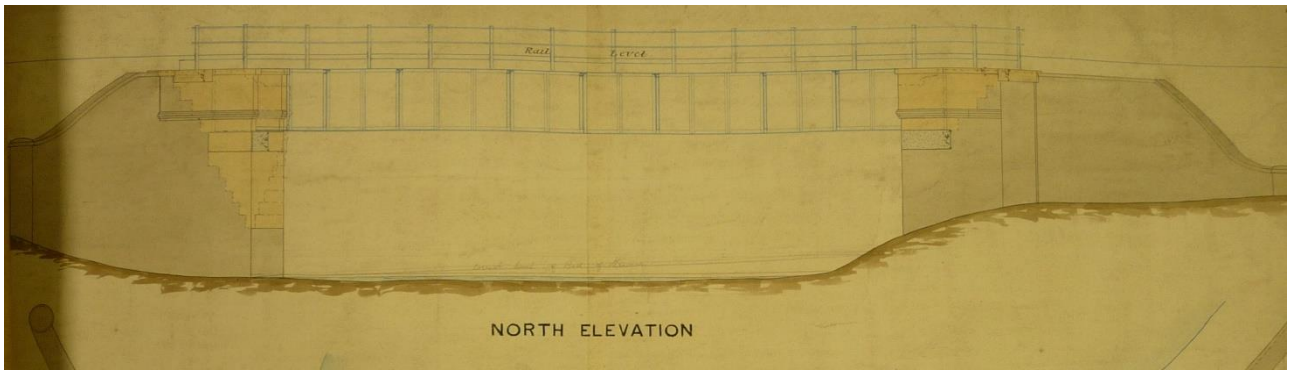


Figure 1The proposed alterations to the bridge dated 1901 showing the recesses inserted into the existing stone abutments incorporating the new steel span. (Search Engine NER Civ Eng Box 147)

The second Gaunless Bridge of 1901 from the west, c.1955-8. (K. Hoole collection)

The two stone abutments of the original bridge were 15.31m (50ft 6ins) apart across the river and, in plan, parallel to each other at the top. However, at river level the south abutment had been built at an angle so that the clear span across the river on the east side was some 0.83m (2ft 9ins) greater. Starting a few feet above the river level the stone courses of the south abutment had been gradually adjusted course by course to come into line with the square top of the abutment. It is possible that this widening between the abutments, in the direction of flow of the river, was a direct result of the rebuilding of the original bridge from

three spans to four after the flood damage of October 1824. This ensured that the last cast iron support pier in the river on the east (downstream) side was spaced some distance from the south abutment allowing room for any river borne debris to clear away.

In order to accommodate the outer ends of the new steel span a deep recess had to be formed in the opposing (river) faces of the two abutments. At the same time the angled river face of the south abutment was carried up to full height as it was no longer necessary to have a square top on this abutment. This gave the new bridge a clear span of approximately 15.44m (50ft 8ins) on the west side and 16.23m (53ft 3ins) on the east side.

Before all this could be carried out the ironwork of the first Gaunless Bridge had to be removed. A report dated 15th November 1900 stated, *'The railway company's men are now busy taking to pieces the metal bridge'* (15) and this was completed early the following year. At the Board meeting held at NER headquarters in York on 28th March 1901 it was directed that '*the old structure which is of antiquarian interest having been built in 1823 or 1824, be offered to the Darlington Corporation for re-erection in a suitable position'*. (16) Evidently nothing came of this but to its credit the NER preserved the remains until they could be properly displayed at their new railway museum in Queen Street, York, a quarter of a century later.

From its junction at the end of the station 'Up' platform the new line followed the alignment of 1876 and then the course of the old S&DR along the 'St. Helen's flat' for a total distance of 711m (778 yards - nearly half a mile) heading towards Broom Mill. However, about 250 yards before reaching the Mill it turned off the former S&DR route and headed south across the fields for a further 741.5m (811 yards - again nearly half a mile) to the new Brusselton Colliery. (17) This second length was a private siding owned by Bolckow, Vaughan & Company rather than the NER. On the way it crossed over the Hummer Beck and then crossed Burnshouse Lane on the level before terminating (at NGR NZ1938 2548) in the colliery yard, about 274m (300 yards) south of Burnshouse Lane and about 110m (120 yards) northwest of Backsandsides farm house.

