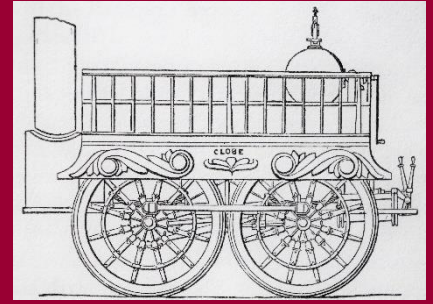


The Globe



The Journal of the Friends of the Stockton & Darlington Railway



Issue 22

July 2024

£3.50

CONTENTS

| | | |
|-------------------------------------------------------------------------------------|-------------------------------------|----|
| Editor's Welcome | Caroline Hardie | 2 |
| Who we are and what we do? | Regular feature | 3 |
| 1830-1840 Timothy Hackworth's Contracting Role at the Stockton & Darlington Railway | Mike Norman | 3 |
| S&DR Podcasts – Tales From The Rails | Caroline Hardie | 9 |
| The Extension of The S&DR from Darlington to Barnard Castle (D&BCR) – 1856 | Jane Hackworth-Young | 10 |
| S&DR Bicentenary Competition Write on Track | Ann Cuthbert | 13 |
| S&DR 200 Research on The Rails Prize Competition | Caroline Hardie | 14 |
| From the archives 1 - The Stockton and Darlington Railway Jubilee | Peter Bainbridge | 15 |
| Erratum – 'The Globe' Issue 21, December 2023 | Jane Hackworth-Young | 15 |
| Excavation of the Yarm Branch Railway Cottage | Lana Williamson and Caroline Hardie | 16 |
| From the archives 2 - The Beginning of Railways | Peter Bainbridge | 20 |
| The Gaunless Bridge | Caroline Hardie | 21 |
| John Peacock Obituary | Gerry Wilkinson | 26 |
| News (or Steaming Ahead to 2025) | Various contributors | 27 |
| Membership | Peter Bainbridge | 41 |

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Friends' meetings are held on the first Thursday of every month (except January and August and the AGM in November is usually a Saturday) at Darlington Cricket Club, DL1 5JD at 7.10pm. All Friends are welcome to attend. 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 image: The replica Locomotion No.1 in steam from the Mike Satow Archive

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



Dear Friends,

Welcome to July's Globe, 2024. It's not long now is it? The Friends were formed in 2013 with a view to making sure that the Stockton & Darlington Railway was recognised for its international importance. Now that it is only a few months away until 2025 (or put it another way, only one Globe!), then we are certainly picking up a head of steam. It has been a long journey. In fact it took less time from the decision to build a railway in 1818 to its opening in 1825, than it will have taken us to conserve, interpret, rescue, restore and maintain what's left and to commemorate its impact and potential for the future. There will be aspirations that we will fail to meet, but we have also, along with our partners, achieved a huge amount. I was going to bullet point some of our successes, but it ran to too many pages, so this will be something we can look at in celebratory mood in 2025.

In the meantime, you will see from our growing News section that big things have happened, thanks to huge investment; let's do what we can to make sure that the investments have been worth it. Meanwhile there is still much to do – some really significant S&DR projects are still in their early stages but will (hopefully) roll out over the next few months. That means there will be lots to report on in the next Globe in December (deadline for contributions by 28th November please).

The Friends are also in this for the long run. Once the festivities die down, we will still be here, looking to achieve anything that wasn't ready for 2025, continuing to organise events, share knowledge, advance research and save our S&DR heritage assets such as Heighington Station. We will hopefully also be able to place the Friends on a more professional footing with a sustainable business plan and employed staff, taking some of the pressure off our volunteers and allowing them to do what they love without being bogged down in form filling and fund raising. We will need your continuing support and the support of our politicians. In this Globe you will find a list of our MPs – do keep in touch with them and make sure they appreciate the role that the S&DR can have in economic and social regeneration after 2025 and the role that a publicly accessible railway infrastructure could have as a sustainable and alternative form of public transport.

Do take a note of the S&DR 200 Festival Fringe dates for 2025 (29th March until November 2025), but also start planning what YOU can do for 2025 and get your events listed in the S&DR 200 Fringe Programme. Some places along the route of the S&DR are already working on a programme of local events, such as Middleton St. George. Others are yarn bombing their village green bollards with knitted steam locomotives. There are lots of things to be done to help commemorate our railway heritage whether you're a clever craftsperson, a local business or you have a miniature railway or rolling stock. The email to contact anyone to do with festival/fringe events, the S&DR community grant scheme or youth education programmes is info@sdr200.co.uk.

Please do get involved in your local area group. If you don't know how to do that, email anyone in the contacts list below or use the contact button on the web site www.sdr1825.org.uk.

Caroline Hardie, Editor, 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.

1830-1840 TIMOTHY HACKWORTH'S CONTRACTING ROLE AT THE STOCKTON AND DARLINGTON RAILWAY

Mike Norman



Timothy Hackworth

Progress between 1825, when Locomotion No.1 opened the S&DR, and 1840, when Hackworth moved aside, is too often overshadowed. Hackworth's locomotives proved pivotal in driving the S&DR's success, surpassing all expectations. Characterised by their efficiency, capacity and capability, they played a crucial role in supporting the region's economic growth. The way he effected growth for the S&DR and also established his own engineering works is a tribute to his character just as much as to his skill and ingenuity. He ensured his ambitions and those of the S&DR were met in equal measure. In relation to that pioneering time and transition he should be acknowledged as the guiding light.

Events around the locomotive that had set the S&DR on track were forensically examined in the recent LOCOMOTION No.1 report for the National Railway Museum. A reference to 'contractors' at the S&DR in that report became a first checkpoint as to what Hackworth did in the transition years after his locomotives - 'Royal George', 'Globe' and 'Wilberforce' - had settled the

fortunes for the S&DR. In particular the report raised the prospect that in 1834 Hackworth's contribution to progress at the S&DR had diminished to around half the locomotive fleet.^{MB}

A broad engagement by the S&DR with contractors already appears in a detailed table published in Kirby.¹ Hackworth, described as working with Kitching, is also mentioned earlier in Kirby.² However, that author's note includes the less than definitive timeline: "At some stage in the 1830s the Kitching brothers and the local engineer William Lister joined Hackworth as locomotive contractors. See table 12 below."

That Table 12, which is reproduced in the book, identifies two sets of contracts for 1834 (Locomotive engines: Hackworth, Kitching and Lister. Hauling coaches: Timothy Hackworth and Lister) followed by three individual contracts in 1836; these latter covering haulage of passengers and coals by Lister, coals alone by William and Alfred Kitching, and for Timothy Hackworth a specified and guaranteed minimum tonnage.

The immediate question was about the scope of the initial contracts, followed directly by what occurred between 1834 & 1836 to give rise to the introduction of individual contracts?

