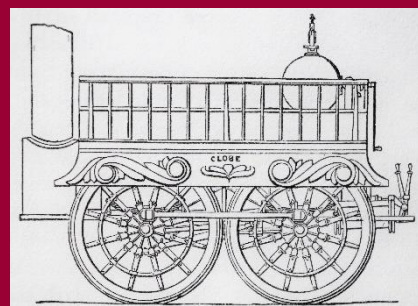


# The Globe

The Journal of the Friends of the Stockton & Darlington Railway



Issue 19

December 2022

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Friends' meetings are held on the first Thursday of every month (except January and August and the AGM in October is usually a Saturday). 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 (you should have been given a password when you joined) <https://www.sdr1825.org.uk/>

Cover photo: *The accommodation bridge at Brusselton in the snow by Mark Ingleby*



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



Dear Friends,

With realistically a little over two years of planning and preparation to go before the start of 2025 when we hope to welcome a national and international audience to the area, time is becoming very much of the essence. I recall when we began the Friends project, that with ten years available, we felt that was surely enough time to conserve structures, create venues and put in interpretation and education (bearing I mind it only took seven years to get two acts of parliament and build the S&DR in the first place!). The activity and enthusiasm which can be seen from the articles in this edition of The Globe is testimony to how far we have come and

how much is going on, but we can't afford to relax. Work on the new and enlarged museums at North Road and Shildon is well on track, negotiations with landowners are underway for the best walking/cycling route and we have designed and agreed interpretation ready to go. Some funding is in place, and we have high hopes for substantial additional funding from National Lottery Heritage Fund, Levelling Up Fund and others early in the New Year. We have an excellent partnership with local authorities, NRM, Historic England and others and a developing working relationship with Network Rail and many industry partners (see the giant Hackworth mural at AV Dawson elsewhere in this issue!). There are therefore lots of positives to focus on.









As ever these are balanced by areas with little progress or where opportunities are not being taken. Although we are in regular correspondence with the owner and statutory powers over the future of Heighington Station, it still remains an empty shell at risk from vandalism. Listed at Grade II, this is perhaps the world's oldest purpose-built track side passenger facility and is of crucial importance to both railway history and our own aspirations as a key site on the walking/cycling route. Its future will be high on our agenda this coming year. Elsewhere, while we value the good works and support of colleagues in planning departments across the area, we feel opportunities are being missed to use specific S&DR policies in local plans to push developers to do the best for the S&DR (see the open letter later in this edition of the Globe). This not only results in harm to heritage significance but also to the quality of the experience of the many thousands of visitors we hope will make use of the walking/cycling route and the economic benefits that come with overnight stays and eating out in cafes and pubs. Unless we protect and enhance the S&DR along its length then the shining jewels of the new museums will be strung not on a silver chain, but a frayed and broken cord.

As it's Christmas I must finish on a positive note, my own feelings are, that despite much still to be done, there is a fantastic amount being achieved and next year I'm sure will be happy and hopefully prosperous for the S&DR as it I hope it is for all of our members, readers and supporters.

*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.

## JOHN WIGHT: IRON FOUNDER TO THE S&DR

*Clare Abbott (née Wight)*

John Wight (1764-1835) was born in the hamlet of Birgham, parish of Eccles, Berwickshire to William Wight and Janet Shiel. In common with most other fathers, William's occupation was not given in the register of baptisms which probably means he was a farm labourer. John was an only child and well educated. He became a clerk in the offices of the New Deptford works at Gateshead offices of Hawks & Co, iron merchants, where his diligence was noted.<sup>1</sup>

He was appointed manager at Lumley Forge and Salmon Fishery, near Chester-le-Street in County Durham, which was leased from the Earl of Scarbrough by Hawkes. This was circa 1780, when John was barely 16 (ibid), but there is other evidence it was about 1788, which makes more sense.<sup>2</sup> The fishery was never financially viable after the first few years and lost £200 a year; John was able to negotiate an early release from that part of the arrangement.<sup>3</sup>

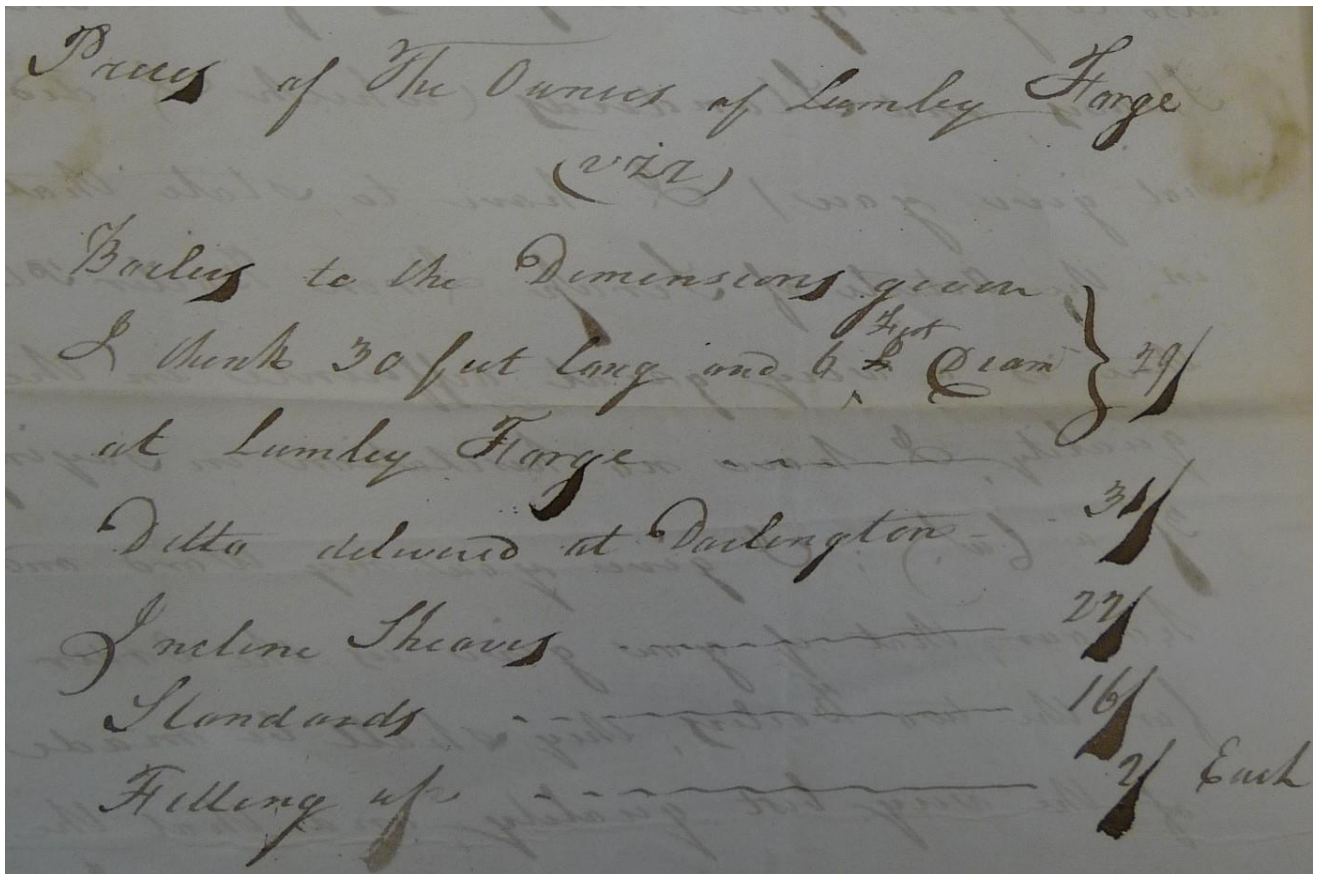
At Lumley Forge scrap iron was used to make nails, anvils, shovels, chains and bar iron.<sup>4</sup> In 1825 John started to make parts for the S&DR. At first this was switches (points) and wheel axles<sup>5</sup> but eventually he remodelled the boiler for the *Royal George* from one which had been on the *Chittapratt*. A fire broke out in the joinery workshop early one morning in June 1827, destroying some wooden patterns intended for casting parts for the Railway.<sup>6</sup> This was delayed while new ones were made, an expensive business.