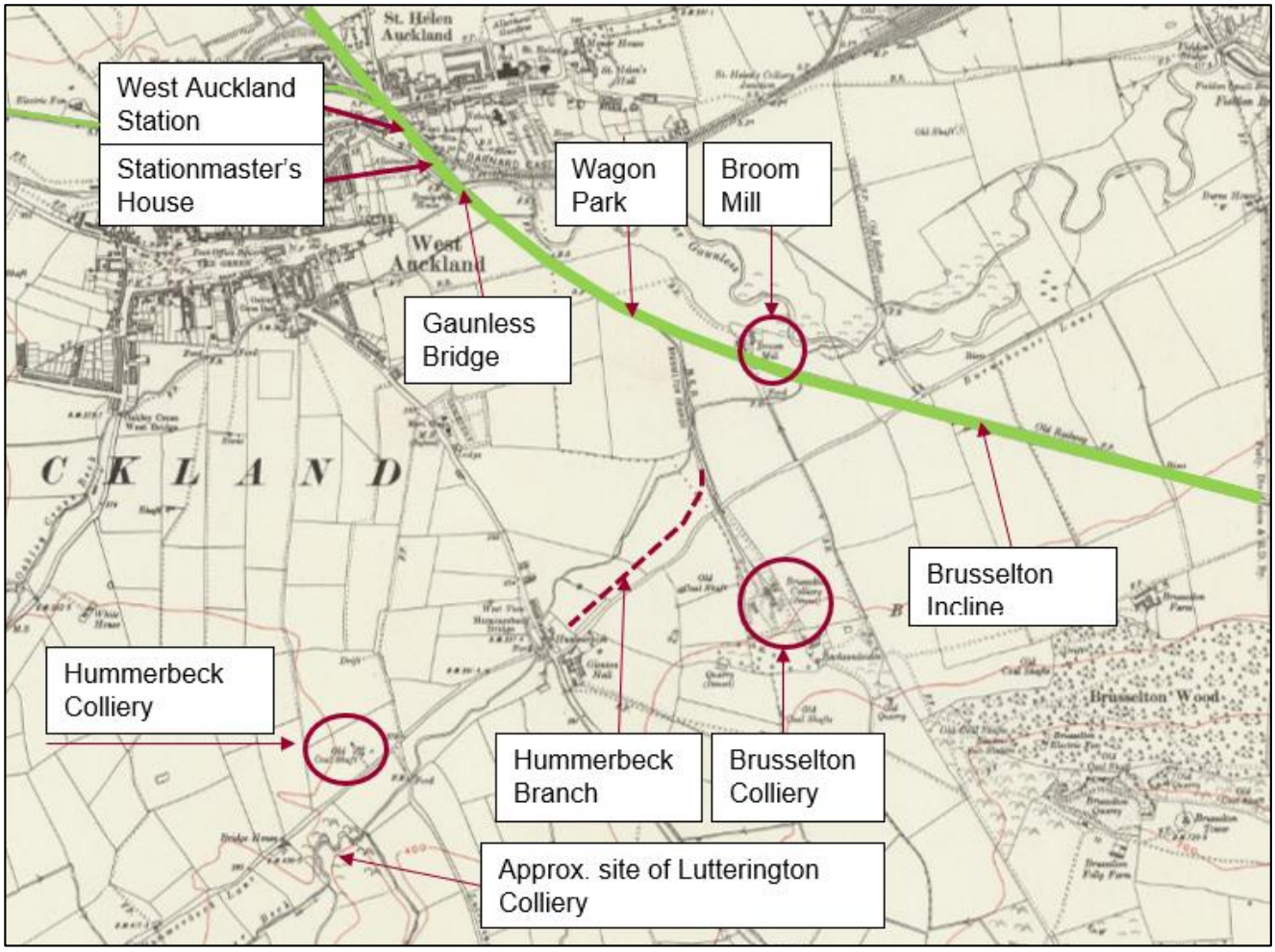
The new line opened on 20th May 1901(18) and was worked from the start by the NER. Full production at the colliery was achieved after February 1902 when the second shaft had been completed and consolidated. Although this colliery was referred to as 'Brusselton' by the NER it was known as 'Ladysmith Colliery' by Bolckow, Vaughan & Company. This was, no doubt, a nod to the 'relief of Ladysmith' of February 1900 in Natal, South Africa, during the Boer War which was still raging at that time.

However, it wasn't long before another player came onto the scene as far as the Brusselton branch was concerned. This was Thomas Boddy, who lived at Glenton Hall in Hummerbeck on the West Auckland to Darlington road. In 1890 Thomas Boddy (although at that time living at St. Helen's) had taken on the closed Hummerbeck Colliery from Ord and Maddison, the coal royalties of which also included the Lutterington estate and extended, in total, to almost 500 acres. A new shaft was sunk at Lutterington which lay a short distance southwest of Hummerbeck Colliery on the south side of Hummerbeck Lane. Lutterington Colliery was opened in 1891 and continued until 1895. From then on it seems that the remaining coal from Lutterington was drawn up the Hummerbeck shaft (NGR NZ1838 2514) after being connected underground.

Apart from some coal sold locally all the coal from these mines had to be taken nearly one and a half miles by horse and cart along the road to West Auckland station. Here Mr. Boddy had access to a siding, under an agreement dated 22nd September 1891, known as 'Lutterington Colliery Wharf' where the coal was loaded onto railway wagons.(19) It lay adjacent to the Goods Yard on the north side of the level crossing.

With the new railway to Brusselton (Ladysmith) Colliery being so close to his interests, Thomas Boddy decided to build a private line from this railway to his collieries. This was duly built, although in order to avoid crossing the West Auckland to Darlington road, it stopped short of actually reaching the collieries. The Hummerbeck and Lutterington Colliery line branched off the existing privately-owned section of the Brusselton branch about 360 yards south of the old S&DR route. It then swung round and headed southwest a few yards north of Burnshouse Lane and ran generally parallel to the lane to a point (NGR NZ1892 2547) about 110m (120 yards) east of Hummerbeck Bridge on the West Auckland to Darlington road. The total length of this privately-owned section of line beyond the NER line was, at 834m (912 yards), just over half a mile. (20)

An agreement with the NER for working the traffic on the line was signed on 29th April 1904 and the new branch line and sidings came into use shortly afterwards. (21) At the same time the Wharf at West Auckland station was given up. The words 'and Lutterington' were deleted from the official name of the new line in NER documents in April 1906. (22) Hummerbeck Colliery continued to operate and later the same year the Bolam Whinstone Quarry Company was also recorded as using the sidings for loading stone but this lasted for only about two years. (23)



The OS 3rd ed 6-inch map as a base (revised 1914-5 and published 1924) with places mentioned in the text shown

A most unfortunate accident occurred in the sidings near Hummerbeck Colliery on 4th February 1907. According to the Board of Trade report, mineral guard George Staley of Shildon was fatally injured after falling under the engine of his train while it was shunting into

one of the 'full' sidings near the colliery on a dark and frosty night at about 8.00pm. He died a few hours later. (24)

Thomas Boddy's branch line to Hummerbeck Colliery was in use for only a relatively short time as the colliery closed in July 1909. His collieries were run as relatively small operations and never employed more than about ninety workers, sometimes considerably less. (25) The line was described by the NER in December 1911 as '*Closed - siding unfit for traffic.'* (26) By 1915 the redundant branch line and the sidings near the colliery had been completely removed. (27)

The line to Brusselton Colliery remained in use after the Hummerbeck branch had closed. Shortly before this closure however, there had been a major problem at Brusselton. In April 1909 the underground workings were drowned out by a sudden inrush of water from adjacent old workings. Some three hundred men and boys were rendered redundant for over two months while the water was pumped out and the mine made ready for production again. Much damage had been done with pit props being washed away causing many roof falls in the seams. This temporary closure, of course, caused a major interruption to traffic on the line. (28)

Eventually Brusselton was reported as closed in 1912 but according to an inventory of 1st September 1918, prepared by the NER, the line to the colliery was still open so possibly it was active again for a period during World War I.(29) However it had certainly closed by 1921(30) and the privately-owned section of the line lay rusting away well into the 1920s at least, before it was removed at some time before 1939.(31) This left only the NER (now LNER) section of line along the former S&DR route in place. This last remaining length of nearly half a mile was used by the LNER for the occasional storage of wagons. For a time in the 1930s it was used to store some passenger carriages. Local people remembered that the carriage windows remained intact, and no attempt was made to throw stones at them while they were there out in the fields.