Extract from the S&DR Locomotive Contracts:

1834-5 Contract entered into by the Railway Company

Locomotive engines

Hackworth, Kitching and Lister

4/12 of a penny per ton mile. Hackworth 12 engines,

Kitching 3 engines, Lister 3 engines

Hauling coaches

Timothy Hackworth William Lister

On Middlesbrough branch: 7d per mile for engine power

1836 Contract entered into by the Railway Company

Locomotive engines

Timothy Hackworth

4/12 of a penny per ton mile on coals and merchandise descending, and

5/12 ascending. Merchandise engine guaranteed 180 tons per day

from 1 Feb. 1836 to 31 Jan 1837

William Lister

4/12 of a penny per ton per mile on coals: coaches at 7d per mile

until 31 Jan 1837

William and Alfred Kitching

Coals: 4/12 of a penny per ton per mile,

from 1 Feb 1836 to 31 Jan 1837

The first entry in the table of contracts specifies numbers of locomotives – 12 for Hackworth, three each for Kitching and Lister. The second, two years later, specifies just the nature of the contracted work. A reasonable working assumption would be that the first contract relates to there being three parties to the one contract, that the arrangements are as those undertaken by Hackworth for running and keeping in repair the locomotives in use by the S&DR at that time – namely 18. The second set of contracts, to the individuals, would relate to their operation as free-standing contractors, including the construction of locomotives principally to Hackworth's design and, for Kitching, one of their own.³

Operationally for the S&DR there were two events that stood out sufficiently: firstly, the move to all locomotive haulage for coals, then the replacement of horses by steam locomotive to draw passenger coaches. The first transition was reported as completed by August 1833⁴ and was then followed by the passenger traffic, commenced in October (when the coach operators were bought out) and completed by April 1834. These changes are confirmed in John Graham's reports to the Management Committee.⁵

Though there would then be major operational changes underway, nothing needed to impact any existing contract arrangements. Increases to the number of locomotives required⁶ could be accommodated, as they had been before, and would not be a reason for change. There had to be some other explanation.

The elephant in the room remains the question - why in the first place, when Hackworth had by then established all that the S&DR needed, would his terms of engagement have been changed and then watered down? The answer to that took me back to Hackworth's time after

1827; to events vis-à-vis decisions about the Liverpool and Manchester Railway, and when he was effectively subservient to the Robert Stephenson & Co works at Forth Street.

As far as I can judge, by the end of 1830 Hackworth had fulfilled all that was required of him as Superintendent of Locomotives for the S&DR and he had met his own declared objectives for the locomotive (as he wrote to Robert Stephenson in 1829 ^{*7} in relation to the L&MR railway): he had designed and had built *Globe*, the swift passenger engine; the line from Brusselton had been laid as a double way; a fleet of dependable locomotives were available for haulage of coal. He was also running and maintaining the S&DR at around a quarter of the costs of the L&MR, a continuing virtuous circle of efficiency and expansion in trade. New lines brought additional haulage, Middlesbrough was an outlet for additional tonnage, revenue had trebled from its immediate post-Royal George level.⁸ He had completed his groundwork necessary for the continuance of a thriving and expanding enterprise, and there would be no grounds for change on that account.



Timothy Hackworth's business card featuring an image of The Globe, with a stylised Middlesbrough in the background

At a practical level, things were different. The S&DR required Timothy Hackworth to operate with Robert Stephenson and Co, the locomotive manufacturer established jointly by the Stephensons and the owners of the S&DR. There had been a number of interventions which had not been plain sailing, and the quality of locomotives supplied by them left much to be desired, shortcomings that Hackworth had to overcome.⁹ A final intervention came with their challenge to his design of his hybrid locomotive – Hackworth making good on the deficiencies of the multi-tubular boiler that the Stephensons had adopted. Moreover, two subsequent Robert Stephenson locomotives (*North Star* and *Planet*) were unsatisfactory, according to John Wesley Hackworth, and had been palmed off on the S&DR in 1831.¹⁰

Against this backdrop, the year after 1831 would prove a pivotal point in time for Hackworth. The die that would fundamentally affect events was cast when he sought to acquire the land required for his workshops, having decided to establish his own engineering company.¹¹ A move that would leave him and the S&DR free of the need to depend on Robert Stephenson & Co – who by then were pre-occupied with the L&MR. His previously established arrangement with the S&DR – when he designed and constructed his locomotive Sanspareil while also working for the company - could serve as the business model again.¹² Such an arrangement had proved a workable proposition for the S&DR before. Now, Joseph Pease, with whom Hackworth had a cordial working relationship, had taken the helm at the S&DR when his father stood back after the death of his wife.¹³ And it would only have taken his authority to sanction such a similar arrangement again.¹⁴

Hackworth, having bought a suitable site, set about establishing his workshops. He also remained responsible as locomotive superintendent, undertaking from 1832 the running and maintenance of the railway, committing to a fixed price contract.¹⁵ He had set in place the elements for the S&DR to expand and prosper. Thereafter Hackworth had taken charge and, with one exception, designed all the S&DR locomotives, fifteen in total over the following six years.¹⁶ He also started building locomotives on his own account.

The course of events that Hackworth needed to follow had to enable him to undertake his own work, which was initially an unknown quantity, but without prejudice to the running of the S&DR. That would call for the establishment of an additional capacity for repair of the locomotives,¹⁷ eventually for a capability to build locomotives. Since 1833 Hackworth had been the driving force in the establishment of the first 'Institute' specifically for railwaymen¹⁸ intending to improve the knowledge and performance of the burgeoning workforce. John Graham, of the S&DR, was also one of the founders. With that background, there was the necessary impetus to develop such a capability and capacity, but the outcome would not arise as an overnight success.

Within the ambit of the S&DR there were two evident candidates for that work: Kitching and Lister. Kitching, who ran a small foundry, was a Quaker and a member of the S&DR Management Committee, and had noted the deficiencies of working with Robert Stephenson and Co. Lister too had a small foundry nearby. Based in Darlington, they had also already engaged in work for the S&DR, particularly as repairers of the coal waggons. Lifting foundry work from attending to waggons to repairing and maintaining steam locomotives would be a serious step – a capability that would need demonstration. And time to build up the required experience. Only then would it make sense to introduce foundry workers to the additional requirements and skills of locomotive construction – and there would need to be some further time to 1838 before the design as well as construction could realistically and reliably be accomplished by them. Hackworth through the guaranteed revenue stream from the S&DR would continue to meet those obligations, to the point where, even when his own undertaking would predominate, the S&DR would have three contractors capable of locomotive construction and repair.

Experience gained between 1834 and 1836 extended the competence and capacity of Kitching and Lister to fulfil the contracts. A transition that enabled both the S&DR and Hackworth's works to simultaneously continue and prosper. Timothy Hackworth and John Graham, with the agreement of the Management Committee, would have been capable of overseeing and supporting the two contractors. Arrangements established in 1836 could then have continued indefinitely.

Establishing such a dependable additional capability met the needs and ambitions of both the S&DR and Timothy Hackworth; accomplishing it was the explanation of the different stages of the contracts.

However, as with all the ‘best laid plans of mice and men’, Hackworth had not allowed for the S&DR themselves wishing to transition to having all the aspects of the railway under their control – haulage, passenger traffic and additional contractors. The changes that ensued brought an inevitable imperative for the S&DR, beyond any for which Hackworth could have allowed. So long as there had been a single individual (Timothy Hackworth) responsible for the running and maintenance of S&DR locomotives, there was a single reporting line to the Management Committee. Bringing the totality of operations back under S&DR management, required just that – managing.