In 1827 John quoted for supplying two boilers, measuring 30 feet x 6 feet,<sup>7</sup> which were to provide power to haul coal wagons up the inclines at Etherley and Brusselton. He also quoted for 'incline sheaves' (the pulley wheels at the top of the inclines) and for 'standards', (the definition of which has not yet been identified with certainty). He trimmed the quotations for the boilers from the 33/6d he would usually charge to 32/- and then to 29/- each, delivery at Darlington (which included at least two turnpikes) 3/- extra. John wrote that there was so much competition in the iron trade that 'except I go lower than I can possibly afford I will not get them.'<sup>8</sup>

He did get the order as on the reverse of his last quotation (sent to Mr Otley at the S&DR offices) is written 'Lumley Forge proposal accepted for boilers'.<sup>9</sup>

The Forge had to close some time about 1829-30, it is said because the Countess of Scarborough did not like the noise. After a lifetime of struggle in the iron trade, John became a grocer, went bankrupt and died soon afterwards in 1835.<sup>10</sup>

John and his wife Eleanor Pringle had eleven children; his descendants span the world from South America to New Zealand.



An extract from one of John Wight's letters held in The National Archive showing costings to the S&DR

#### Notes

1. *The Monthly Chronicle of North Country Lore and Legend* 1887 pp 29-30
- 2-3, 5, 7-9 Letters from John are in the National Archives at RAIL 667/947 and RAIL 667/988
4. Parson and White 1828 *History and Gazetteer of Durham and Northumberland* under Lumley (Little)
6. *York Herald* 23 Jun 1827
10. Various newspaper reports e.g., *Perry's Bankrupt Gazette* 29 Mar 1834 *Durham Chronicle* 30 Jan 1835

## **FROM THE ARCHIVES 1: From the papers of Leonard Raisbeck dated 13 July 1830**

*The Leonard Raisbeck Archive contains some of the earliest, never-seen-before papers from the dawn of the Stockton and Darlington Railway (S&DR) and documents the life and work of Leonard Raisbeck, one of the S&DR's solicitors, who contributed to the early development of the line. The catalogue will be published online in April 2023.'*

### Copy Report of the Committee of the Stockton and Darlington Railway Company

In presenting to the General Meeting of the Proprietors of the S & D Railway the Annual Report of your committee, they have the satisfaction of congratulating their fellow proprietors on the advancing prosperity of the concern.

Your committee would endeavour in the first place as briefly as possible to lay before the company an account of the present state of your works. Since last year the main line has had constant attention not only has the whole extent been well and thoroughly repaired but by additional sidings, by extension of others, and by the removal of lighter Rails and wooden blocks and the substitution of Stronger Rails and Stone Blocks and by the planting and protecting of the Embankments and Slopes, great and permanent improvements have been made. A large quantity of excellent Ballast has also been applied in different parts so that your committee may safely assert that the whole Road is in a most satisfactory condition, the same remarks will in many respects also apply to the different branches connected with the main line.

Of the works remaining unfinished at the time of the last Annual General Meeting, your committee have to observe that the Haggerleases branch Railway has been completed to within a mile of its termination & was opened to the public on the 1st of May, a considerable traffic already exists on that portion of the line and your committee hope to see the whole finished by about the beginning of Oct'r. The Croft Branch Railway has also been completed, it was opened to the public on the 27th of Oct'r. last and the returns accompanying this report will shew that it promises to realize the anticipations formed of its being a valuable acquisition to your undertaking. The Middlesbro' Branch Railway has also had the best attention of your Committee – many obstacles have arisen and retarded its completion, but as these have been successively surmounted, and the works are now advancing with all possible dispatch, your Committee venture to anticipate its being opened for public traffic before the expiration of the present year. An earlier period might possibly be looked at but your Committee would avoid holding out any unjustifiable expectations of the earlier accomplishment of a part of your undertaking which appears fraught with important consequences to all parties interested such portions of the work as are most likely to delay the opening of the Branch have received the special consideration of your Committee.

Your committee have already alluded to the Returns appended to this report. They exhibit an increase of 4314 tons over the last year of coals carried on the Railway for land sale on every part of the Line there has been a portion of such increase, Save at Yarm.

The quantity of Coal exported has greatly augmented as will be seen from a comparison of 1829 – 1830 with 1828 – 1829 and your Committee cannot entertain a doubt but that At Stockton and particularly on the opening of the Branch Railway to Middlesbro' a still greater increase will take place.

Although it has ever been your committee's anxious wish to render every additional facility which the increase of business already alluded to has appeared to require it cannot be concealed that the most prompt and unwearied exertions on the part of your committee have failed in giving such facilities as the rapidly increasing trade in the export of Coal has required. Your committee are however Sanguine that in a short time means will be provided calculated to ensure satisfactory results to all parties - Amongst these a gradual approximation to a double line of railway and a more efficient regulation of the travelling on the line are obvious resources, so important a subject necessarily has due weight with your committee.

Under the head lime and stones, a considerable increase in quantity is apparent, it is however in Stone only, that this increase has taken place. The amount of Revenue from Merchandize and Coaches has varied but little, from the receipt of the former years.

The statement presented of the company's affairs is the result of constant care to keep the accounts so as to distinguish between the current expenses of the concern and the charges



consequent upon the works now in hand and uncompleted. The result shews a balance of profit amounting to 5539£, under these circumstances your committee would venture to recommend the payment of 5£ per share as a dividend on the 1st day of January 1831.

#### Abstract of Accounts

##### Income from Tonnage & c

On	147,570 Tons of Coals	£20,951.06.11
On	12,680 Tons of Lime & Stones	£797.00.10
On	11,589 Tons of Merchandize, Lead & c	£1,227.04.11
On	Coals	£413.06.09
Rents		£338.10.06
		£23,727.09.11
	Deduct Outgoings	£18,188.03.01
	Surplus Income	£5,539.06.10

##### Outgoings

Haulage	£5,474.10.11
Repairs of Locomotive Engines	£348.07.01
Repairs of permanent Engines	£408.10.02
Repairs of waggons	£795.08.09
Repairing mainline & Branches	£4,093.16.09
Agents Salaries, Taxes, & c & c	£1,820.09.02
Interest & c	£5,247.00.03
	£18,188.03.01

Signed on behalf of the Committee

*J Pease Jun'r*

Railway Office

7 Mo: (July) 13 – 1830

*Transcribed on behalf of the National Railway Museum, York by P Bainbridge – August 2022*

#### HACKWORTH THE HIDDEN HERO IS UNVEILED



**A.V. DAWSON**  
ROAD ▲ RAIL ► LAND ▼ SEA

AV Dawson, owner and operator of Port of Middlesbrough has unveiled a 200-metre square mural to celebrate the birthplace of modern Middlesbrough and to showcase its 190-year history and its rich rail heritage.

The mural, entitled 'Hidden Hero', features Timothy Hackworth, the rail pioneer who designed the original coal export staiths at Port Darlington - now known as Port of Middlesbrough - as well as designing the first locomotive to deliver cargo to the port – which was named "Globe." Hackworth was pivotal to the original development of Port of Middlesbrough, the growth of Middlesbrough town and the evolution of the railway across the world.

The commemorative mural, which was unveiled by Jane Hackworth-Young, the great-great granddaughter of Hackworth, has been painted onto an external, gable end wall, adjacent to The Staiths - AV Dawson's new head office at Port of Middlesbrough.