The last wagons at the end of the line in 1955, on the former S&DR route, looking towards Brusselton. Part of Broom Mill Farm can just be glimpsed beyond the furthest wagon above the sleeper fence that closed off the trackbed at this point. Just before this fence the private line to the collieries diverged from the S&DR route and swung off to the right, although long gone by this time. These are the wagons that had to be manually propelled back to the station. The line in the

foreground is a passing loop 280 yards long. Today, the West Auckland Bypass (A688) crosses this site from left to right. (Photo: T.E.Rounthwaite)

At the start of the Second World War in 1939 the government requisitioned over half a million privately-owned coal and mineral wagons, some of them very old, to help the war effort by operating in a common 'pool'. Most of these were worn out by the end of the war and over half of them still had the old fashioned grease axle-boxes which limited their maximum running speed. At the end of hostilities in 1945 the LNER began a massive campaign to withdraw and scrap these wagons and this was continued by British Railways from 1948. At the same time a new wagon building programme to replace these wagons with more modern stock was instigated and this meant that all the redundant wagons had to be stored somewhere before they could be broken up.

The remaining length of the Brusselton branch was now filled up with these old wooden-bodied wagons from just south of the Gaunless Bridge to the very end of the line. As these wagons were taken away for scrapping more wagons were brought in to replace them. They were taken away in train loads along the Butterknowle branch (known as the Haggerleases branch until 1899) to redundant colliery sidings near Cockfield Fell, between Low Lands and the Gaunless (Lands) Viaduct, where they were broken up. This disposal point was worked as an outstation from Shildon Wagon Works.

The short section of the Brusselton branch between West Auckland station and the Gaunless was kept clear for use by the local goods train. This was the 8.30am St. Helen's Yard to Butterknowle goods which would reverse the train onto the branch. The engine would then pull some of the wagons of its train forward, run round them in the station, and shunt them into the Goods Yard which was north of the level crossing. This operation ceased when the Goods Yard closed on 15th September 1958.

By the mid-1950s all the redundant wagons had been taken away apart from four or five parked at the very end of the line. I can well remember these wagons standing in splendid isolation in the fields for several years quietly mouldering away. Eventually, in 1958, they had to go but the state of the track was by now so precarious in places, with many rotten sleepers, that it wasn't thought safe enough to carry the weight of an engine. So the axle-boxes of the wagons were lubricated and they were pushed, manually, using pinch-bars under the wheels, along the rusty rails towards the station. They were parked just before the trap points next to the Station House and the brakes pinned down. Next day, however, they had mysteriously returned to almost where they had started and the whole operation had to be repeated. This time one of the wheels was clamped to the rails to make sure they didn't wander again, until an engine was able to take them away. These were the last wagons to cross the 'St. Helen's flat'.

Now the end was near. During October and November 1959 all the remaining railway track (nearly half a mile) was taken up and during the winter of 1961/1962 the steelwork of the Gaunless Bridge and of the occupation bridge just south of it was dismantled and lifted out. The steelwork was taken away by rail to Darlington. After being stripped of the cross-bracing and walkways the two main plate girders of the Gaunless Bridge were refurbished and repainted and were then ready for a new life in a new location.

That location was Bradbury, ten miles north of Darlington on the east coast main line. The plate girders were incorporated into a replacement bridge over the A689 Rushyford to Sedgefield road (NGR NZ3217 2832). Whereas before, over the Gaunless, they had been five feet apart and under the rails of a single track they were now spaced some 28 feet apart on either side of a double track. With a new beam of similar proportions between them, and

all three parallel to each other, the bottom flanges supported a steel and concrete rail-deck which carried the double track. (32)

There they remain to this day as part of the infrastructure of the east coast main line but also as part of a long story that stretches back to the very beginnings of the S&DR.

The west side of the bridge at Bradbury showing a refurbished plate girder from the second Gaunless Bridge. The east coast main line above and the A689 below. (Photo: P. Singlehurst)

Acknowledgements.

With thanks to John Raw for the inspiration to write this article. Also, thanks to Eddie Scarlett and to the staff of Darlington Library (Centre for Local Studies). Information also supplied by late friends Clive Bainbridge, John Mallon and Don Wilcock.

Notes:

(1) TNA MT6/17/3
(2) TNA RAIL667/92
(3) TNA RAIL667/93
(4) The Northern Echo 28th Aug 1880 and 15th Apr 1885.
(5) TNA RAIL667/94
(6) 'The Engineer' 24th Sept 1875.
(7) The Northern Echo 13th Nov 1875 and 6th Jan 1876.
(8) TNA MT6/162/6
(9) H.M. Inspectors of Mines: Summaries of the Reports and Mineral Statistics including lists of Mines and Mineral works for the year 1883.
(10) North Eastern Railway 'Traffic for Collieries and Sidings on the NER'. (Dated 1st Sept 1888).
(11) The Auckland Chronicle 25th Jan, 21st Jun and 2nd Aug 1900.
North of England Institute of Mining and Mechanical Engineers: 'An account of the strata of Northumberland and Durham as proved by borings and sinkings'. Dated 1910.
National Coal Board Plans (Private collection).
(12) TNA RAIL527/75.
(13) North Eastern Railway 'Collieries, Works and Sidings' (Dated 1st Mar 1895 with amendments to 1921).
(14) TNA RAIL527/46
(15) The Auckland Chronicle 15th Nov 1900.