With three independently functioning contractors for the locomotives – and two distinct lines of trade – plus a multitude of other contractors¹⁹, there was a definite issue in relation to the role and responsibilities of John Graham, the Operations Manager. There were practicalities to be sorted out – who was in charge? Matters concerning timetables, repairs, new rolling stock, etc, etc had to be resolved. The separation of the coal trade, passenger traffic and mixed haulage, decisions about repairs, orders to locomotive drivers, rates of pay etc all became matters beyond Timothy Hackworth’s control. Instead, it fell to John Graham to be in charge, who found he had to establish ‘rules of engagement’. The nature of his role changed as ‘management of an enterprise’ not ‘pursuit of locomotive power’ became the *sine qua non* after 1837 when it was decided to bring all operations of the railway under direct management.²⁰ While Timothy Hackworth might have anticipated holding his responsibilities as Superintendent, the management of those activities now effectively fell to Operations Manager, John Graham. For four years Hackworth had been balancing meeting his responsibilities to the S&DR and conducting business on his own account, now he was no longer in control at the S&DR.

The operational changes that followed the transition in 1837 of the S&DR to complete control of the railway brought a necessary restructuring of the management of the enterprise. It led to a diminishing role for Timothy Hackworth with the S&DR. The increasing demands of his own expanding Soho Works led him to take a concluding step away in 1840. More than ten years after Royal George, he could and would stand back from the railway that he and his locomotives had powered into the history books.

The complete narrative of Timothy Hackworth’s time as contractor is reflected by the totality of his contribution to the S&DR, looking at what was happening before and after the ‘contractor’ period. The compelling evidence driving the ‘contract’ transition and changing working arrangements is Timothy Hackworth’s purchase of land, the role of Joseph Pease and the extended schedule of Hackworth’s locomotive design through to 1836.

The compelling narrative of Timothy Hackworth’s contracting role was not the pursuit of reducing costs, which for the locomotives were already significantly lower than elsewhere. Nor of any immediate need to look beyond the locomotive designs that Hackworth established. Nor of Kitching and Lister taking that lead. Such observations seem wholly inappropriate. It was events preceding 1834 that determined the move to contracts and explained his contribution; from a starting point with his locomotive Sanspareil through to the records of John Graham, as the S&DR progressed onwards, is the relevant testament to that trajectory.

Timothy Hackworth had devoted himself, his skill and ingenuity to the company, and set down the bedrock of the development of the steam locomotive. Over a period of 15 years, he had seen the S&DR prosper and grow and, with agreement, Hackworth only ended his contract in 1840 after he and the S&DR both successfully transitioned to independent operations.²¹

Author’s Note: The above is a riposte to part of the narrative in the forensic report by Michael Bailey and Peter Davidson about Locomotion No1. None of which detracts from the extensive scope of historic records they have examined and reported on. However, at times, the narrative they derive from such

findings falls short of being a satisfactory and complete account of events at the S&DR as they relate to Timothy Hackworth.

Notes

*MB M Bailey & P Davidson LOCOMOTION No1 2023 p38/9

“The three contractors’ responsibilities to provide motive power sufficient to meet the railway’s requirements for moving coal, together with other goods and passengers, began on the 1st May 1834.¹²⁰ They were to provide the train crews and undertake the maintenance of the locomotives, and to take initiatives for their rebuilding to make them more efficient and less costly to operate. They were also encouraged to provide new locomotives as the railway’s traffic continued to grow. The new contracts were signed and sealed in July 1834.¹²¹”

“Also in February 1834, the Directors of the Stockton & Darlington Railway sought to reduce further the operating costs for the movement of coal. They decided to contract out the provision of operating services to contractors who would provide both motive power and maintenance of rolling stock and track.¹¹⁶ Timothy Hackworth agreed to undertake the provision and maintenance of about half of the locomotive fleet, including No.1 *LOCOMOTION* and No.4 *DILIGENCE*, based at the Company’s workshops in Shildon.”

1. M Kirby *Origins of Railway Enterprise* 2002 p106/7, Table 12 citing TNA RAIL 667, miscellaneous papers, 1822-79. (This source references a general file of papers rather than individual minutes of the S&DR Committee, but it is quite explicit as referenced in the book itself.)

2. M Kirby *ibid* p105 cited as DCRO Kitching Papers, D/ki/27.41.,42, 43 (letters and engine books)

3. R Young *Timothy Hackworth and the Locomotive* 1975 p282/3

4. Various: M Kirby *ibid* p67, J Jeans *History of the Stockton and Darlington Railway* 1975 p87, J Wall *First in the World* 2001 p78, p71, J Graham Reports to Management Committee 5/4/33

5. J Graham Reports to Management Committee: 14/4/33, 18/10/33, 25/4/34, 6/6/34

6. R Young *ibid* p282/3

7. NRM Letter to Robert Stephenson from Timothy Hackworth (HACK 1/1/22)

8. J Jeans *ibid* p123

9. Various: J Wall *ibid* p74, R Young *ibid* p301 [Kitching letter], W Skeat *George Stephenson* 1973 p117 para3, M Kirby *ibid* p 67

10. R Young *ibid* p254

11. R Young *ibid* p259 Purchase of land

12. R Young *ibid* p182/3, J Wall *ibid* p102 (The S&DR allowed him to design, construct and enter his locomotive to the Rainhill Trials – conditional on his undertaking his work for them first, meeting the cost himself and carrying out construction in his own time.)

13. B McCormick *The Peases and the S&D Railway* 2008 p90, M Kirby *ibid* p87

14 J Jeans *ibid* p232

15 R Young *ibid* p258

16 R Young *ibid* p282/3

17 M Kirby *ibid* p105

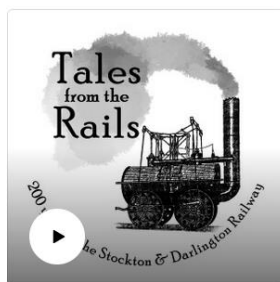
18 D Reynolds *An Insatiable First* 2024

19 M Kirby *ibid* p106/7

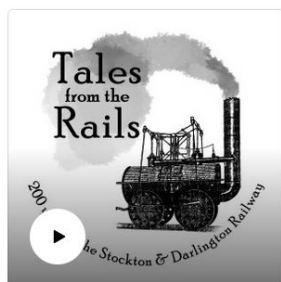
20 J Wall *ibid* p102, citing Tomlinson *North East Railways*, p397

21 R Young *ibid* p291

Have you tried listening to one of our monthly podcasts yet? Podcasts are a bit like a detailed radio programme that can be listened to at any time, just by clicking on a link. This means that you can listen to them on your computer, tablet or mobile phone. The ability to listen to them on your phone also means you can plug your headphones in and listen on the train, or play it on your phone when driving or doing other tasks like cutting the grass or cooking. You don't need any special software, although some people have a favourite podcast provider that they prefer to use.



