

Gentlemen,
I write to inform you of an accident that happened to my wife Elizabeth Farms on the 12th October 1833 on the railway by a piece of timber falling on her by which her leg was broken. She happened on that day to bring my dinner when the timber was unloaded. Dr Strother has brought me a bill which I am unable to pay. I here solicit your kindness to contribute something on my behalf to enable me to pay it.

Gentlemen,
I had a number of sheep in a field near the Darlington Railway on Tuesday 12th October. They were seen that day by one of the drivers and they were all right. During the night they strayed out and got onto the railway either through the Company's fences or through the Bowesfield Lane Gate which ought to have been shut, and three of them were killed by an engine. Their value is fifteen shillings each.

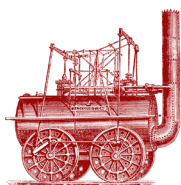
1831 William Moorhead
used to let No. 9 Engine
but kept the engine
for four miles. The
horse drivers to be fined 5/- each by order of
Edward Pease."

"This line of road does not (as frequently the case with similar undertakings) interfere with the recreation of any gentlemen, in any great nuisance will be substituted for carts and horses."

The owner of Preston Hall [Now Preston Park Museum and Grounds] "famously complained that live cinders from the Stockton and Darlington Railway were setting fire to his trees in Preston Park. Preferring more traditional modes of transport, he was often seen trotting about the town on a pony."

How did the Stockton and Darlington Railway change my Local Area and People's Lives?

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**Friends of the
Stockton &
Darlington Railway**
www.SDR1825.org.uk