(16) TNA RAIL527/19 and RAIL527/379
(17) North Eastern Railway 'Collieries, Works and Sidings' (Dated 1st Mar 1895 with amendments to 1921).
(18) Pers comm K. Hoole.
(19) North Eastern Railway 'Collieries, Works and Sidings' (Dated 1st Mar 1895 with amendments to 1921).
(20) Ibid.
(21) Ibid.
(22) Ibid.
(23) Ibid.
(24) TNA RAIL1053/96 page 110.
(25) The South Durham and Auckland Chronicle 5th Aug 1909.
H.M.Inspectors of Mines: 'List of Mines. Years 1902,1905 1908 and 1909'.
(26) North Eastern Railway 'Collieries, Works and Sidings' (Dated 1st Mar 1895 with amendments to 1921).
(27) Ordnance Survey 25 inch map 1915 survey
(28) The South Durham and Auckland Chronicle 22nd Apr, 6th May, 27th May and 24th Jun 1909.
(29) North Eastern Railway Plan of South Durham Coalfield dated 1912.
North Eastern Railway 'Collieries, Works and Sidings' (Dated 1st Mar 1895 with amendments to 1921).
North Eastern Railway 'Traffic for and from Collieries, Works, Sidings & Depots connected with the NER' (Dated 1st Sep 1918 with amendments to 1926).
(30) H.M. Inspectors of Mines: 'List of Mines. Year 1921').
(31) Ordnance Survey 25-inch map 1939 survey.
(32) My late friend Clive Bainbridge worked in the British Railways Civil Engineers Department and he was on the project from beginning to end. He was there at the dismantling of the bridge at West Auckland, the refurbishment, and the installation at Bradbury

FROM THE ARCHIVES 1: Passenger coaches in 1826

'The coach established on the Stockton and Darlington Railway carried lately on one day no less than 158 passengers, the whole of whom were drawn by two horses. A new coach had been launched by the Railway Company, which is more comfortably fitted up than the former one, being lined with cloth, &c. &c. The inside fare from Stockton and Darlington, or vice versa, is 1s. 6d. in the new coach, or 1s. in the other. Both coaches have been taken of the Company, at a given sum per annum, by Mr. Pickersgill, of Darlington, who intends to run them daily as our heretofore.'

Derby Mercury 03 May 1826 transcribed and sourced by Peter Bainbridge

INNOVATIVE INCLINES ON THE S&DR

Eric Branse-Instone

THE S&DR is rightly famous for being the railway that demonstrated to the world the practicality of steam locomotive haulage: the railway that got the world on track. Although steam engines had been successfully used at an earlier date elsewhere such as with the Middleton Railway near Leeds (from 1812), because of the larger scale of the S&DR's operation and the company's willingness to share experience with visiting engineers and railway promoters, the S&DR was highly influential in the development of other early railways both in England and abroad. This influence did not just extend to the use of steam locomotives, but also included many other aspects. For instance, the additional half inch that was incorporated into what later became standard gauge is thought to have been introduced by Timothy Hackworth to reduce track damage on curves caused by the 4ft8in gauged locomotives supplied by Stephenson. The visit by Johnathan Knight of the Baltimore & Ohio Railroad to the S&DR in 1828-29 is thought to have influenced the regauging of this pioneering American railway from its original 4ft6in to the match the S&DR's 4ft8.5in standard, this resulting in it becoming the standard gauge in America.

An overlooked influence of the S&DR is the use of stationary engine-hauled inclines. Both

the Etherley and Brusselton Inclines were significant pieces of 1820s engineering which attracted a number of visitors. They appear to have been the first examples where single engine houses hauled a pair of inclines to cross a watershed, and the first to operate the inclines in tandem so that the weight of the descending train helped to haul a train up the opposite side – this possibly developed by Timothy Hackworth initially at Etherley. Hackworth is known to have modified George Stephenson's original arrangements to improve operation, developing various new features including developments in railway signalling and an automatic breaking device to catch run-away trains. The inclines were visited by several engineers one being John Raistrick who visited in January 1829 at the behest of the Liverpool and Manchester Railway. At this point, the L&MR were still trying to decide between the use of locomotives and haulage by stationary steam engines. Raistrick sketched the arrangements at both the Etherley and Brusselton inclines and with data supplied by Hackworth wrote a report on the performance of the S&DR's locomotives. This report ultimately led to the Rainhill Trials in September 1829 and the L&MR's adoption of locomotive haulage from its opening the following year. However even the L&MR included stationary engine-hauled inclines, the most impressive being the 2km long Wapping Incline that linked the original Liverpool terminus for locomotives (Edge Hill Engine Station) down to King's Dock on the Mersey, the incline being set within a twin-tracked tunnel. The haulage arrangement used a continuous rope (unlike either Brusselton or Etherley) but documentary evidence suggests that the automatic breaking system that was used, known as 'the cow' was effectively that developed by Hackworth for the S&DR.

Brusselton Engine House (nos.1 and 2 Old Engine Houses) from the south over the reservoir (left) and from the north (right)

The engine house for the Etherley inclines appears to have survived into the 1970s (at least it is marked on the 1973 1:2500 Ordnance Survey map alongside the engineman's cottages) but was subsequently demolished. That at Brusselton still survives, having been converted for domestic use in the mid-nineteenth century, now forming 1 & 2 Old Engine Houses, this potentially being the oldest surviving railway incline stationary engine house in the world. The western of the pair of houses is considered to have been the building which contained the twin-cylindered steam engine sketched by Raistrick in 1829. The now blocked arched opening in the north wall would have allowed the installation and subsequent removal of the engine, this opening overlooking the railway line. The high level, but now blocked circular opening in the south wall was probably a window designed to light the interior to facilitate maintenance and operation of the engine. The suggestion that this was a bearing for the

winding arrangement appears unlikely because it is higher than the top of the arched opening so could not have supported an axle extending over the railway line to the north. The interpretation of the larger, but more roughly built 1 Old Engine Houses to the east is not certain: it may possibly have been Stephenson's original engine house, predating Hackworth's modifications in 1826; it may have originally been the first boiler house; it may have been the cottage originally built for the engineman, occupied by Hackworth in 1826; it may even have been the first engine house, also including domestic accommodation, then used as a boiler house by 1829! Conversion of the two properties to domestic use in the nineteenth century and various other modifications and rebuildings have all made definitive interpretation difficult. However, it is reported that the dividing wall between the two properties is inserted brickwork and that they were formally open to each other. Another interpretation is that number 1 was actually a later addition as its west gable wall rises directly above the quoin stones of number 2. What is certain though is that together with the adjacent purpose-built housing for the Engineman and blacksmith/fireman, 3 & 4 Old Engine Houses, this set of buildings is a remarkable survival from the earliest years of the S&DR.