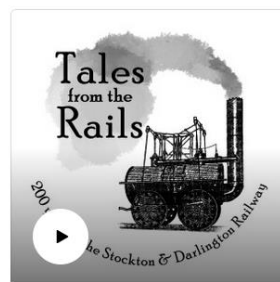
Locomotion No.1
Thursday Jun 27, 2024



Building Bridges
Monday May 27, 2024



Heighington Station
Saturday Apr 27, 2024



Importance of the S&DR
Wednesday Mar 27, 2024

The S&DR podcast is called Tales from the Rails and comes out on the 27th of each month. It is normally presented by Caroline Hardie (editor of The Globe) and Archie McKay of South West Durham News. The musical introduction is by Dave Reynolds of Shildon's Railway Institute. There are often guest presenters such as Niall Hammond and Dr Michael Bailey as well as interviews with experts such as Anthony Coulls. Each podcast has a topic discussed in detail, plus a feature on an individual associated with the S&DR (a Star of the S&DR), and some news. Subjects covered so far include:

[The Opening Day of the S&DR](#) (Star of the S&DR -Thomas Storey)

[Why is the S&DR so Important?](#) (Star of the S&DR Mrs Anderson of Spout Lane, Shildon)

[Heighington Station](#) (Star of the S&DR John Falcus Carter)

[Building Bridges](#) (Star of the S&DR Ralph Day)

[Locomotion No.1](#) (Star of the S&DR Jem Stephenson)

Hopetown (Stars of the S&DR Edward and Rachel Pease)

Forthcoming: How the S&DR influenced American Railroads

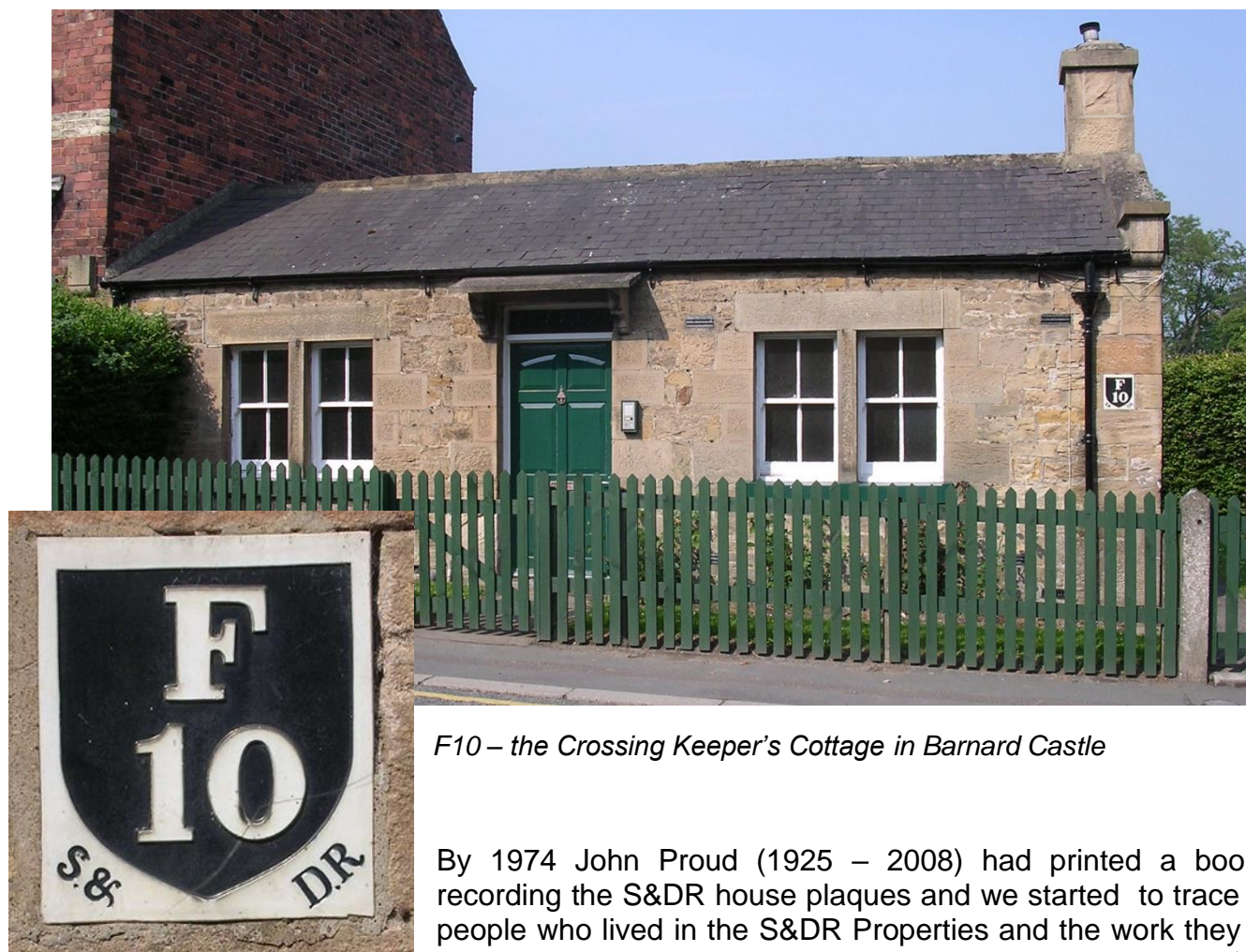
All the podcasts can be found here: <https://talesfromtherails.podbean.com/>

So far, over 1200 people have downloaded episodes, mostly from the UK but also abroad. Why not give our podcasts a try and if you have already listened, why not recommend them to a friend?

THE EXTENSION OF THE S&DR FROM DARLINGTON TO BARNARD CASTLE (D&BCR) – 1856

Jane Hackworth-Young

The Darlington & Barnard Castle Railway (D&BCR) was built in 1856 and was an extension of the Stockton & Darlington Railway. In 1857 the S&DR placed black and white ceramic house plaques on all its properties in which its employees lived.¹ Along this Barnard Castle branch these plaques all started with the letter 'F'.



F10 – the Crossing Keeper's Cottage in Barnard Castle

By 1974 John Proud (1925 – 2008) had printed a booklet recording the S&DR house plaques and we started to trace the people who lived in the S&DR Properties and the work they did on the railway; John's photographs together with his 'The Chronicle of the Stockton & Darlington Railway,' published by the North Eastern Railway Association in 1998, have been an invaluable source. My thanks must also go to Frank Tweddle who took us even further re the state of the houses and their plaques.

The terraces and houses on the D&BCR received the S&DR House Plaques in 1857. There are 11 along the line:

| | | |
|----|---------------------------------------------|-----------|
| F1 | Darlington. Honeypot Crossing Cottage | NZ 283163 |
| F2 | Darlington. Mount Pleasant Crossing Cottage | NZ 263164 |
| F3 | Carlbury Crossing Cottage | NZ 219162 |
| F4 | Piercebridge Station House | NZ 213162 |
| F5 | Gainford Station House | NZ 170171 |
| F6 | Winston Crossing Cottage | NZ 141178 |
| F7 | Winston Station House | NZ 140178 |
| F8 | Broomielaw Station House | NZ 083182 |

| | | |
|-----|-------------------------------------|-----------|
| F9 | Black Beck Crossing Cottage | No NGR |
| F10 | Barnard Castle Crossing Cottage | NZ 054174 |
| F11 | Barnard Castle Town House (Galgate) | NZ 052168 |

So what survives of these buildings and their house plaques? Darlington Honeypot Crossing (F1), Darlington Mount Pleasant Crossing Cottage (F2) and Black Beck Crossing Cottage (F9) have been demolished but of the others standing, five of them still bear the original S&DR House Plaques: Carlbury Crossing Cottage (F3), Gainford Station House (F5), Winston Station House (F7), Barnard Castle Crossing Cottage (F10) and Barnard Castle Station Master's House (Listed here as Barnard Castle Town House)(F11). The owner of Piercebridge Station House has carved in wood a replica (F4) and fitted it to the outside of the house. Bravo!