*The commemorative mural. Photo courtesy of AV Dawson.*

Jane Hackworth-Young said: "I am delighted my great-great grandfather, Timothy Hackworth, is being recognised in Middlesbrough.

"As Superintendent Engineer of the Stockton & Darlington Railway, (S&DR) he designed and built the Middlesbrough staiths, which extended the railway by 4 miles.

"His locomotive 'Globe', built to carry passengers, ran on that day and during its working life attained a speed of 50 miles per hour.

"This is the first of the celebrations leading up to the bi-centenary of the S&DR in 2025, and I would like to thank AV Dawson for organising this event, reminding us of the history of the town and for its contribution to the work of the local area."

The unveiling was also attended by AV Dawson's managing director, Gary Dawson and Lewis Hobson, of Durham Spray Paints - the local artist that AV Dawson had commissioned to paint the mural.

The event was watched by rail, history and art enthusiasts, local press and AV Dawson colleagues.

Gary Dawson, managing director of AV Dawson said: "We wanted to commemorate this great story and showcase the history and rail heritage of Port of Middlesbrough.

"This site underpinned the economic development of the new industrial town and can therefore lay claim as the birthplace of modern Middlesbrough.



“We also wanted to celebrate a hidden hero of the story – Hackworth was a modest man and was often overshadowed by better known characters in the region’s industrial history.

“Producing this mural was also a fantastic opportunity to celebrate our region’s art community. We engaged with the Northern School of Art and also Arts Council England’s Borderlands Creative People & Places, who provided some funding towards the project which enabled us to undertake some school engagement work we were keen to do. We conducted an extensive tender process to find a local artist for the project and were inundated with some incredible ideas – which illustrated the strength of the art sector in region.

Lewis Hobson, the artist who was commissioned to design and paint the mural said: “This mural is dedicated to a true northern genius. It follows the thread of imagination through his technical drawings to the stories sparking the beginnings of the Middlesbrough we know today.

“By collaborating with researchers, AV Dawson has traced Port of Middlesbrough’s place at the forefront of innovation in the rail and shipping industry, right through to today. We want to use this story to inform, inspire and spark the imagination of the potential geniuses of tomorrow.”

Port of Middlesbrough’s history can be traced back to 1830, when an extension of the Stockton & Darlington Railway, the Middlesbrough Branch Line, was opened to deliver coal from the Durham coalfields to the new coal export staiths located on the River Tees in Middlesbrough. At the time, the site was named Port Darlington, but from this point onwards, the town and local industry grew rapidly. The area became known as Middlesbrough and the port as Port of Middlesbrough.

Alongside a 10.7 metre portrait of Hackworth, the mural illustrates the 1830 opening of the port, when the first train bound for Port Darlington left Darlington at 10am on 27 December 1830, pulled by The Globe locomotive. Local dignitaries and special guests sat in converted cargo wagons and wore specially struck medals on blue ribbons around their necks, although the most precious passenger was a 3.5 tonne lump of coal. As Hackworth’s staiths dropped the coal into the ‘Sunniside’ ship, Francis Mewburn, the railway solicitor, toasted the success of the enterprise, along with 600 banqueters on the quayside.

The mural is just one of the many projects that AV Dawson has embarked on to showcase the port’s history. The business has worked closely with local historians and researchers to develop the first detailed historical timeline of Port of Middlesbrough, which is displayed within The Staiths.

## **UPDATE ON S&DR HERITAGE ACTION ZONE ACTIVITIES**

*By Richie Starrs, Heritage Action Zone Officer*

The Friends continue to deliver a broad programme of projects and activities with the support from the Historic England Regional Capacity Building Grant. How the S&DR is cared for now and in the future is a high priority within the grant. Training sessions have been held with volunteers on surveying and reporting issues along the line, with a reporting page now live on the [FSDR website called Caring for the S&DR](#).<sup>1</sup>

The Friends have also been working hard with a specialist Educational Consultant and the three Museum sites in the development of a suite of S&DR learning materials. The

consultants worked with both teachers and pupils and Copeland Road and Timothy Hackworth Primary Schools to test and develop ideas. We are really excited to see to final products which will allow us to roll out and share high quality S&DR learning material with schools along the whole of the line.

The Historic England Grant has also enabled the Friends to undertake further research on the S&DR. The Walking the Line project has seen volunteers supporting the development of the Haggerleases Branch Line Audit, just one of a series of S&DR audits with the Black Boy Branch study to be developed in the new year. The Quaker Research Study is an ongoing study and is being led by Alan Townsend. This aims to help us understand the importance of the Quaker community to the S&DR and the industry and social fabric of Darlington. Alan led a workshop at the Darlington Quaker meeting house which was attended by 24 people. A further workshop is scheduled for 11th of February with a written report to follow.

The grant funding has also supported the Friends in the delivery of a wide range of anniversary events and outreach activities. Over the course of the last two and a half years the Friends have engaged with almost 3000 event attendees and continued to raise the profile and champion the S&DR across County Durham and the Tees Valley.

Sadly, the Historic England Grant period ends at the end of March 2023. The Friends have done a huge amount of work to ensure that the outputs have exceeded expectations. We are incredibly hopeful that the legacy of the Historic England grant programme will be seen as just the beginning. Darlington Borough Council are currently awaiting a decision from the National Lottery Heritage Fund on a submission which includes significant resources to continue and further develop community engagement and volunteer support across the whole of the 26 miles. The decision is expected in January; here's hoping to good S&DR news in the New Year!

#### Notes

1. <https://www.sdr1825.org.uk/caring-for-the-sdr/>

## **JANE ELIZABETH HOLMES 1838 - 1863**

### **POET, AUTHOR, GRANDDAUGHTER OF TIMOTHY HACKWORTH**

*By Trev Teasdel*

*"Though Esther was as wild and free  
As light wind sweeping o'er the lea,  
Her mind had been improved with care,  
And to its natural powers - as rare"*

Extract from 'Esther' by Jane Elizabeth Holmes p22

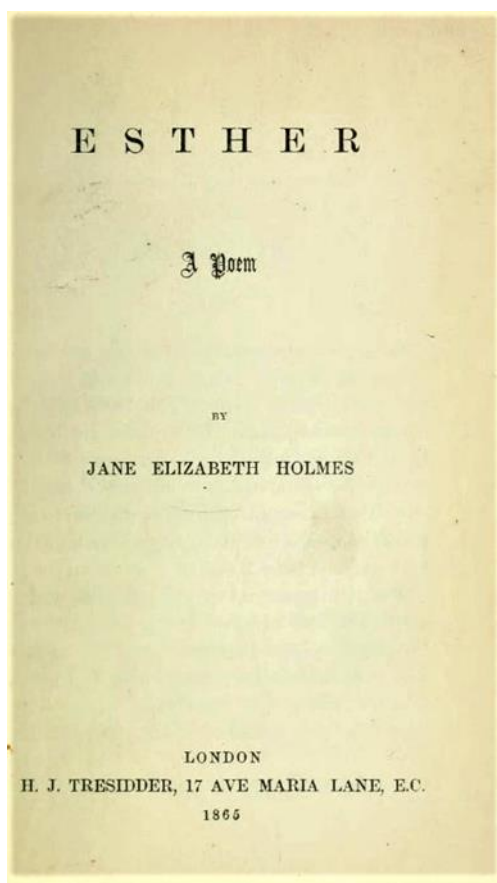
Jane Elizabeth Holmes, a granddaughter to Timothy and Jane Hackworth, was often to be seen in Shildon where she lived for a while. Her story is sad and brief but not without literary honour, and although Jane doesn't mention the railways in her literary work, she is an undiscovered Lakeland Poet writing at a time when women were overlooked as writers. Like the Lakeland literary set, she captures the rapidly changing times in her writing:

*"Can English hearts be growing cold,  
That now 'tis thought a fashion old,*

*Unfit for stirring times like these,  
When bustling haste seems best to please."* p33

Like Coleridge and Southey, she wasn't born in the Lakes, but she was schooled in Penrith and her beautiful and intelligent epic poem *Esther* was set in Ullswater, around Aria Falls and Lyulph Tower where Wordsworth found inspiration for both *Daffodils* and *The Somnambulist* (*The Sleepwalker*), the latter which she references in her poem.