The extended engineman and blacksmith's houses at Brusselton, built 1825

To understand more about the rather overlooked aspect of railway history that is stationary engine hauled inclines, an excellent book to search out is Colin Mountford's "Rope & Chain Haulage" published by the Industrial Railway Society, 2013. Places to visit include The Bowes Railway, Gateshead https://bowesrailway.uk/ and Middleton Top Engine House in Derbyshire, built as part of the Cromford & High Peak Railway: https://www.steamheritage.co.uk/museums-and-attractions/entry/middleton-top-engine-house. Middleton Top is remarkably complete: its 1829 beam engine was operated up until 1963 and remains in situ. It can even be set in motion using compressed air, a vivid opportunity to see how early railways dealt with hilly terrain.

FROM THE ARCHIVES 2: Railway Coaches in 1827

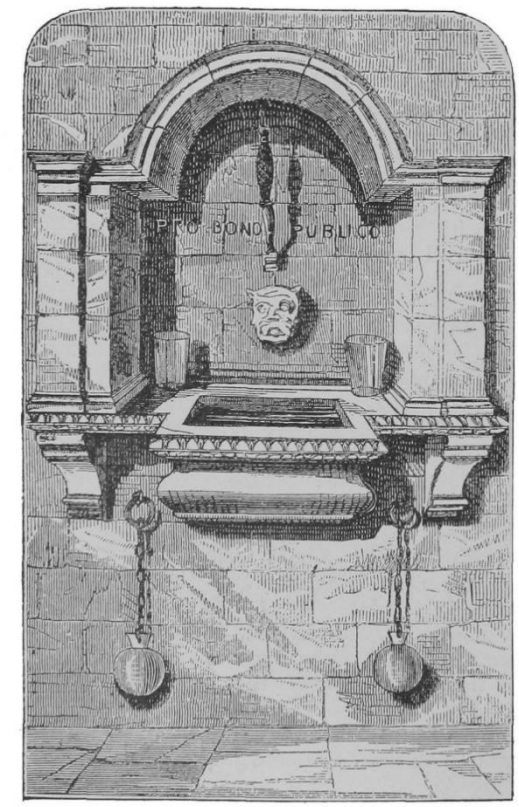
'Railway Coaches. -- The first experiment of stage coaches travelling upon railways has been made with great success between Darlington and Stockton. The railway from Witton to Stockton, a distance of 25 miles, was formed for the conveyance of coals; and so great is the advantage of this kind of road in lowering the expense of carriage, that coals which formerly sold for 18s. per ton in Stockton, are now sold there for 8s. 6d. The railway passes through Darlington, which is at a distance of 12 miles from Stockton, and two coaches now travel the road daily, conveying a very great number of passengers at the rate of one penny per mile each. The vehicles are the bodies of old six inside coaches, placed upon new and lower wheels fitted for the railway; they are drawn by a single horse, which often draws from 20 to 30 passengers at the rate of 10 miles an hour, with quite as much ease as a horse moves a gig, the traces being generally loose, and his principal effort being to maintain his speed. -- An account is given in the Scotsman, of several journies by this novel conveyance, and the writer states they made the journey of 12 miles in one hour and twenty-one minutes, including eleven minutes spent in taking up and setting down passengers, i.e. at the late of 10 miles in the hour, but that they frequently found the vehicle. ~, proceeding at the rate of 14 miles in the hour. – The expense of forming the railway from Witton to Stockton was £150,000, or £6000 per mile, including two fixed steam engines. The charge for conveying the coal is at the rate of 2½d. per ton per mile, and 6d. for each steam-engine, making 4s. Id. per ton for the 25 miles.'

Derby Mercury 17 January 1827 sourced and transcribed by Peter Bainbridge

THE FIRST RAILWAY DRINKING FOUNTAIN

Chris Lloyd

GIVEN that the S&DR is the spring of the world's railways it is probably not surprising that it is also the source of the railway station fountain.



North Road station, in Darlington, is believed to be the first in the country – let's big it up, and say the first in the world – to be fitted with a drinking fountain.

"This was, in all probability, the first railway drinking fountain," (the London North Eastern Railway magazine, 1916)

It was installed on a platform wall in the summer of 1858. According to a drawing published in the Builder magazine in October 1858, it had a basin above which water gushed from a gargoyle. Two metal drinking cups were chained to the fountain, and the motto of the Stockton & Darlington Railway was etched into its brickwork: "Pro bono publico" – "for the public's good".

"This was, in all probability, the first railway drinking fountain," said the London North Eastern Railway magazine in 1916, as it explained how the directors of the S&DR had paid for it to be put there at the start of the era of "hydro-philanthropy".

The birth of this era is generally dated to 1859 when Samuel Gurney, a Quaker banker and Cornish MP, founded the Metropolitan Free Drinking

Fountain Association and installed its first public fountain on the railings of St Sepulchre-without-Newgate Church in London, where it still is today.

Water had got a dirty reputation as the source of cholera, so people felt it was safer to drink beer. The Quaker hydro-philanthropists tried to wean them off it by providing free and clean drinking water through street fountains.

But it does appear that the S&DR, as ever, got there first, installing the North Road fountain a year before Samuel Gurney's first London spouting. Indeed, it can be no coincidence that Joseph Pease, the leading director of the S&DR, was married to Emma Gurney, and so the first drip of the idea which appeared on the station wall in Darlington became a tsunami that swept through the country.

In 1867, Gurney's hydro-philanthropic group was renamed the Metropolitan Drinking Fountain and Cattle Trough Association because it had started to cater for horses and market animals, and by 1888, it had installed nearly 800 fountains and troughs in the capital which were used by 300,000 people on a summer's day.