Gainford Station House with plaque F5 above the ground floor windows on the left (photo: Jane Hackworth-Young)

Broomielaw station was for the private use of Lord Barnard and that perhaps is why in the first census after the railway opened in 1861 George Brownless and his family and servants were living in the house and he was recorded as 'Landed Proprietor'. In the next census of 1871, George was recorded as 'Farmer 200 acres'. The plaque F8 has gone.

Some of the other railway workers were domiciled in the houses; in Winston Station House in 1861 and 1871, George Kent and family resided. George was recorded as Station Master. In both census returns, sons were recorded as 'Scholars', 'Telegraph Clerk' and 'Railway Clerk'. In Winston Crossing Cottage (the plaque F6 has gone) in 1861, Michael Charlton lived with his family and he was recorded as 'Railway Porter' and in 1871 Thomas Dalkin and family were in residence; Thomas was recorded as 'Porter'.



Broomielaw House in 1970 with its plaque F8 to the left of the ground floor window. Photo: John Proud collection courtesy of Win Proud.

In 1861, Thomas Thirkell was living with wife and son at 116 Galgate, Barnard Castle (F11), and was recorded as 'Railway Gate Keeper'. His son, John, was recorded as 'Railway Contractors' Clerk'. In 1871, Robert Thompson was living in F11 with his wife, family and servant and recorded as 'Railway Station Master'.

The Station Crossing House in Harmire Road is now owned by GSK (previously Glaxo) and bears the S&DR Plaque F10.

A local area group has been formed under the umbrella of the Friends of the Stockton & Darlington Railway – The Teesdale Railway History Group - which is organising a four mile circular walk which crosses all four railway lines that existed in Barnard Castle – now all gone. In 1945, Glaxo (now GSK) came to the town because it was away from large cities threatened with bombing, but had excellent railway connections. Glaxo was the main pharmaceutical company to produce penicillin. The Teesdale Group will also be involved in other celebrations for the S&DR bi-centenary next year.

Notes

1. Taken from the Minutes of the S&DR Traffic Committee in 1856 - Held at the National Archives at Kew. The main part of the South Durham & Lancashire Union Railway was opened in 1861 and by 1863 it was extended via Stainmore to Tebay in 1863. The line from Barnard Castle to Middleton in Teesdale was also opened in 1863.

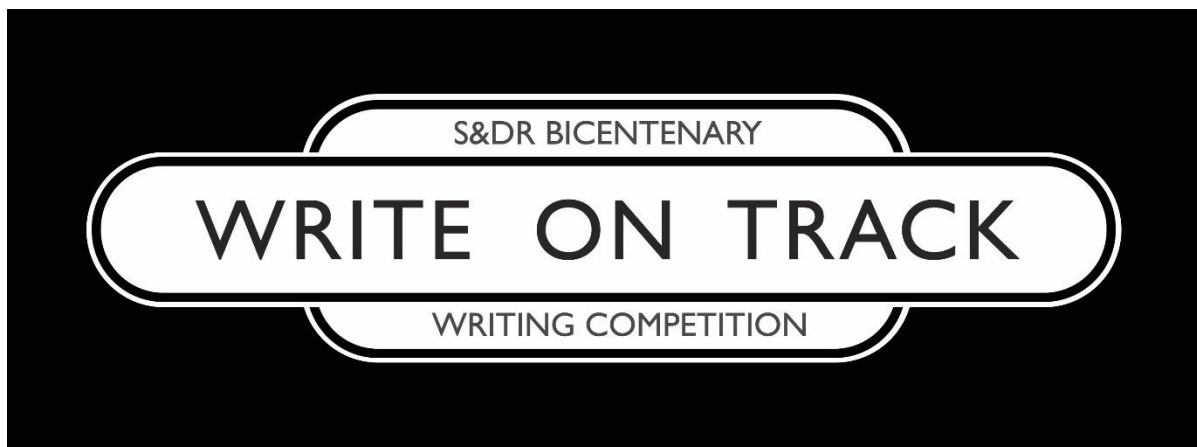
Other references:

Census and baptism, marriage, death and burial records.

'Soho House and Cottages' by Andy Guy

'Timothy Hackworth & the Locomotive' by Robert Young 1923

If you are interested in the S&DR House Plaques, my first article (The Globe: Issue 5 – April 2018) covered Brusselton Incline, the second (The Globe: Issue 6 – July 2018) concentrated on Darlington, the third (The Globe: Issue 7 – December 2018) told the story of Etherley Incline, the fourth (The Globe: Issue 8 – April 2019) the terminus of the railway up to 1830 at St John's Crossing, Stockton, the fifth (The Globe: issue 9 – July 2019) the history of the north part of Black Boy Incline and the sixth (The Globe: issue 10 – July 2020) New Shildon.



Write on Track is an exciting local project directly linked to the bicentenary of the Stockton & Darlington Railway. It is supported by S&DR Community Grants Scheme and Creative Darlington.

Local writers have got together to organise a series of writing workshops, all based in venues along the original 26 mile inaugural route – Darlington, Preston Park near Stockton, Locomotion at Shildon and even on a Bishop Line train. There will be the chance to discover the history along the way by visiting significant sites and using resources and artefacts from Darlington Local Studies and the museums. You can also explore your own memories of stations, holiday travelling, commuting, working on the railways, train spotting – any connection at all to trains. In the workshops we'll be looking at how you might express this history or memories in a poem, a short story or a piece of life writing. You might not think of yourself as a writer but everyone has a story to tell about trains and railways so that is what we are hoping you will share. You can come to one workshop or all eleven and they are all free – you just need to book your spot. Workshops will start at the end of July 2024 and run until September 2024. The full programme will be available very soon so watch out for it on social media including the Friends of the Stockton & Darlington Railway Facebook page.

Write on Track doesn't end there though. The workshops will lead up to a writing competition for people aged 16+, with categories of poetry, short story and memoir. This will be free to enter and open to everyone living in the postcodes along the original route. There are prizes for each category and the chance to have your work included in both a printed and a digital anthology. These opportunities will be open to everyone who attends a workshop, but you don't have to enter the competition, even if you did attend a workshop. Your creative work could also be displayed at stations along the Bishop Auckland to Darlington line. In July 2025, there will be a celebration of writing and memories at Hopetown in Darlington, in amongst the exhibits.

We really hope to see you at these events.