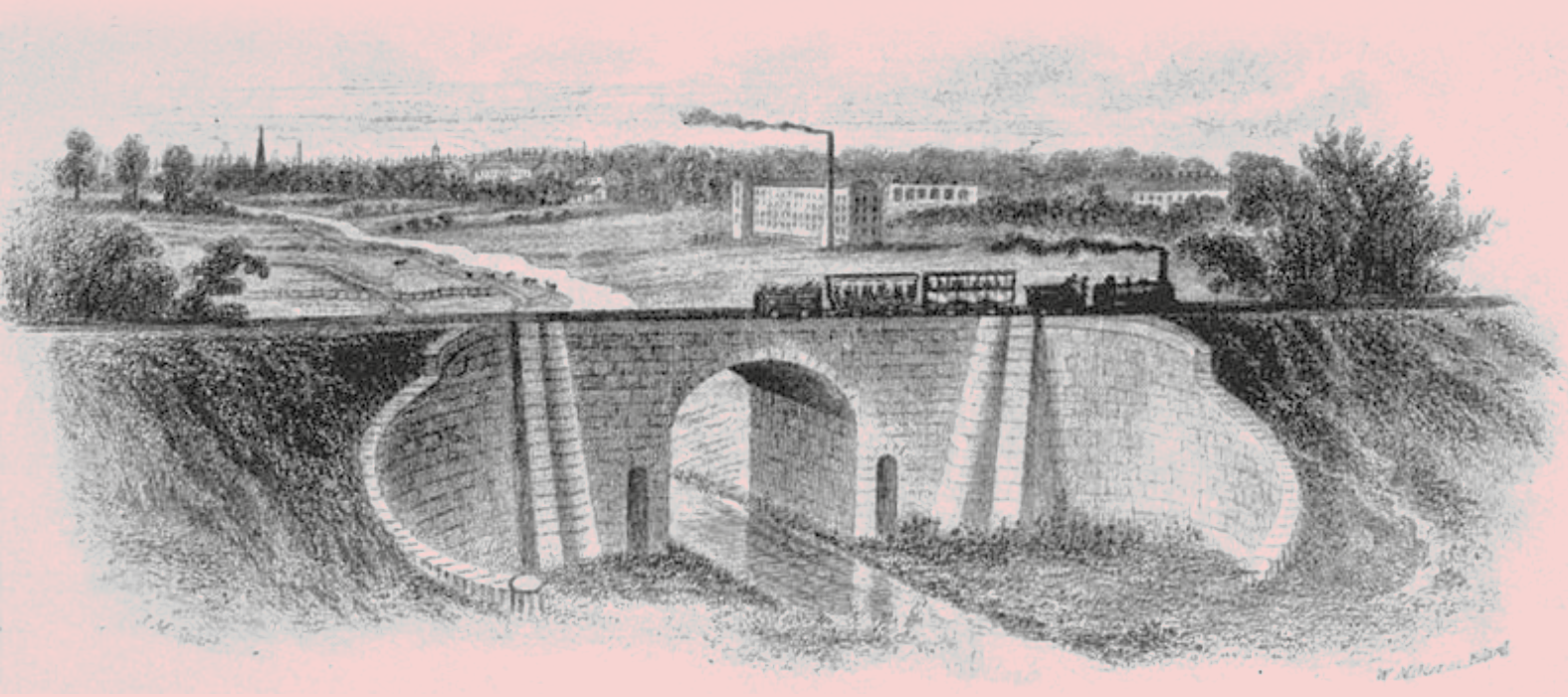
Heritage **Action** Zone



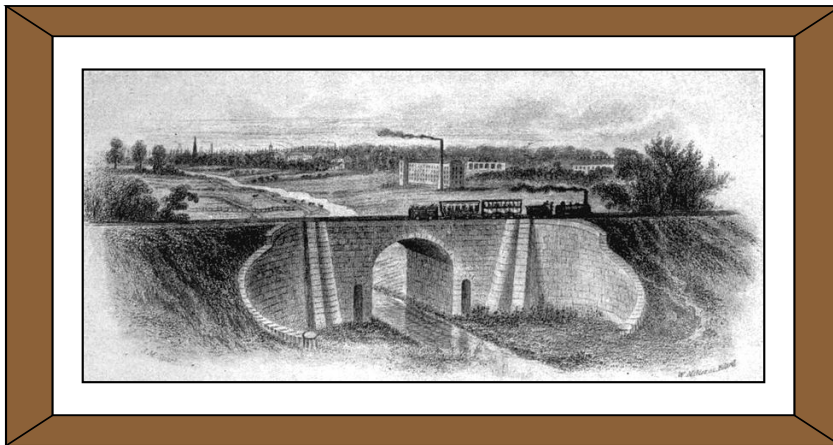
LOCOMOTION

Places in my Local Area

- Use the **Google Earth Tour** to find out how close the original Stockton & Darlington Railway route ran to your local area. Can you see how the railway, built 200 years ago, still affects the landscape today? Which parts of the original line are still being used as a railway?
- Use **these booklets**¹ to find out which railway features existed or can still be seen or even travelled on nearby.
- On the following pages are some local examples:



Evidence



What does this tell us about how the S&DR affected the area?

Skerne Bridge across the River Skerne in Darlington was built in 1825 for the Stockton and Darlington Railway. Trains still use the bridge today, which means that it is the oldest railway bridge in the world still in use. It was used for the first time on opening day, 27th September 1825. The first sketch² by Revd John Skinner shows the bridge as it was originally built. It was so heavily used that in 1829 curved walls were built to help strengthen the embankments, as can be seen in the second drawing³. Does the bridge look any different today?