And in Darlington, Joseph Pease moved the fountain idea off the railway and into the streets, flooding the town centre with nine mural fountains, all of which seem to have been installed in property that belonged either to the Peases or, in the case of the two fountains on the approach to Bank Top station, the railway.

The fountain with the locomotive scrapyard and carriage works beyond probably in the 1970s (photo courtesy of The Northern Echo)

Three of Joseph's nine mural fountains still survive – in Grange Road, Coniscliffe Road and Milbank Road – but unfortunately the North Road breakthrough fountain does not.

The LNER Magazine said in 1916: “The drinking fountain of 1858 has disappeared from the North Road Station, though it is just possible the basin may have been transferred from the station to the wall of an outbuilding facing the entrance to the station, as the basin of a fountain there is not unlike that shown in the illustration.”

We believe that this outbuilding was the square, brick-built shelter that was used by the drivers of horsedrawn taxis as they waited outside the station for passengers.

This building was probably demolished in the early 1970s when the scrapyard was cleared and the semi-derelict station was prepared for conversion into the museum. With it went the last drop of the world’s first railway fountain.

(With thanks to Leona White-Hannant of the Head of Steam Museum)

FROM THE ARCHIVES 3: No Smoking

The S&DR prohibited smoking on their passenger trains. In the minutes of 12th August 1838 it was stated ‘Resolved, that no passengers whatsoever, be allowed to smoke in, or upon, the Coach Trains, the practice being both unpleasant and unsafe.’ (Spotted by Caroline Hardie in TNA RAIL 667/11)

THE HACKWORTH ARCHIVE: REGINALD HACKWORTH YOUNG

Engineering is in the blood! ***Jane Hackworth-Young***

Whilst talking to Alison Kay, Archivist at the National Railway Museum (1), with whom I had worked for a dozen years, I expressed concern about what would happen to the papers of my father, Reginald Hackworth Young (Mechanical, Civil and Electrical Engineer and a great grandson of Timothy Hackworth) after I died. Alison approached the Directors of the NRM, and it was agreed these papers would be incorporated into the Hackworth Collection. A couple of months ago, Caroline Hardie and I happily delivered them.

Reginald Hackworth Young

Many descendants of Timothy Hackworth became engineers, working not only in the UK but in American and the Far East. Reginald Hackworth Young (known as Rex) was orphaned at 10 years of age but his uncle, Robert Young (author of Timothy Hackworth & the Locomotive’ and an engineer himself) encouraged Rex to qualify as an engineer. On his graduation in 1927, Rex was employed by English Electric, designing the first cooker in the world with an electric oven and gas hob. English Electric proposed hosting a national conference in Truro in 1934 to display the cooker, but Rex said he would only agree to this if the Company’s best cooking demonstrator took part. This was Katharine Maitland Davidson (2) and she and Rex were married the following year. After leaving English Electric, Rex worked for a number of companies (3) in diverse areas but the major part of his work was in the development of fans for the ventilation of mines. He was a great campaigner, his last campaign being

directed against the European style of plug and socket, now something very much in the public domain owing to the high costs of energy. The design of plugs used in this country means they are easily switched off at the wall to prevent 'vampire devices' draining electricity when not in use. The success of his campaign may have saved us all some money.

Rex's fan designs for Woods of Colchester, the National College, Sturtevant Engineering Company and for the War Office, now the Department of the Environment, were innovative and totally successful and here is the link with his great grandfather. One of the prime reasons for the Stockton & Darlington Railway was to enable coal to be brought from the coalfields west of Shildon and around it and conveyed to the port at Stockton. Timothy Hackworth spent time in looking at the ventilation of mines and there is a delightful letter from Joseph Pease, written in the 1840's in which Pease writes:

'I should be much obliged by thy thoughts in writing upon the Ventilation of Mines as connected with Fire Damp and Coke Damp – and Remedies – Use and Abuse of Safety Lamps – Improvements in construction etc…… Give me some particulars of the most melancholy and interesting cases which have come under thy observation ……..'

Pease continues *'it would be a nice and useful employ for an evening hour to sit in thy arm chair and dictate to McNay (4) (who I am sure would lend his aid to the cause of humanity) or one of thy clever daughters, A History and dissertation – moral and scientific – for my perusal...'*

Almost all of Timothy Hackworth's grandsons & great grandsons, who reached adulthood, became engineers. So there must be something in the blood!

Reginald and Jane Hackworth-Young at the official opening of House of Commons ventilation plant which Reginald designed when he was working for the Department of the Environment

Notes

1: Alison Kay was taken on as a student to work on the Hackworth Collection, after graduating she became assistant to Tim Procter, Head of Archives, spending some time on Network Rail's collection, and is now the NRM Archivist.

2: Katharine Maitland Young, nee Davidson, died on 15th October 1968.

3: Reginald Hackworth Young employed by English Electric in 1927, from 1938 by Woods of Colchester (joining the Royal Engineers in the war) and returning to Woods in 1945, joining the National College of Heating, Ventilating, Refrigeration & Fan Engineering from its inception in 1948 (Wind Tunnels, Axial Flow Fans and Lift Linkage), appointed in 1955 Chief Design and Development Engineer for Sturtevant Engineering Co Ltd. and finally in 1960 appointed Superintending Mechanical & Electrical Engineer at the War Office (which became the Ministry of Public Buildings & Works and then the Dept. of the Environment). He retired on 31st January 1971. He lobbied to bring the name of his great grandfather, Timothy Hackworth, to the notice of the public, which resulted in the Timothy Hackworth Museum being opened in 1975. He died on 19th October 1977 as a result of a car crash.

4: Thomas MacNay was in Hackworth's service for several years as clerk and draughtsman and subsequently became the Secretary of the S&DR.

NEWS AND EVENTS (OR STEAMING AHEAD TO 2025)

After a two-year break, The Institute of Railway Studies, a partnership between the National Railway Museum and the University of York, is pleased to announce a new seminar.
This will be held at the National Railway Museum, in the Duchess of Hamilton suite at 2.00-4.00pm on Monday 18 July 2022. The event is free, but ticketed. To get your ticket please visit: https://my.railwaymuseum.org.uk/0/305975. The papers will give a background to the Stockton & Darlington Railway Heritage Action Zone, reveal ongoing research into the place of the Stockton & Darlington Railway in the development of the railway station, and provide a behind the scenes look at the research underpinning the Station Hall refresh at the National Railway Museum. Our speakers include a representative from Historic England, researchers working on the Stockton & Darlington Railway proto-stations project, and one of our own PhD students.