Ann Cuthbert

S&DR 200 RESEARCH ON THE RAILS PRIZE COMPETITION



Cleveland and Teesside Local History Society and the Friends of the Stockton & Darlington Railway are collaborating in offering an S&DR 200 Research Prize Competition for original research into the S&DR. The best entries will be published in their journals (*The Globe* and *Cleveland History*), or we may decide to publish a separate new, joint publication. The original research can be on any subject connected to the history of the Stockton & Darlington Railway up to 1863, including its

impact beyond that date. It can be about people, technology, events, archival research, impacts – the choice is yours.

The prize will be £1,000 provided jointly by Cleveland & Teesside Local History Society and The Friends of the Stockton & Darlington Railway and awarded to the author(s) of an essay which fulfils the criteria of the competition and which in the opinion of the judges merits the award.

The winning essay will be published by Cleveland & Teesside Local History Society and The Friends of the Stockton & Darlington Railway.

Essays that do not win the prize but which are deemed to be of sufficient merit may also be published.

General Guidance

The resulting papers must be factual, not fictional, and based on *original* research by the author(s). If you are interested in writing fictional work, then do enter the Write on Track competition; details elsewhere in this Globe.

We are looking for papers that add to our historical knowledge and understanding of the S&DR. We are looking for fully referenced work with a bibliography and illustrations if relevant. Papers should be no more than 10,000 words including the bibliography but they can be a lot less.

For those interested in entering, we will provide more detailed guidance notes.

Dates

27 September 2024: Announcement of the Competition as part of the Launch of Festival/Fringe Programme

31 August 2025: Final Date for Submission of Essays

31 October 2025: Announcement of winner and subsequent publication

Questions?

If you have any questions, do not hesitate to seek advice from one of the joint editors:-

Caroline Hardie, editor of *The Globe*: caroline@aenvironment.co.uk.

John Little, editor of *Cleveland History*: jklittle@btinternet.com

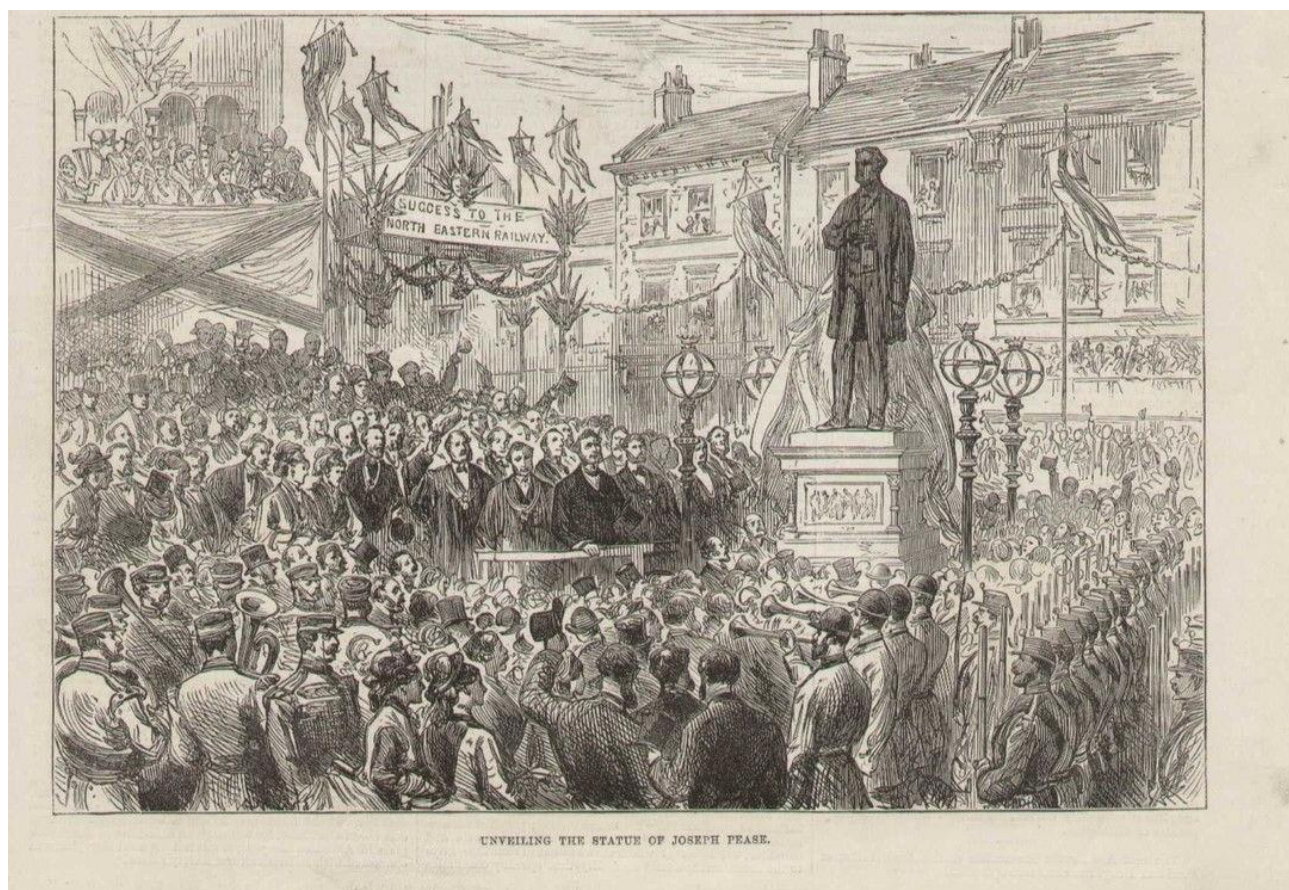
Caroline Hardie

From the archives 1 - The Stockton and Darlington Railway Jubilee

Transcription by Peter Bainbridge

Yesterday the Town Council of Darlington voted £1,000 to supplement the expenditure proposed by the North-Eastern Railway Company to celebrate the opening of the first railway, 50 years since, on the 27th of September. From the statement of the Mayor (Mr. Pease) and others it appears that the Railway Company will spend £5,000 in a banquet and fireworks at Darlington. The money voted by the Corporation will be spent in providing triumphal arches, illuminations, decorations, &c. A general holiday will be kept, and those of the 23,000 shareholders of the Railway Company who desire it will be furnished with passes. On the same day there will be unveiled the statue of the late Mr. Joseph Pease, who was intimately associated with the railway. Stephenson's first locomotive has been taken from its pedestal, and will be made to work, together with a number of other old engines. All the leading railway men of the country and numerous political and public personages are invited. It is hoped that some member of the Royal Family will present.