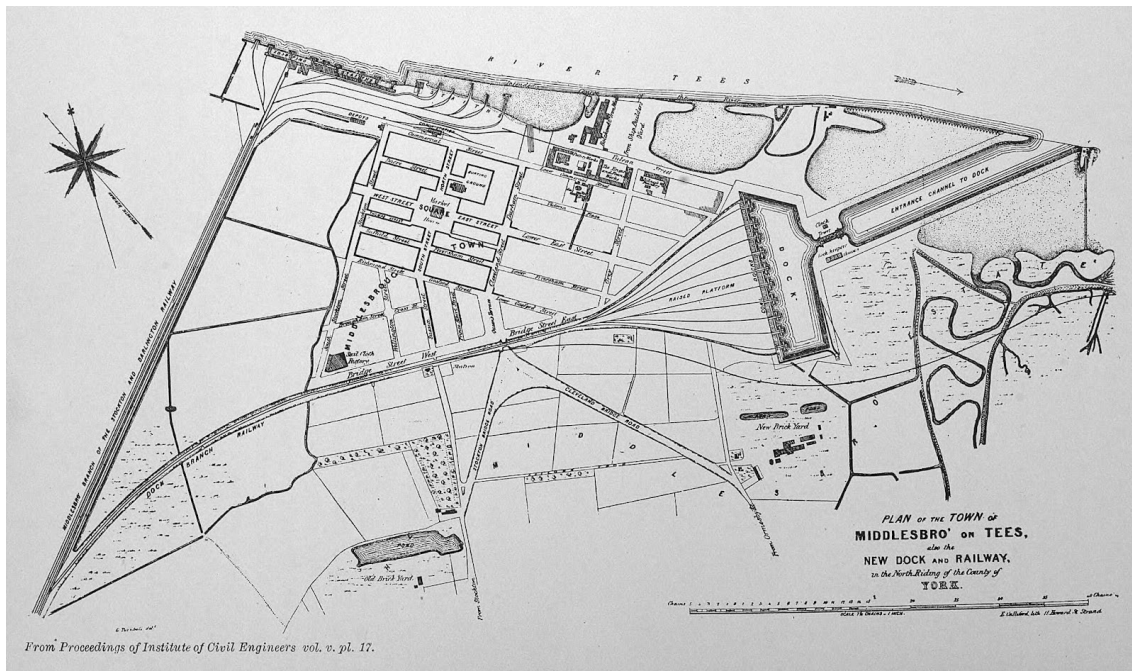
Evidence



What does this tell us about how the S&DR affected the area?

Shildon was the first railway settlement, a place where people moved to so that they could work on the railway and in the workshops. Kilburn's Warehouse, shown in this photo and also known as Soho Shed, is the oldest surviving building in Shildon. The starting point for the locomotive-powered part of the route of the S&DR on opening day was at Shildon. Before that, the train had been pulled by horses or controlled by stationary engines up and down the inclines. Workshops were built here just after the opening of the S&DR and the wagon works were in use until 1984.

Evidence



“Middlesbrough came into being after the Stockton and Darlington Railway was extended east of Stockton in 1830 to a site where Joseph Pease had acquired land to develop a new coal-exporting port; it was the first planned town in England to owe its existence to a railway. The town was laid out on a regular grid on a site of 32 acres (13 hectares) alongside the new port.”⁵

What does this tell us about how the S&DR affected the area?