Les Turnbull has published a new book entitled 'Recollections upon Stephenson's Stockton and Darlington Railway'. It is part of the Early Railways Collection by the Institute of Mining and Mechanical Engineers and is jointly published with the Newcastle Centre of the Stephenson Locomotive Society. It is available from The Common Room for £10.

A conservation management plan has been prepared for the Rail Heritage Quarter in Darlington by Archaeo-Environment on behalf of Darlington Borough Council. This outlines what is special about the RHQ and in consultation with other stakeholders on the site, produces an action plan designed to help conserve those special qualities. Not only have the Council agreed on the long-term management of the site, but so have Network Rail. A copy of this will soon be available on the Friends' web site.

Congratulations to Bradford who won the City of Culture bid for 2025. Hopefully, all attention can now be focussed on the national and international commemorations in 2025 celebrating the 200th anniversary of the opening of the Stockton & Darlington Railway and the start of the modern railway network.

On the downside, nowhere on the S&DR made it to the shortlist of potential headquarters for Great British Railways. It is perplexing that the home of the modern railway was overlooked from the short-list. Congratulations to York, Newcastle, Doncaster, Derby, Crewe and

Birmingham who did. If you would like to vote for anyone on the shortlist you can do so here: https://gbrtt.co.uk/hq-competition-public-vote/#shortlist

Our Education Project is getting back on track. Working with Historic England and colleagues at the Museums at Locomotion, North Road and Preston Park, we are now about to commission work to review, assesses and fact check existing education material for schools; talk to partner schools along the line about what information/materials they need to teach the inspiring storey of the S&DR; and finally to produce a range of materials which will be available amongst other places as downloads from our website both for local and further afield schools to use.

We have also had some preliminary discussions with the Tees Valley Music Service about collaborating on a railway themed music project with local schools in time for 2025. This might also include working with specialist musicians using authentic 19th century instruments to record the music played on the opening day in 1825.

Also on a musical theme, it will soon be possible to buy the new CD of railway music from Citizen Songwriters called 'Cradle of the Railways'. This will be on sale on the Friends' web site later this month and will help to raise funds for the Friends. You can find out more about this CD featuring familiar faces and voices and especially written songs recorded at Shildon's Railway Institute. Listen to samples here:
https://www.citizensongwriters.org/cradleoftherailways

The Caring for the S&DR Project (what we had originally called the Heritage Crime Project) consisting of the care and maintenance of the line and providing a mechanism to report fly tipping, illegal developments and trees which need felling is slowly getting off the ground. The methodology for recording has been agreed and workshops will take place over autumn/winter where people can be trained in reporting management issues.

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.

Any enquiries or to book a stall contact jraw2883@aol.com or 01388 663764.

Forrest Park, Newton Aycliffe (DM/22/01482/RM) it has been informally agreed with the developers and planners that a temporary path will be put in parallel to the S&DR mainline in time for 2025 which can form part of the proposed walking and cycling route. Permission to use it will be removed if in the future a rail access to the adjacent development plot is required. We have agreed to accept this situation.

Proposed solar panels at Myers Flatt (22/00213/FUL). The developers are reviewing the viability of the proposals in the light of our request to remove some areas of panels in order to limit the impact on the setting of the S&DR main line. The Council's highways officer has unfortunately requested a 4m high hedge to screen the site from the A1(M). This would obscure the view of the Myers Flat embankment and thus harm the setting of the S&DR, contrary to the policy in the Darlington Adopted Local Plan. Omitting areas of panels would remove the need for a hedge along the whole length. This has been drawn to the attention of the Planning Officer.

The Volunteer Strategy has finally been completed. It can be found on our web site under 'About Us'.

Construction of a new collections building for Locomotion in Shildon with associated access and landscaping was approved by planning committee on the 23rd June (DM/22/00717/FPA).

A planning application (DM/21/01954/FPA) to place glamping pods next to the Haggerleases branch line at Ramshaw has been approved.

The laying of the first rails for the Stockton and Darlington Railway in May 1822 was covered in the launch edition of a new online history magazine, which reports the news from 200 years ago as it was happening today, as well as books, magazines, websites, events, and programmes now relating to the 1820s. 200 Magazine will be following news about the railway's development and bicentenary in future editions. You can keep in touch with the magazine on Twitter at @200Magazine – there's a Facebook 200 Community – and the current and future editions can be found on this website - www.200livinghistory.info/ The magazine's inaugural edition also reported on famine in Ireland, pollution fears in South Wales, a meeting between Beethoven and Rossini, the doings of Madame Tussaud and Thomas Telford, and the re-building by the National Trust of Seaton Delaval Hall in Northumberland.

The demolition of the shopping centre and multi-storey car park on Stockton's High Street is now underway. The resulting landscaped area will overlook the river and the original terminus to the S&DR.

Julia Holberry Associates continue to develop an Activity Plan for volunteers/community along the 26 miles as part of our National Heritage Lottery bid with Darlington council.

Tricolour Associates are beginning their commission to look at how the S&DR along its full length can be managed and looked after post-2025 and for which we hope to play a major part.

The Friends (mostly our Chair) have been involved in both and these will feature in future Friends' meetings. We should be consulted on the draft reports in due course.

Eric Branse-Instone of Historic England continues his work to identify and designate for protection parts of the S&DR (the most recent being a major review of the first five miles including the Etherley and Brusselton Inclines). He is about to start site visits at the Stockton end of the line. We continue to work with Durham, Darlington and Stockton councils on the boundaries of an S&DR conservation area which will hopefully protect significant parts of the S&DR along with the development of a local list of historic S&DR buildings. Members will have received emails on much of this in recent months and you are encouraged to respond to these proposals. If you missed the recent consultations, they can be found here: https://www.sdr1825.org.uk/news/review-scheduled-sdr/

We continue to negotiate with Durham County Council for an annual grant to allow the Brusselton Incline Group to maintain the Incline in the fantastic condition they have brought it to, as well as a smaller area of land at the Masons Crossing. We are also hopeful that long term discussions over the former depot at Fighting Cocks will come to fruition very soon and allow us to take forward some significant restoration and interpretation works.