Manchester Evening News - Friday 10 September 1875



The celebrations as depicted in the Illustrated London News in 1875

ERRATUM – ‘THE GLOBE’ Issue 21, December 2023

‘What’s in a Name: Designer or Builder?’ by Jane Hackworth-Young:

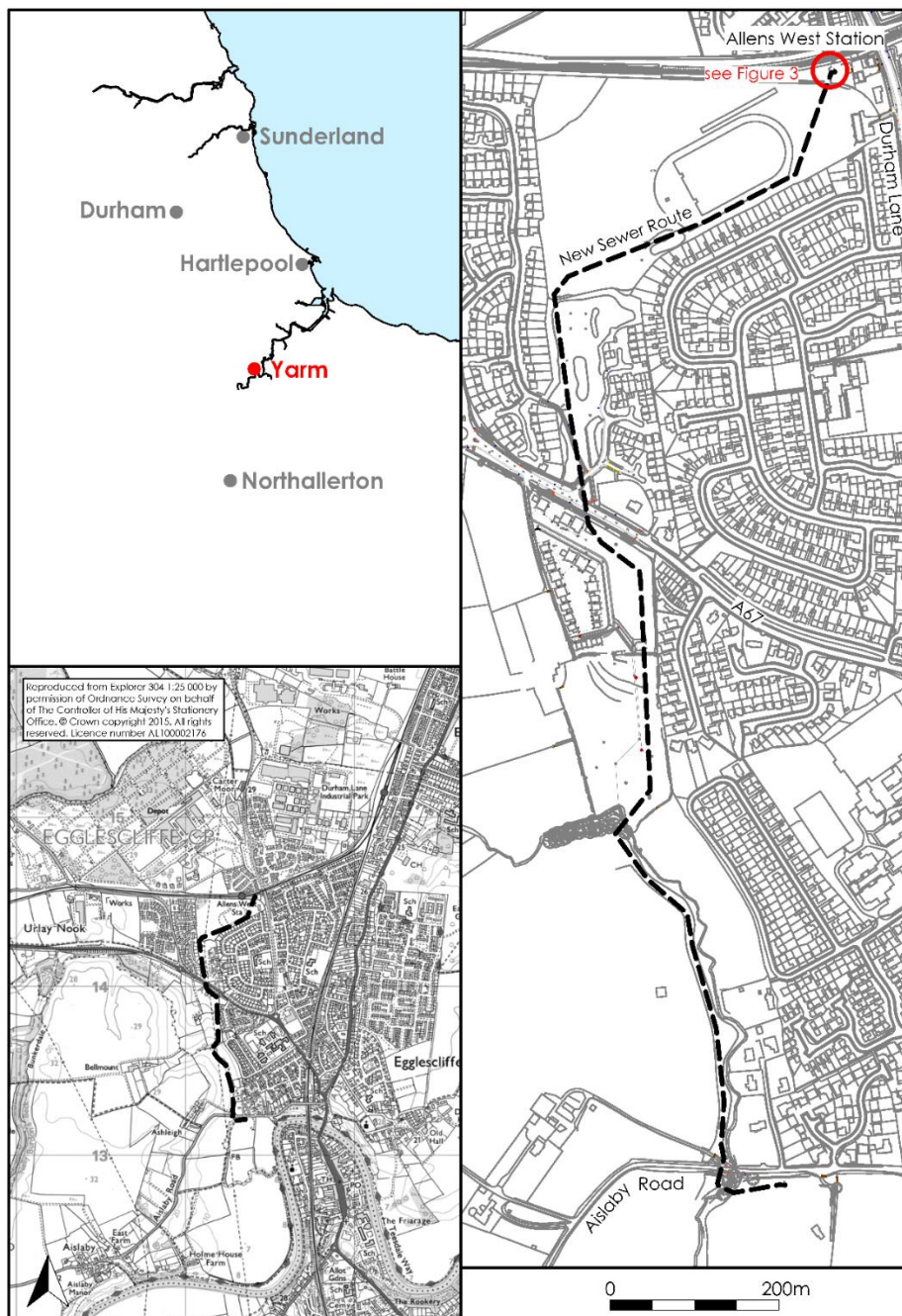
Jane apologises for writing that ‘Robert Stephenson & Co. had been set up in 1823 but Robert had left for the gold and silver mines of Columbia to advise on locomotive construction’. This is incorrect; Robert was advising on the building of a railroad, although when he got there he thought some preparatory work could have been done!

EXCAVATION OF THE YARM BRANCH RAILWAY COTTAGE

Lana Williamson and Caroline Hardie

Introduction

In 2023 archaeological fieldwork was undertaken during the development of a new sewer route south of Aislaby Road to Allen's West Station, Egglecliffe. The works uncovered a previously unexcavated building at the north end of the route associated with the Stockton & Darlington Railway.



Map showing the location of the site in reference to Egglecliffe and Yarm area, as well as the north-east of England.

Historical Background

Immediately to the north of the excavated area lies the route of the original Stockton & Darlington Railway (S&DR) mainline. This line was designed to transport mixed goods, freight and passengers and opened on the 27th September 1825. A branch line, running south towards Yarm, also opened the same year. This terminated at a coal and lime depot, roughly 250m north of Yarm bridge. Upon the S&DR's inaugural railway journey, a stop was included for wagons to be diverted down this branch line.¹

Today evidence of this line can still be seen in the local area. Some parts of the S&DR depot and the public house built by Thomas Meynell (now the Cleveland Bay) at the terminus of the branch still survive. Elements of the track bed of the Yarm branch can be seen to the east of the excavated area, and a section of track bed and stone boundary from the main line has been identified at Copeswood, to the north-east.²

Buildings labelled 'Yarm Station' can be seen at the junction between the mainline and the branch line on the 1857 Ordnance Survey map. The S&DR branch and depot at the terminus was closed in the 1870s,³ and by the publication of the second edition OS Map in 1899, the line had been removed.