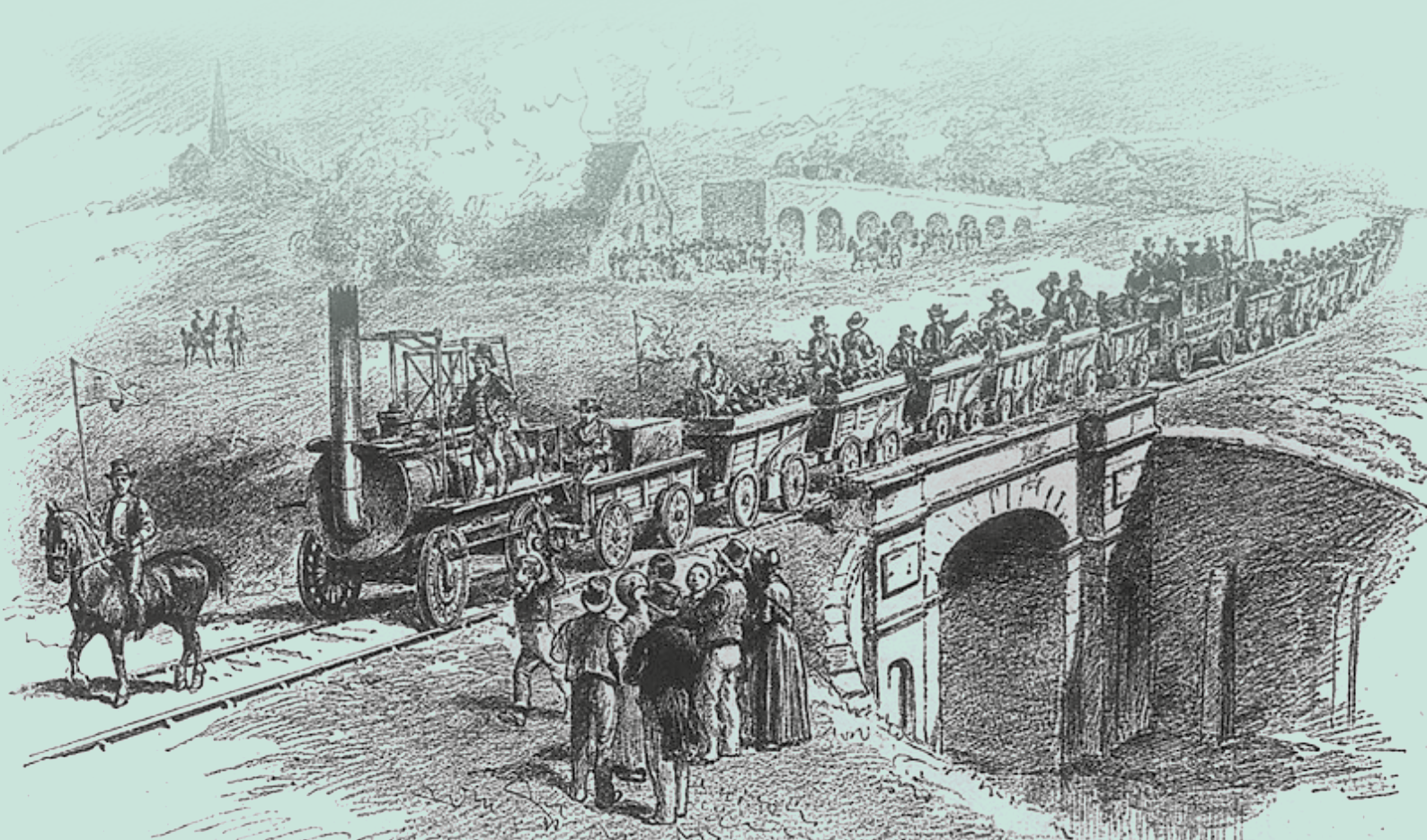
This is a ‘Plan of the Town of Middlesbro’ on Tees; also the new dock and railway in the North Riding of the County of York’.⁴

Middlesbrough was closer to the sea than Stockton, and so it was easier to transport large quantities of coal, iron and other products from there to London and elsewhere.

People

Look at the following pieces of evidence.

- What does the evidence tell us about how the S&DR affected people's lives?
- Were the effects the same for everyone and in all areas or were there differences?
- Can you identify some of the groups of people who were affected by the railway? (e.g. people who worked on the railway, people who were in charge, people who lived nearby, people who lived elsewhere in the country, etc). Which pieces of evidence are linked to which group you have identified? How were these different people affected?
- Can you think of any other positive or negative effects of the railway?



Evidence

This line of road does not (as is frequently the case with similar undertakings) interfere with the residence of any gentlemen, in any part of it. A great nuisance will be removed from the Roads in this part of the Country, by substituting for the numerous one-horse carts and carrying horses, which now infest them

What does this tell us about how the S&DR affected people's lives?

These observations, written for Parliament in 1821, aim to persuade them to give permission for the new railway⁶. It states that the railway, by removing the need for as many people to travel by horse, will help to make the road less busy and more efficient without passing directly through people's homes.