In the 1840's, Prudence Nightingale (5th child of Timothy and Jane Hackworth) ran her own school in Penrith, a Seminary for Young Ladies - and it is here that Jane Elizabeth Holmes went to school from the age of 5 to 8. Pooley Bridge and Ullswater was only 5 miles from Penrith, and Jane captures the essence and natural detail of Ullswater in her later romantic epic.



Jane's mother was Elizabeth Hackworth, (the third child of Timothy and Jane Hackworth); she married Benjamin Holmes in 1837 and settled in Leeds where he was a linen merchant. The couple had four children and Jane was the eldest and the youngest was Samuel Holmes, an engineer, cousin and correspondent of Robert Young who wrote *Timothy Hackworth -and the Locomotive*.<sup>1</sup>

Her father died in 1847 from Phthisis (TB) and the family returned to Soho Cottage in Shildon to stay with Timothy Hackworth and his wife. Timothy died in 1850 and Jane in 1852 and so Elizabeth and family went to live with Prudence (who had to give up the school) and rented a farm in Heighington in Co Durham.<sup>2</sup>

We are told that "*Jane's temper was naturally sweet and her manners gentle and graceful, adorned as they were by the higher excellences of Christian holiness which rendered her greatly endeared and universally beloved.*"

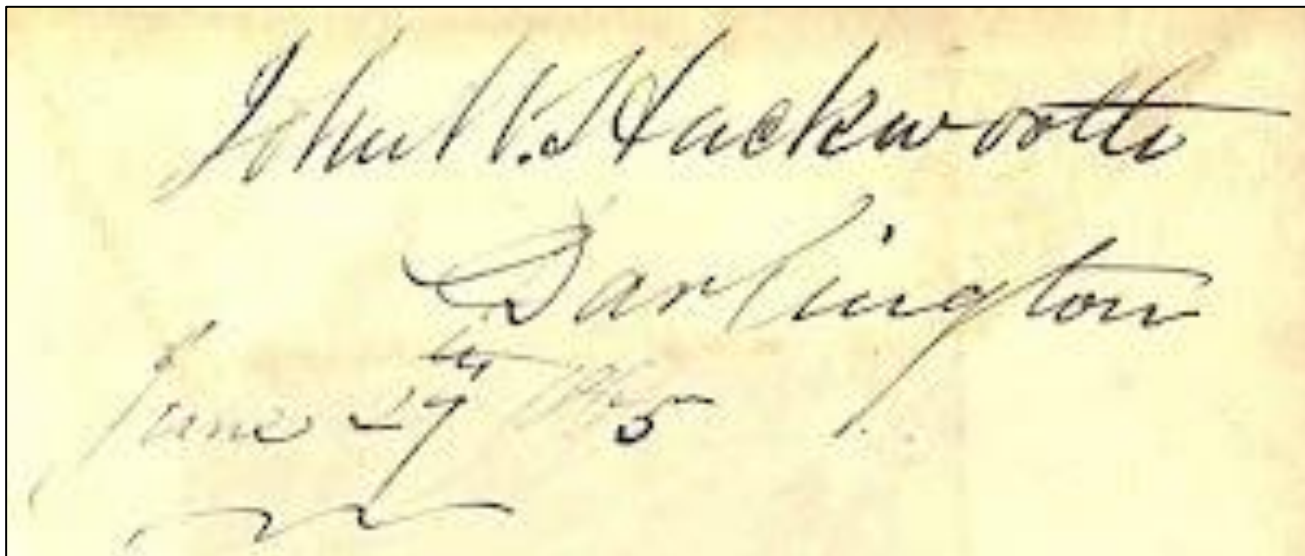
Jane became seriously ill in 1854 when she was around 16 years old and a letter in the family archive says, "*Leeches were applied to her temples and cat-collops<sup>3</sup> to the soles of her feet*". She survived perhaps in spite of the treatment!

Jane finished *Esther* in 1861, two years before she died in 1863 age 24, nearly 25. It was left to the family to arrange for the work to be published by H.J. Tresidder in London in 1865.

The poem is a 124-page story of a fictitious young girl named Esther Stafford between the ages of 16 and 23. It is written in the style popular in the mid-19<sup>th</sup> century of a bard recounting the tale to preserve it and to spread its moral of '*don't let pride get in the way of love*'. While fictitious, it is hard not to see parallels between Esther's life and Jane's given that both died tragically young, and perhaps the start date of Esther's life at 16, the same age



Jane was when she became dangerously ill, is also significant? A great talent lost, and who knows what she would have gone on to write had she lived a little longer.



*John Wesley Hackworth's signature at the front of his copy of Esther*

The copy of the poem belonging to John Wesley Hackworth, son of Timothy and Jane, found its way into the family archives via Joan Hackworth Weir. You can read Jane's book *Esther* online for free via this PDF link provided by the University of California. It's highly recommended! <sup>4</sup>

I would also like to suggest that the *Friends* might consider republishing this now out of copyright book as a fundraiser, a celebration of this talented Hackworth lady, and as a cultural offering towards the 2025 Bicentenary. Just a thought!

#### Notes

1. You can read more about Samuel Holmes in [Issue 11 of the Globe April 2020](https://www.sdr1825.org.uk/wp-content/uploads/2021/03/11-The-Globe-April-2020.pdf) in an entitled 'A Washington Monument to Timothy Hackworth in Shildon' by Jane Hackworth – Young. (<https://www.sdr1825.org.uk/wp-content/uploads/2021/03/11-The-Globe-April-2020.pdf>)

2. Thanks to Jane Hackworth -Young for supplying a brief biography of Jane Elizabeth Holmes.

3. Cat's collops are (apparently) small cuts of meat (like you would feed a cat).

4. <https://archive.org/details/estherpoem00jerr/mode/2up?ref=ol&view=theater>

Online versions of the book have been erroneously attributed to Mrs Jerram – a children's author from Nottingham whose maiden name was coincidentally Jane Elizabeth Holmes. This is confusing and I have contacted The British Library about this, and they have changed the 'name authority' but it will be awhile before they changed it online.

## **EARTHWORKS WITHIN PRESTON PARK, STOCKTON.**

*By Eric Branse-Instone (Listing Adviser, Historic England)*

One of the celebrated stories from the opening day of the S&DR was the attempt by a stagecoach with sixteen passengers pulled by four horses to race Locomotion hauling a train carrying 600 people and eighty tons of goods. This happened just outside Stockton and is believed to have occurred along Yarm Road including the 1km long stretch of the original main line that survives as earthworks along the western side of Preston Park. Survey and keyhole excavations supervised by Tees Archaeology as a community project in 2003-2008