A museum is being put together about the life of William Henry Dixon and his brother Harry who were from that talented family of surveyors from Cockfield. William Henry was born in Cockfield in 1834, one of twelve children born to Michael Dixon and Elizabeth Wilks. He died in 1905 in Sacramento where he owned a 5400 acre ranch considered to be one of the best in California. The museum will be inside a barn that belonged to William and which is being restored by its current owners who contacted us for information via our web site. We look forward to hearing more about this American branch of the Dixon family and maybe a site visit?

The Friends' AGM is in October. We are keen to see more members volunteer to be Trustees or to hold an officer position. The more people who are active, the more the work is spread amongst us and the more we can do. Have a look at the list of posts on page 1 to see

what might interest you and if you'd like to talk about any of the positions, feel free to contact Niall Hammond at niall@aenvironment.co.uk.

AREA GROUP NEWS AND EVENTS

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

As part of the celebrations on 27th September, a Tuesday, there will be a walk along the former track bed from Phoenix Row to the remains of St. Helen's railway station. The walk starts at 10.20am (set off time) and is just under 2 miles. This year is the 150th anniversary of the William Peachey designed Station Master's House. As members of the Friends, you are invited by the current owners (George and Cindy) to attend an outside celebration in the grounds of their home. There is no charge, but for catering purposes, please let John Raw know if you intend coming at jraw2883@aol.com. The start time will be when the walkers arrive.

News from our Brusselton Incline Group (BIG)

BIG are teaming up with WASH (West Auckland and St Helen Auckland) and the Weardale Railway for an event at 43 Newgate Street in Bishop Auckland. This will be a railway display on the ground floor on Friday and Saturday 23rd /24th September. The display will be open from 10.00am both days.

BIG will have a display as part of FUN4ALL in Hackworth Park, Shildon on Saturday, 6th Saturday from 11.00 until 15.00. This event is arranged by Shildon Town Council.

News from our Fighting Cocks and Middleton St. George Group

The land transfer to the Friends and grant from PH Land was progressing at the site of the S&DR Coal and Lime Depot to the rear of the former Fighting Cocks Pub. Niall Hammond and Ross Chisholm had examined the documents from PH Land's solicitors and some discrepancies were noted. A more detailed examination of the land to be conveyed to the Friends will be carried out.

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

'The First Rail' Film

The premiere of the film 'The First Rail' took place on Monday 23 May 2022 at Stockton ARC. This date is significant, being 200 years to the day since the laying of the first rail of what was to become the Stockton & Darlington Railway took place, with great ceremony and celebration, in Stockton on Thursday 23 May 1822.

The film, an animation of approximately 20 mins duration, was written and produced by members of the Friends. The production team noticed some minor issues that require attention during the premiere. These will be addressed, hopefully by the end of July, after which the film will be available for showing to any societies, groups, etc who would be

interested. A decision on whether to make the film available publicly, for example, on YouTube is pending following discussions on the possibility of entering the film around the film festival circuit.

A special beer – 'First Rail Ale' - was brewed in support by Three Brothers Brewery of Stockton. A strong "Olde English Ale" in style, only five casks were produced. This delighted a number of 'beer tickers' in the Half Moon pub, on Darlington's Northgate, one Saturday afternoon, as they scored an extreme rarity with which to impress their fellow tickers.

Locomotion No 1 Model

An agreement has been developed (confirmation by all parties awaited) for ownership of the full-size model of Locomotion No 1 to be transferred from the University of Durham to the Friends. As an interim measure, arrangements are being put in place to remove the model from its current location within the former Durham University Stockton Campus for transfer to temporary storage within Stockton Borough Council.
The search goes on for premises suitable for being the longer-term base for the model and the refurbishment project itself.

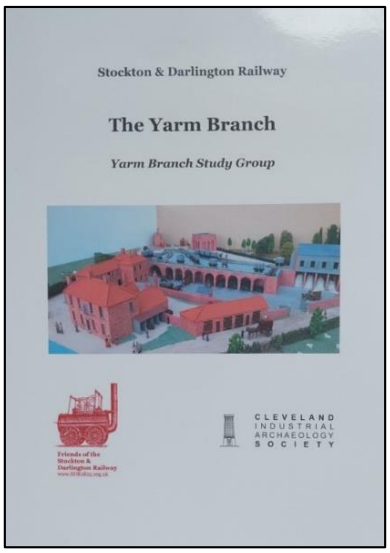
Locomotion No 1, in a very sorry condition, within the Durham University Stockton Campus

Stockton 197 – Celebrating the 197th Birthday of the S&DR – Saturday 24 September 2022

Following the success of the Stockton 196 event last year, Stockton Borough Council have asked that we repeat the event this year (and likely future years in the run-up to 2025. The focal point of the event will be a marquee in Stockton High Street housing a railway-themed market.
A slight change of location means that the marquee will be smaller than last year, leading to a reduction in the number of traders / exhibitors accommodated. As per today (July 2022) the marquee is fully populated, with the centre-piece being a large interactive "Thomas" model railway layout from the 'Sodor Appreciation Society'. Discussions with SBC regarding any peripheral events are ongoing.

Barry Thompson

New Book – 'S&DR - The Yarm Branch'



A culmination of three years of work by a number of us (who called ourselves the Yarm Branch Study Group), a new book is due out very soon giving a detailed history of the 1825 S&DR branch line that ran from the present-day Allens West station to the present-day Cleveland Bay.

Produced in partnership with the Cleveland Industrial Archaeology Society (CIAS) the 120-page book will retail at a cover price of £15 and will soon be available via the Friends, at Friends' events, via the Friends' web site and (hopefully) via local bookshops.

Copies will also be available at a book 'launch night', arranged, for Wednesday 27 July 2022 at the Cleveland Bay, starting at 6.30 pm. All are welcome.

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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.

 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 2nd December 2022.**

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