Evidence

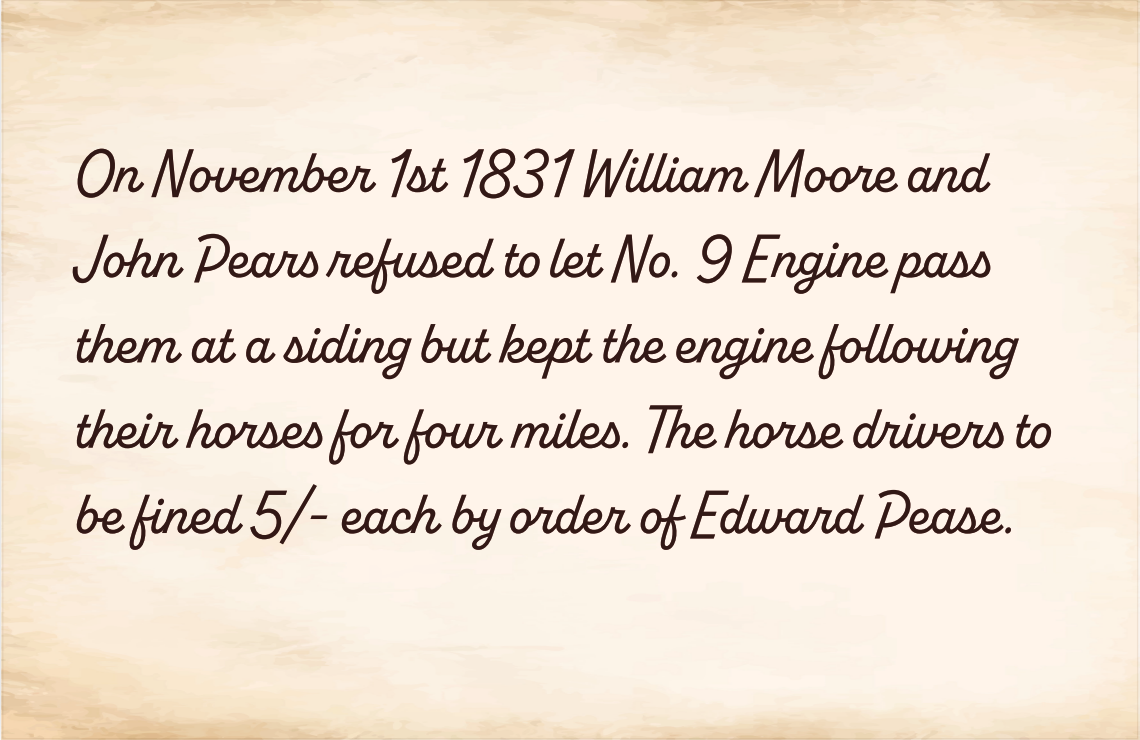
Gentlemen,

I had a number of sheep in a field... near the Darlington Railway on Tuesday 28th November. They were seen that day by one of the Sudleys' men and they were all right. During the night they had strayed out and got onto the railway either through the Company's fences or through the Bowesfield Lane Gate which ought to have been shut, and three of them were killed by an engine. Their value is fifteen shillings each..

What does this tell us about how the S&DR affected people's lives?

This letter⁷ shows that the railway caused some disruption to local farmers, and that animals straying onto the line could be a cause of delays to the trains, even in the 19th century! This farmer wanted to be compensated for the loss of his sheep.

Evidence



On November 1st 1831 William Moore and John Pears refused to let No. 9 Engine pass them at a siding but kept the engine following their horses for four miles. The horse drivers to be fined 5/- each by order of Edward Pease.

What does this tell us about how the S&DR affected people's lives?

This report⁸ is one of several which shows that there were sometimes problems between workers on the railway, particularly the horse drivers and locomotive drivers, prior to 1833 when the railway became solely powered by locomotives.

Evidence

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What does this tell us about how the S&DR affected people's lives?

This letter⁹ was written by a man who worked on the railway. It shows that the railway created jobs, but could sometimes be a dangerous place to work.