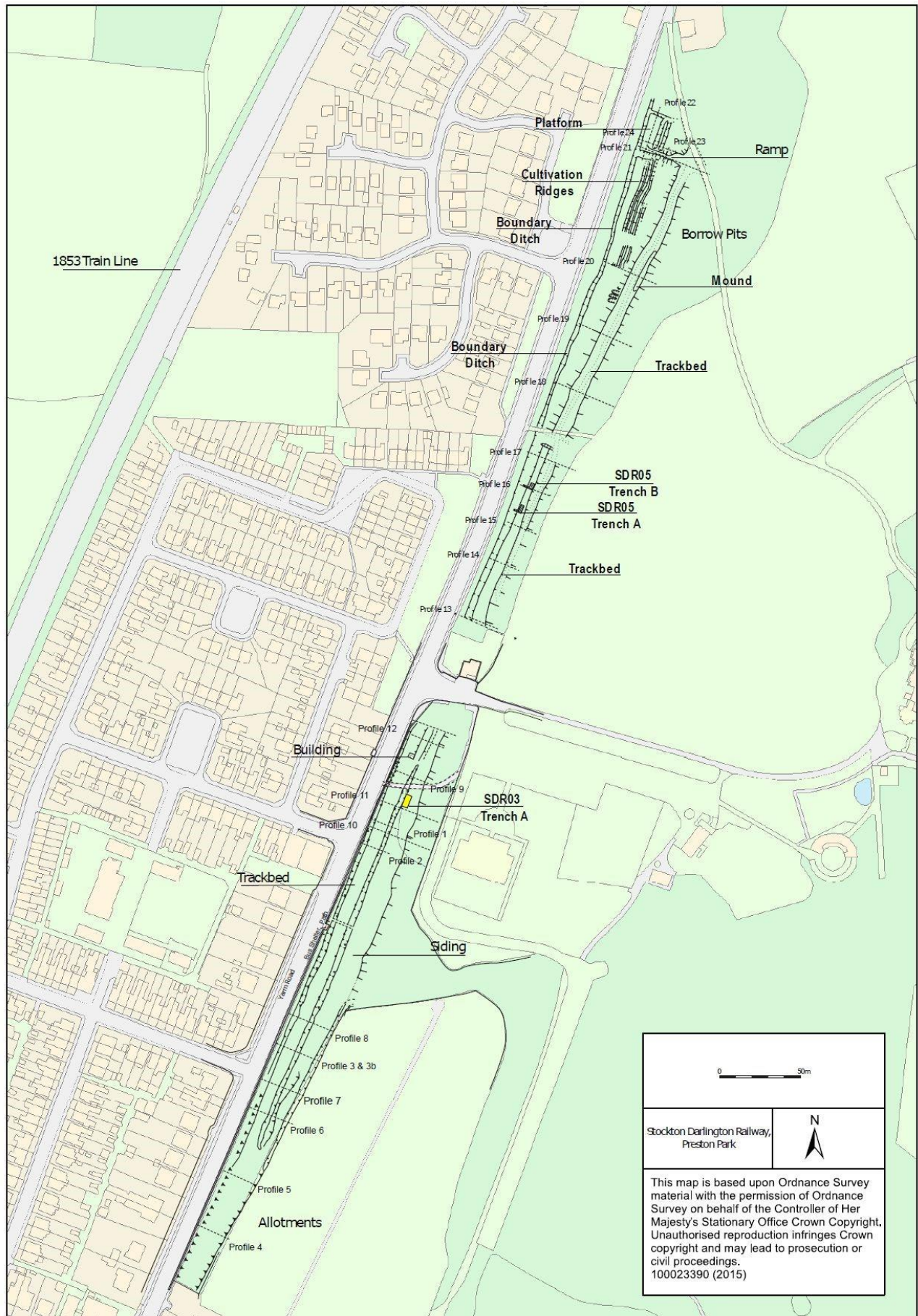
showed that this section of the line rises northwards on a 1:140 incline, making Locomotion's performance that day all the more remarkable.<sup>1</sup>



The OS map surveyed in 1855 shows the new route for the railway to the west of the road, but the wayleaves for the 1825 route largely survive (except at Preston New Cottages).

The earthworks in Preston Park owe their survival to the opening of the Leeds Northern Railway between Northallerton and Stockton in 1852. The S&DR linked to this new line just south of what is now Eaglescliffe Station (initially called Preston Junction), abandoning its original line which ran along the east side of Yarm Road. The wayleave boundaries for this original 1825 route can be seen on the Ordnance Survey map surveyed 1855, the depiction indicating that the lines had already been lifted by this date.<sup>2</sup> Subsequently the company sold off the land to adjacent landowners, a 1km long section being added to the shelterbelt of trees along the western side of the parkland for Preston Hall.





*The Tees Archaeology survey and trial trenching of the S&DR earthworks 2003-8 (plan reproduced courtesy of Tees Archaeology. See Note 1 for the link to the full report)*

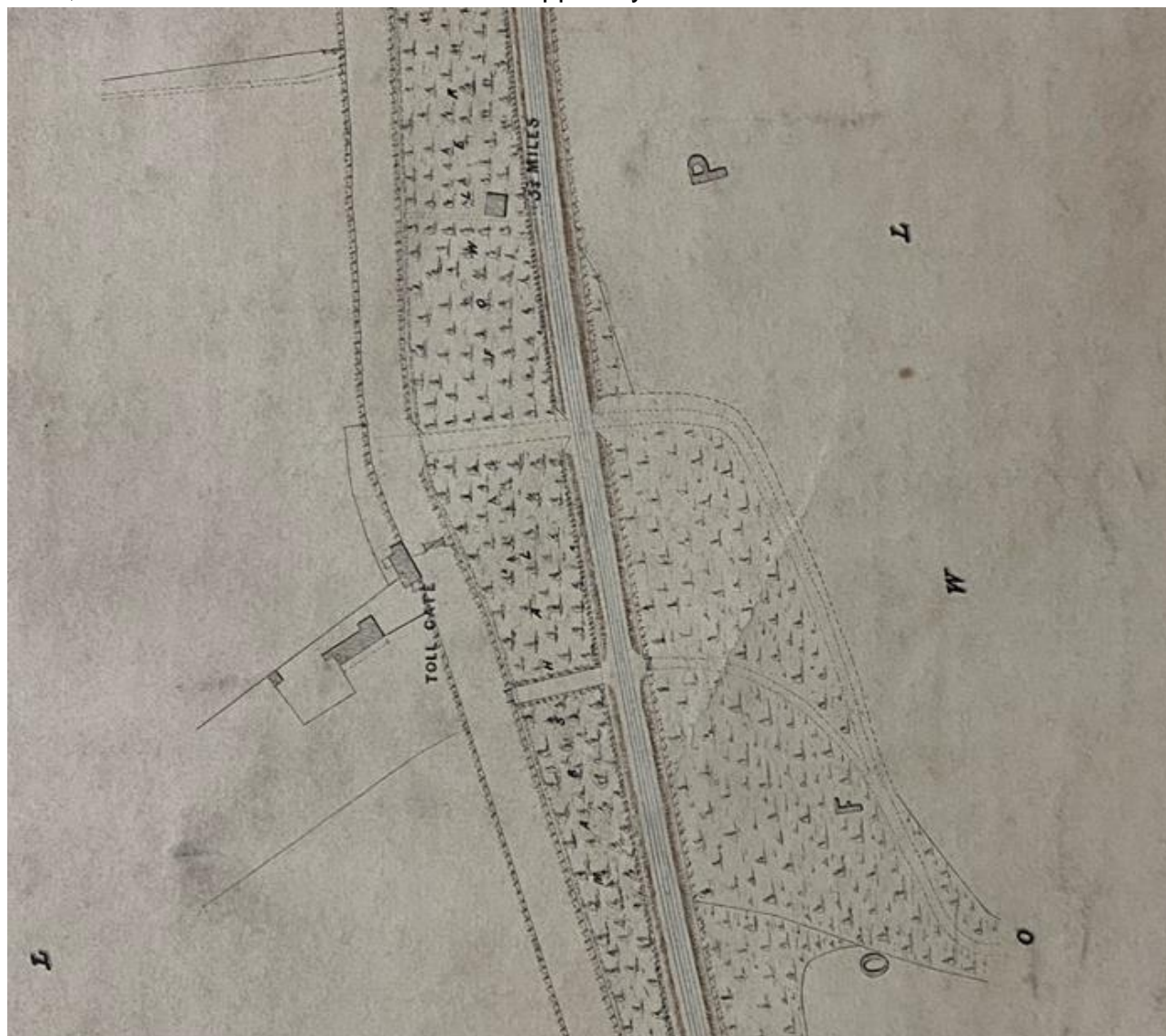


Whilst the 1825 route has been ploughed out and largely built over to the north and obscured by its inclusion in a succession of domestic gardens to the south, extensive clear earthworks of the railway still survive in the now council-owned Preston Park. At the time of writing, I am assessing these for possible designation as a new Scheduled Monument.