Evidence

The owner of Preston Hall [Now Preston Park Museum and Grounds] “famously complained that live cinders from the Stockton and Darlington Railway were setting fire to his trees in Preston Park. Preferring more traditional modes of transport, he was often seen trotting about the town on a pony.”

What does this tell us about how the S&DR affected people's lives?

The railway passed along the edge of Preston Park and may have caused some damage to trees¹⁰. This shows that not all local landowners were pleased about the railway.

Evidence

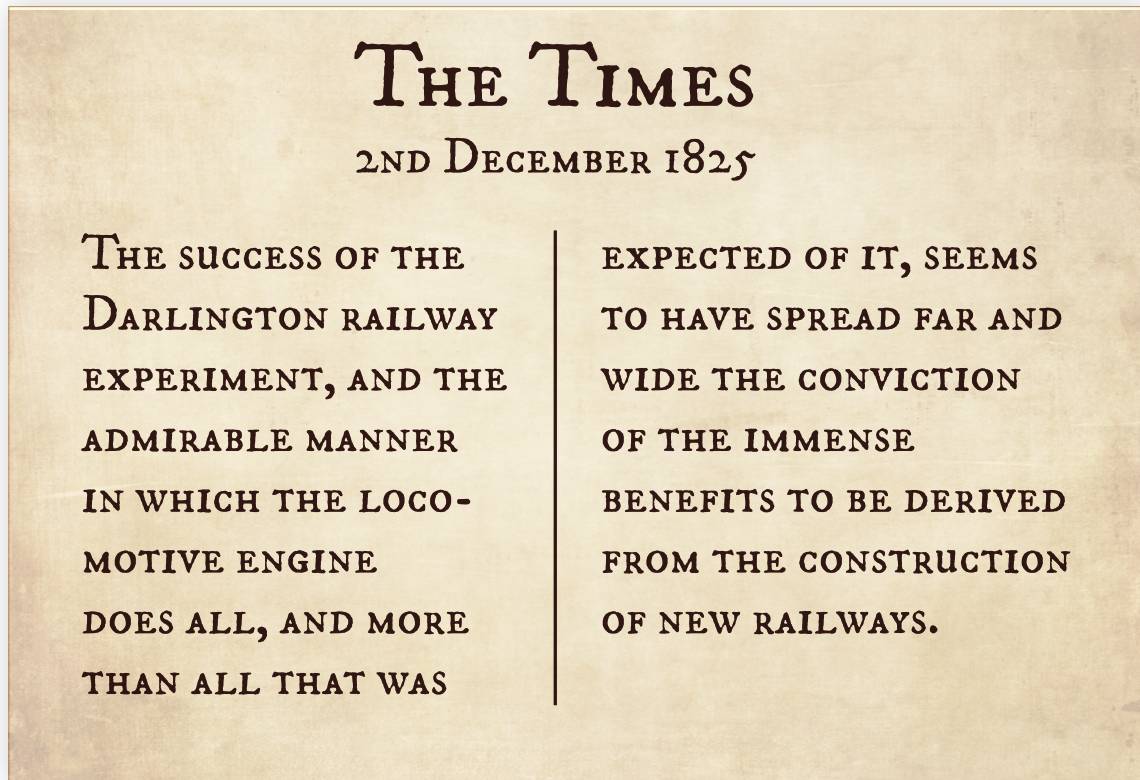


11

What does this tell us about how the S&DR affected people's lives?

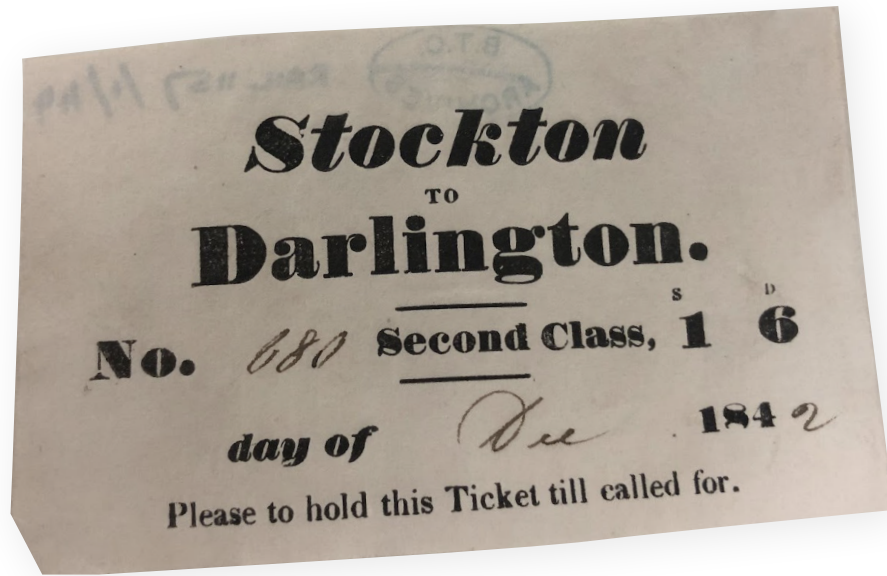
When designing the S&DR, George Stephenson decided on the width of the track (4 feet, 8.5 inches). This became the standard gauge for railways around the world. It is still used today. The S&DR was very successful and made George Stephenson famous. Many portraits were painted of him and statues built. Following his work on this railway, he was next asked to design the Liverpool to Manchester Railway line, the world's first intercity railway.

Evidence



What does this tell us about how the S&DR affected people's lives?

This newspaper article¹², published only a few months after the opening of the S&DR, shows that the railway was a success beyond expectation and that people all over the world were interested in the new developments. Engineers and promoters from around the UK, America and France came to the opening ceremony in 1825.



Railways also affected people across the country (and later the world) in many different ways.

- The railway was a great success and quickly spread into a big network
- People were able to travel around more easily
- Goods could be transported more easily

The easier movement of people and goods meant that:

- Cities and towns grew bigger, especially where the railway, its associated industries and nearby factories provided work
- People could meet and mix with people from other areas. They could travel to work by train, go on day trips or take holidays
- Coal could be transported more cheaply to be used as fuel
- Fresh food like dairy products, vegetables and fish could be sent anywhere in the country
- There was a quicker postal service and distribution of newspapers
- Britain introduced a standard time across the country so that railway timetables could be better coordinated
- National sports competitions could be set up

1. <https://www.sdr1825.org.uk/publications-research/walks-booklets-self-guided/walks-booklets/>
 2. Revd John Skinner (1772-1839), Public domain, via Wikimedia Commons
 3. J.M. Sparkes & W. Miller, Public domain, via Wikimedia Commons
 4. W.W. Tomlinson, *The North Eastern Railway: Its Rise and Development*, 1915, p. 436.
 5. <https://www.britannica.com/place/Middlesbrough-and-unitary-authority-England>
 6. The National Archives, In Parliament, Session 1821, Darlington to Stockton Rail-way, Observations, p. 2, RAIL 1075/199 Stockton and Darlington Railway - with map - prospectus and reprint.
 7. The National Archives, RAIL 667/1059 Letters etc. of social interest.
 8. The National Archives, RAIL 667/427 Notes of incidents connected with the Stockton & Darlington Railway.
 9. The National Archives, RAIL 667/1059 Letters etc. of social interest.
 10. Preston Park Museum and Grounds interpretation panel, <https://prestonparkmuseum.co.uk/galleries/>
 11. cc by-nc George Stephenson (1781-1848), unknown artist, photo credit: Chesterfield Museum and Art Gallery
 12. The Times 2nd December 1825
 13. The National Archives, Sheets of Tickets Stockton to Darlington, RAIL 1157/1 Collection of items used by W.W. Tomlinson for compiling and illustrating "The North Eastern Railway; Its Rise and Development", 44.
- "All letter backgrounds Designed by Freepik"