Unfortunately, no copy of the detailed 1839 survey of the S&DR by Thomas Dixon has been identified for this section of the line. However, The National Archives do hold a similar survey by John Harris dated 1846.<sup>3</sup> Intriguingly, the survey by Tees Archaeology identified features not shown on the Harris plan. At the far southern end, just north of Quarry Road, Harris shows a short single siding diverging to the east of the double-track mainline. Here the line is in a shallow cutting, the track bed broadening to nearly 10m wide before dividing into two separate track beds. This splitting into two track beds is around the same point that Harris shows the siding as ending. However, the archaeological investigations clearly show the siding continuing, forming a loop back to the mainline close to Preston Park's southern lodge. The siding track bed actually broadens to a width sufficient for two or even three lines. It is speculated that these sidings were privately owned, designed to serve Preston Hall (which was built in the 1820s for David Burton Fowler, one of the S&DR's shareholders), and probably abandoned before Harris's survey.

Just south of North Lodge, Tees Archaeology identified what they interpreted as a ramp with a platform to the north, all on the west side of the embanked mainline. When I visited the site earlier this year, before I had seen the 1846 Harris survey, I initially came to a different interpretation. The Tees Archaeology project had not included the land to the north of North Lodge in their detailed survey. I walked this area, with the aid of LiDAR coverage on my telephone from the National Library of Scotland, and not only picked up the intermittent earthworks of the track bed of the mainline, but that of a siding running parallel to the west. These are far less clear in this area than to the south of North Lodge because the embankments are much lower and often obscured in undergrowth. North Lodge is built on the line of the siding, this also being cut through by the driveway into the park, but it is clear in my mind that what Tees Archaeology had identified as a platform, was instead the southern end of the siding. My brain then went into speculation mode: if the platform was the end of the siding, was what Tees Archaeology identified as a ramp actually another track bed running at right angles linking the siding back to the main line? If you study track plans of early railways, such arrangements appear to have been surprisingly common: short transverse tracks linking lines via small turntables big enough to turn single waggons. This was an exciting speculation: might we have archaeological evidence in Preston Park of two waggon turntables from the 1820s? However, the ramp is indeed ramped - the level of the mainline track bed is higher than that of the siding: if the ramp was once a transverse track, moving waggons safely along it between the different levels would have been difficult. A couple of weeks later I received copy of the 1846 Harris plan which shows that the ramp clearly corresponds to a short, hedge-lined track between a gate onto Yarm Road and a level crossing across the railway to enter Preston Park – a much simpler interpretation of the earthworks. The plan does not show a siding in this area, but just like further south, it does show the truncated start of the siding, this one being just to the north of Preston Lane. We

can speculate that this was another private siding serving Preston Hall which was largely out of use, with the track lifted and thus not mapped by Harris in 1846.



*John Harris's 1846 "Plan of part of the S&DR extending from the Junction of the Yarm Branch to Stockton" held by The National Archives and reproduced with their consent (RAIL 1037/460).*

Interestingly, along with this access into Preston Park via the ramp and level crossing, the Harris plan shows another access into the park from Yarm Road just over 100m to the north, this passing beneath the railway carried by an accommodation bridge. The bridge no longer survives, but there is a clear break in the embankment for the line showing where it stood. Why two routes into the park so close together you may ask? Harris provides a clue: what is now Pennypot Farm is shown as a toll house with a gate across Yarm Road. The two accesses into Preston Park allowed the road toll to be bypassed by people coming and going to Preston Hall!

Just south of the ramp and the level crossing, there is a long low bank on the eastern side of the mainline track bed. Is this the remains of a wayside halt for Preston Hall? There is no indication of it on the Harris plan. Current ongoing documentary research, commissioned by Historic England into the development of railways stations on the S&DR, has not identified any reference to a formalised setting down point for Preston Hall. However, it is clear that in



the early years of the railway, passengers were picked up and set down at various informal points along the line. It is thus quite conceivable that the bank represents an early private railway platform built for Preston Hall, again another facility that was no longer in use when Harris surveyed the line in 1846.



*The main 1825 formation visible amongst coppiced trees c.1971 (photo from the John Proud Collection, courtesy of Win Proud)*

My current assessment of the remains of the S&DR within Preston Park has yet again highlighted the considerable value of community archaeology projects. The Friends of the S&DR have also provided invaluable information and ideas during my involvement with the S&DR Heritage Action Zone project. In due course I will be sharing Historic England's consultation report for our assessment of the remains of the S&DR within Preston Park with the Friends. Comments, as always, will be warmly welcomed!

Notes:

1. For the report on the 2003-2008 community archaeology project at Preston Park see [http://www.teesarchaeology.com/admin/documents/ReportPP2003\\_2008.pdf](http://www.teesarchaeology.com/admin/documents/ReportPP2003_2008.pdf)
2. The National Library of Scotland provides a brilliant, very extensive online resource for early Ordnance Survey maps and other map data such as LiDAR surveys. This covers England as well as Scotland and is well worth exploring: <https://maps.nls.uk/>
3. John Harris's 1846 "Plan of part of the S&DR extending from the Junction of the Yarm Branch to Stockton" is held by the National Archives (RAIL 1037/460). As part of the S&DR HAZ, Historic England is currently exploring the feasibility of making a high-quality scan of this plan accessible online.



## FROM THE ARCHIVES 2: The End of the Line.

At the very start of the proposal to improve the transportation of coal were local landowners, the Chaytor family. They were living in Croft on Tees at start of the 19th century and bought Witton Castle and its surrounding lands in 1816. Jane Pit was sunk as early as 1818 in the grounds and so the Chaytors clearly had an interest in an improved transport infrastructure and William Chaytor became a member of the S&DR Committee.

Below is an extract and account from the Auckland Chronicle dated November 28th, 1963:

### **Sad farewell after more than a century.**

It was a somewhat sad business, last week, to see Witton Castle, until recently owned by Sir William and Lady Chaytor, being stripped of the major portion of its contents, many of which had been there for hundreds of years.

It was in fact, in 1410 when permission was granted by the Bishop of Durham to build the castle, although construction of the huge framework had already begun before the Bishop's decision had been given.

During the 400 years which lapsed between the 15th century and when the Chaytor family bought the castle and its 1,750 acres of land in 1816 many extensions and alterations had been carried out.

The castle is now the property of the Earl of Durham and his son, Lord Lambton who at present live, as they have for many years, at Lambton Castle near Chester-le-Street. What they intend to do with Witton Castle is not yet known.

Throughout the two days of the sale nearly £12,000 worth of goods were sold. Some articles brought over £800.00, others only a few shillings.

A 16th century painting by Jacopino del Conte [1510–1598], Christ and the Woman of Samaria, brought £850.00, the highest price of the auction. A Dutch painting of a coast and harbour scene was bought for £620.00 and several other paintings went for over the £300.00 mark.

Of the furniture, a pair of Regency side tables went for £650.00, and a pair of Adams bookcases for £310.00

Four silver George III table candlesticks brought £180.00. One hundred and thirty five pounds for a pair of 18th century oval mirrors.

Antique dealers from as far away as London attended the two day sale, which was officiated by L. W. Arnett and Twizell, a Darlington firm.

*John Raw*

Proposed solar panels at Myers Flatt (22/00213/FUL). Open letter to Ian Williams, Chief Executive Officer Darlington Borough Council from the Trustees of the Friends of the Stockton & Darlington Railway.

### Concerns Over Railway Heritage

2025 and the bicentenary of the Stockton & Darlington Railway is less than three years away. This is an event and opportunity of national and international standing to celebrate the town and region and build a fantastic high-quality visitor offer for years to come. While we are pleased to see the significant investment going into the revitalised railway museum at North Road, The Trustees of the Friends of the Stockton & Darlington Railway are unanimous in their disappointment at the apparent lack of joined up thinking across departments of Darlington Borough Council to make the most of 2025. Why build a fantastic new museum if visitors still have to arrive at the current poor and underwhelming North Road Station, and why in particular are opportunities not taken through the planning process and working with developers to improve the wider quality and railway heritage of the area?

Despite the vision and good intentions of the council at the railway museum project, it appears that the opportunity for the work of the council in other areas to support 2025 is being missed. In particular we have, over recent years, become increasingly disappointed with the ability of council planners to seek proactive and meaningful improvements and safeguards to railway heritage when opportunity arises through the planning process. We take considerable effort to make informed and pragmatic comments based on a wide professional membership within the Friends to help the council come to informed and robust planning decisions to safeguard the historic environment and allow economic development. Sadly, this advice and support seem to have been in vain with a growing list of heritage loss and opportunities for significant planning gain not taken. In recent years planning has allowed the loss of the 190-year-old Fighting Cocks railway inn and allowed gardens to be extended over the S&DR Croft Branchline. The DBC planning policy team either ignored or forgot to include our considered comments on the draft Burtree Garden Village Design Guide and neither responded to them nor included ourselves in the Report of Consultations submitted to members. Planning permission for industrial units east of Lingfield Point was granted by the Committee on 7 Dec for which we had asked for confirmation that the buildings and car parking would be satisfactorily screened when viewed from the S&DR path on the north side of Tornado Way. This was essential if Policy ENV2 of the local plan (specifically included to help protect and enhance the S&DR) is to be adhered to). Once again the officers' report made no mention of this and failed to comment on how the development would be seen from Tornado Way (main transport route) or the S&DR path.

In particular we raise the issue of the recent granted permission for the proposed solar panel farm to the north of Burtree Lane (Ref: 22/00213/FUL), a flawed design which could have protected the heritage and provided renewable energy if planning policy had been applied more rigorously.

While we all acknowledge the need for renewable energy, this scheme in our opinion caused significant harm to heritage significance by its proximity to probably the best, working original section of the 1825 line, something which should have been enjoyed by the public on the developing S&DR walking/cycling route. Having been asked for their advice, the Friends commented on the shortcomings in the submitted Heritage Statement which underplayed the significance of the heritage while also underplaying the harm the development would cause. We requested opportunities to meet with the developer to seek a successful compromise scheme, but were assured that there was no need, as the planning officer would relay our concerns to them instead. This clearly never happened and so discussions between the Friends and the developer came too late in the day. There are also some disturbing procedural questions regarding the application of planning policy on this matter which we would like you to address.<sup>1</sup>

The Council is a major partner in delivering the objectives of the S & DR Heritage Action Zone and is investing considerable public resources into the North Road Rail Heritage Quarter, yet its record as planning authority runs counter to this by allowing development elsewhere along the line to detract from the experience and enjoyment of the railway throughout the Borough. Without better quality development, negotiated and enforced through robust planning, why would visitors travel to the area to see the place the modern railway began?

Moving forward, we hope that the officers will apply the existing planning policies creatively and robustly. There is no point in having them if they are to be ignored.

We also recommend that you treat the S&DR as an internationally important heritage asset, especially as your own council regularly reports it as being 'world class'.

Your recommendations should also be informed by the wider works of the Council to conserve and enhance the railway heritage of the Borough and to help you do this, your officers should work more closely with colleagues in other departments. Perhaps briefings for all staff across the authority are in order on 2025 and rail heritage so everyone can contribute to the greater good and make the most of this singular once in a generation opportunity of the bicentenary. We would of course be keen to help with this if asked and look forward to further and improved partnership working.

1. Despite its clear relevance, the officer's report for the proposed solar panel farm to the north of Burtree Lane (Ref: 22/00213/FUL) did not specifically list ENV2 of Darlington's adopted Local Plan (which seeks to conserve and enhance the setting of the S&DR) in the list of relevant policies to be taken into account by the elected members. While there is later reference to it in the officer's report, this omission of directly relevant policy from elected members' consideration by error or otherwise, could be perceived as a serious flaw in the report and committee debate. There was also no clear evidence in the officer's report (or the applicants heritage statement), that the S&DR here was treated in line with NPPF para 200 (footnote 68) as demonstrably of equivalent significance to a scheduled monument and 'considered subject to the policies for designated heritage assets'.

Our pragmatic approach was to acknowledge the need for renewable energy, and so instead of recommending refusal, we sought alterations to the design so that it met the national need for renewables while minimising the harm to the heritage asset. We were wholly ignored.

The Friends give the Council, as specifically requested and free of charge, fully researched information and comment about the heritage value of the S&DR and the impact proposals would have on its fabric and setting. This advice comes from retired qualified planners and established heritage consultants who are aware of the



rigour required in the planning process and the robustness needed should any case go to appeal. Yet, once again, the officers have disregarded this independent advice preferring to accept the flawed and biased information provided by applicants in favour of their proposals.

The Council has at present no Conservation Officer to advise on heritage issues and we question the ability of the Planning Officer or the Committee to make informed decisions without recourse to this specialist independent knowledge. There is no indication in the officer's report of the developers being invited to amend the proposals in the light of the Friends' recommendations. We would like to keep offering independent good quality, well-researched advice to help ensure your planning decisions are well-informed, democratic and consistent so as to better reflect your adopted planning policies and the wider work of the council



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 now up and running. You can report any concerns you have about the state of our S&DR heritage assets on our web site at <https://www.sdr1825.org.uk/caring-for-the-sdr/>



We await the news, due out in January, from the National Heritage Lottery Fund regarding the major grant application we submitted with Darlington Borough Council. Some of this will be used for interpretation at North Road, but the key element for ourselves and the S&DR is the appointment of three officers to support volunteer work and run an exciting activity programme along the 26 miles for five years from later in 2023. This will be run from the Lime Cells on Hopetown Lane, which will be refurbished as offices; the grant will also include a £200k community fund to support activity along the line.



Our two new trustees John Raw and George Alderslade have kindly offered to take on the role of organising and promoting a coordinated events programme. We have for many years provided a wide range of guided walks, talks and events but often the advertising for these has been uncoordinated. We hope from 2023 to publish an annual events calendar early in year. If you are planning anything in 2023, do let John and George know. Their email addresses are at the front of the Globe.



A new fence has been erected between the scrapyard and the 1825 route of the S&DR on the west side of Shildon. This hides the scrapyard from view, but it is debateable to what extent the view has improved! Is this ripe for a piece of artwork depicting coal laden waggons perhaps?



*Fencing put up between the scrapyard and the 1825 route of the S&DR at Shildon. Photo: John Raw*



Forthcoming talks organised by the Stephenson Locomotive Society include:  
 Tuesday 20<sup>th</sup> December 2022 – The Long Drag by Tony Metcalfe; Tuesday 17<sup>th</sup> January 2023 Hetton Colliery Railway 200 by John Cook and Tuesday 21<sup>st</sup> February 2023 North Yorkshire Moors Railway Update by Chris Price (NTMR General Manager). All of those talks are held at Langdon Square Community Centre, Coulby Newham TS8 0TF and start at 2pm. Richard Barber will be giving a talk on Rails Across the North Riding Part 1 on the 3<sup>rd</sup> February 2023 at Newport Community Hub, Middlesbrough TS1 5NQ. This will start at 7pm. The SLS web site can be found at [www.stephensonloco.org.uk](http://www.stephensonloco.org.uk)



The Friends have been seeking additional voluntary support from our members for some time. This is to alleviate the heavy workload of the existing Trustees. While we are currently recruiting a paid secretary, the hunt for help has not resulted in enough additional support. Consequently, the Trustees are looking at ways to reducing their workload. One of the things we are cutting back on is the number of Globes to be produced each year. Currently three are published in April, July and December. As from next year there will only be two per year produced in July and December. Hopefully the content for each will in fact be larger, but this will depend on how many people are able to contribute articles. Should we manage to encourage more active support from our members we can revisit this in future and perhaps



return to three Globes a year. The deadline for contributions for the next Globe will be June 30<sup>th</sup>, 2023.



The Friends have also been involved in discussions regarding improvements to North Road station, a comms strategy for the whole project making it easier for people to know what's going on, discussions and agreements with landowners over access for walking/cycling; talks with Northern Rail/Community Rail Partnership over signage and leaflet at stations; and a wide variety of ideas for events in 2025. However, we are still concerned about the lack of time to achieve this. One of the areas we are most concerned about relates to live steam events in 2025. A group of Friends and partners will be gathering in January to discuss how we can better move this along. The date and venue is still to be decided, but if you wish to get involved in organising live steam, please get in touch with either our Chair Niall Hammond or Normal Hugill our live steam specialist. Emails are at the front of this Globe.



Two new interpretation panels have been put up at Craggwood Caravan Park on the Haggerleases Branch Line as part of a planning permission condition. The Friends were able to offer the text and images.



## AREA GROUP NEWS AND EVENTS (west to east)

### News from the Etherley Incline and Witton Park Colliery Group

'The Etherley Inclines a Short History' pamphlet is having a good response and we are giving copies to all the landowners along the Inclines. We took some copies to the Etherley



Christmas Fair but only sold one. Alison, as Parish Clerk, has been involved in meetings with Durham County Council about the Walking and Cycling Route and expressed our concerns about having a bridleway. A group of us went down and dismantled the encampment that had been built in the cutting beyond Greenfields.

*Mary Smith*

### News from our West Auckland and St. Helen Auckland Area Group (WASH)

General progress has been made on several fronts, but there have been a few setbacks. We had hoped to be working with the Northumberland and Durham Dry Stone Walling Group restoring a section of the S&DR boundary wall, but funding has not been released.

Second, our attempts to get Durham County Council to clear around the Gaunless Bridge abutments continue to fail despite repeated promises and deadlines. The graffiti first reported on the 16th of November 2021 has still not been removed. The Clean Green cutback of vegetation on the trackbed aligned to Leazes Lane at St Helen's during 2019 has not had a maintenance follow up. An ongoing issue with scramble bikes continues spasmodically.



*Hummerbeck Bridge. Photo: Sue Fleury*

Enough gloom! On the up side, the group have formed a partnership with Northern Rivers Authority and the Brusselton Incline Group and litter picks have taken place. The Japanese knot weed on the site around the Gaunless Bridge area has been tackled.

Durham County Council now cut the grass on a regular basis at St Helen's Parish Church where a number of S&DR pioneers are buried. Links have been established with the current owners of Thomas Storey's former home; the group attended an open garden event there in August. The most striking achievement on this section of the track bed in recent weeks has been the general tidying along the line at Broom Mill Farm. Over 500 metres have been cleared, giving an excellent view of the Hummerbeck Bridge. The works have also made walking this section a little easier.

The area group have welcomed on to their group both Jane Hackworth-Young and more recently Trish Pemberton, both with a wealth of knowledge. They replace two committee members who have recently stood down. George and Cindy Alderslade have continued to restore their stationmaster's home which also acts as our meeting room. Several stone sleeper blocks have been placed in their garden.

A successful walk and celebration event was carried out on 27th September at the station master's house (thank you George and Cindy Alderslade) and further events are planned.

*John Raw, WASH*

### News from our Brusselton Incline Group (BIG)

Maintenance work continues! After some eight years of being manual workers this volunteering group have gone from workforce to foremen roles here. This is due to the

awarding of a £5,000 annual grant, from Durham County Council (DCC) for three years from September 2022.

The owners of the majority of land (DCC) have given over the day-to-day site maintenance to BIG who look forward to working with new partners in the run up to 2025.



*Brusselton Chain Gang!*

### News from Shildon

Recently the domestic residence adjacent to Daniel Adamson's Coach House on the former Surtees Branch Line in Old Shildon, has gone up for sale. This is probably the original Grey Horse Inn. The coach house adjacent belongs to Durham County Council.

In early November, the Don Whitfield book collection was removed from Darlington North Road Museum and re-homed in the Shildon Railway Institute. These books have now all been catalogued and displayed. This collection will act as a reference library, accessible during the Institute's opening hours.

*John Raw*

### News from our Fighting Cocks and Middleton St. George Group

The Steering Group Chair, Catherine Gilsean has resigned. The Parish Council is arranging for the Group to meet in January, to elect a new Chair and review progress.

Volunteers help keep the Fighting Cocks Heritage Hub sites in a tidy condition, but they are dismayed that little or no progress is being made to implement the projects of the Hub and in submitting the bid for Heritage Lottery funding.

*Ross Chisholm*

### News from our Stockton Interest Group (SIG)

#### *Locomotion No 1 Model*

Ownership of the full-size model of Locomotion No 1 has been transferred from the University of Durham to the Friends, who intend to conduct a full refurbishment. As an interim measure, the model has been placed in temporary storage at Stockton Borough



Council's Bridge Road Depot, very close to the destination of the first train, pulled by the real Locomotion No 1 of course, in 1825



A search is ongoing to find suitable premises to house the model whilst refurbishment is taking place. Once a suitable workshop has been identified, a call for volunteers will be broadcast.

### *Stockton 197 – Celebrating the 197<sup>th</sup> Birthday of the S&DR – Saturday 24 September 2022*

Following the success of the Stockton 196 event last year, Stockton Borough Council asked that we repeat the event this year. The focal point of the event was as ever a marquee in Stockton High Street housing a railway-themed market.

A slight change of location means that the marquee was smaller than last year, leading to a reduction in the number of traders / exhibitors accommodated. The marquee was however fully populated, with the centre-piece being a large interactive “Thomas” model railway layout from the “Sodor Appreciation Society”.



Discussions are ongoing with SBC as to whether the event will run again in 2023.

*Barry Thompson*

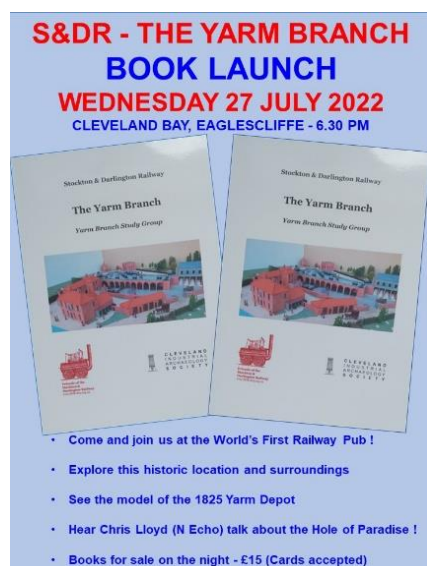
### **News from the Yarm Branch Study Group**

#### *New Book – “S&DR - The Yarm Branch”*

The above book was launched on Wednesday 27 July 2022 at the Cleveland Bay, Eaglescliffe. The book gives a detailed history of the 1825 S&DR ‘Yarm Branch’ which 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 retails at a cover price of £15 and is available at Friends events, and via the Friends' web site at <https://www.sdr1825.org.uk/store/>



*Barry Thompson*

## 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](mailto: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](mailto:caroline@aenvironment.co.uk). The deadline for the next issue of The Globe is 30<sup>th</sup> June 2023.**



# 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 eight 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.

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**Friends of the Stockton & Darlington  
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