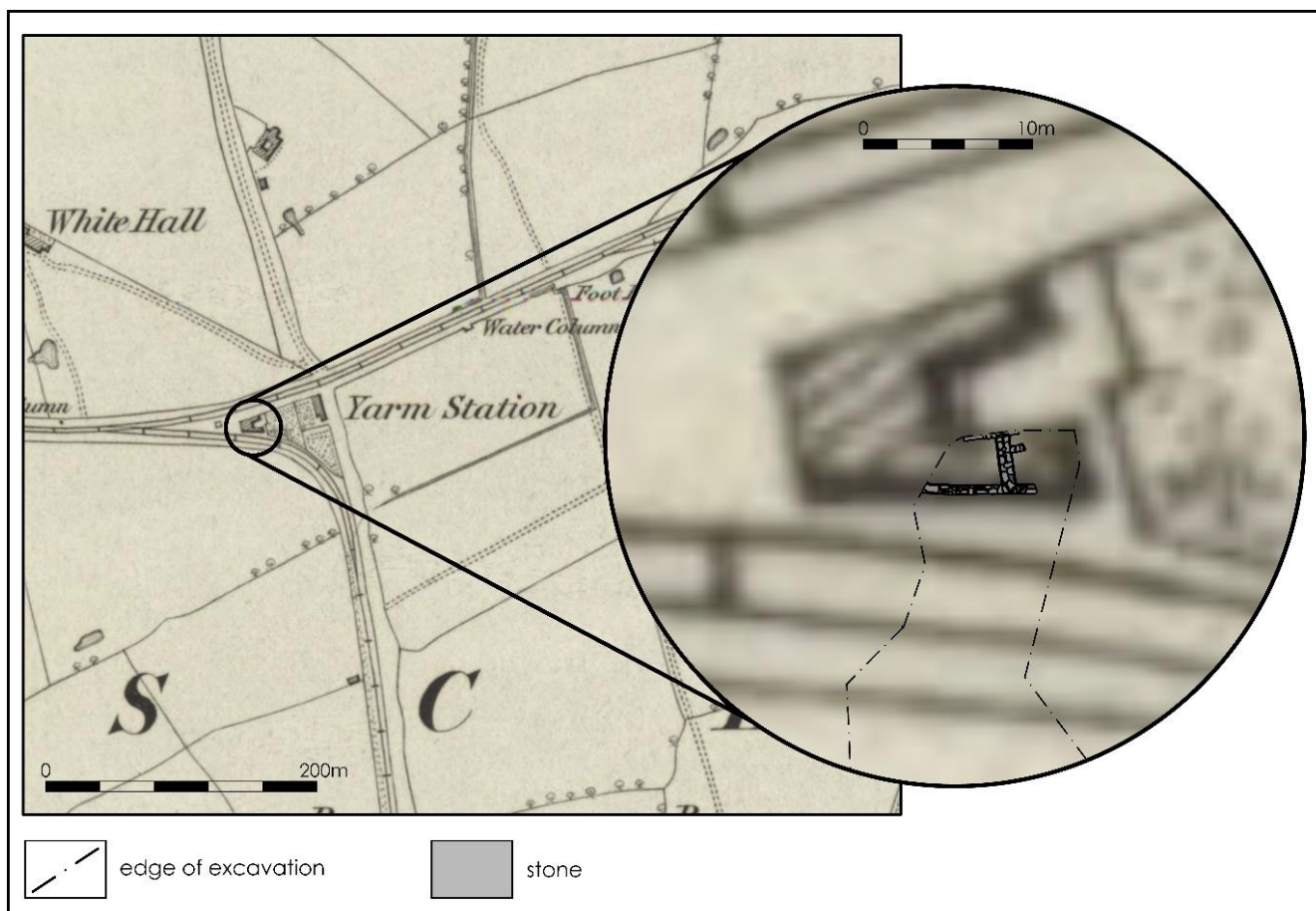
Excavation



Photograph showing the north and east walls of the building, looking north-east.

During the excavation, the partial remains of a stone building were uncovered at the former branch line junction. Foundations were found underneath a rubble deposit, up to a metre of

stone and brick from the demolition of the building. These consisted of a trench with the remains of two east-west walls, just over 3m apart, linked by a north-south wall, all from the same phase of construction. The north wall was best preserved, consisting of five courses of uneven stonework. The walls' foundation trenches were backfilled with a mix of light sandstones. Significant disturbance was recorded on the east side of the building as a consequence of the construction of a modern drainage inspection chamber.⁴

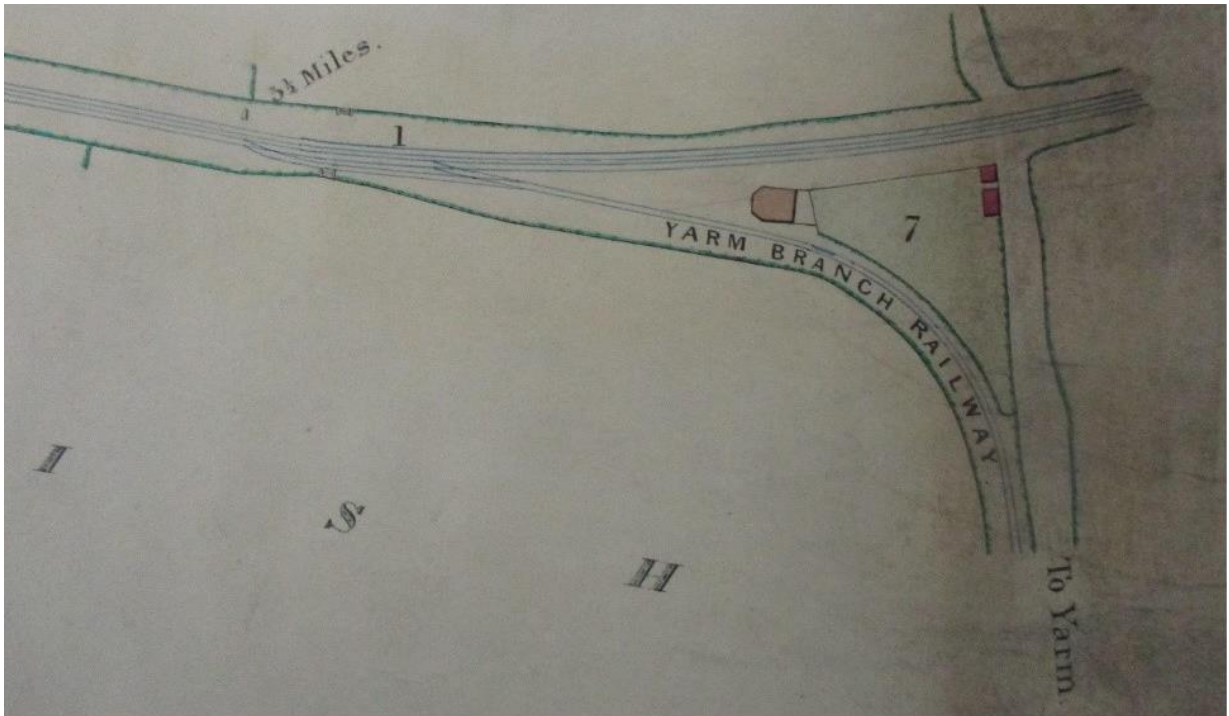


Plan drawing of the archaeological remains, overlaid on to the 1857 Ordnance Survey map (surveyed in 1855).

The archaeological remains were identified as being part of a large U-shaped building at Yarm station, as can be seen on the 1st edition 1857 Ordnance Survey map (surveyed in 1855). The building can be assumed to be later than the establishment of the railway, as the U-shape is designed to fit within the junction of the lines.

It is likely that this building is an altered version of the 'cottage' referred to in S&DR company minutes of 23rd April 1830 which 'ordered that a cottage for the accommodation of passengers and parcels and the sale of coals lime etc be immediately built at Fighting Cocks Lane' along with another at the junction of the Yarm Branch, and although completion was delayed by a shortage of slates it was finished by the end of 1830. It was built by Bulmer and the S&DR's building inspector William Burn oversaw the works.⁵

The building was shown on the 1839 Dixon plan⁶ and again in a plan of 1847.⁷ During that period, it had a canted west elevation facing the junction with the branch line and mainline suggesting that a view of the junction was important to its function. The building as depicted on the 1st ed OS map published in 1857, was a different shape suggesting that the building had been altered, creating the horseshoe shape and dispensing with the canted west elevation. The paddock appears to have been used as a garden by this time.



The Dixon Plan of 1839 showing the building without the horse shoe shape, but with boundary walls linking it to a paddock (no. 7 labelled as such on the key) (TNA RAIL 1037/457)



The 1847 plan by John Harris Engineer of the Stockton & Darlington Railway between Yarm and Fighting Cocks (corrected 1871) (TNA RAIL 1037/461)

The 1841 tithe map identified this land as belonging to the S&DR, but listed an additional occupier as Thomas Smith, who died later that year. The 1841 census listed Christopher

Coulson (aged 60-64), a coal agent, living at Yarm Station, with his presumed wife Charlotte (aged 55-59).⁸ However it is clear from the historic maps that there was also another building on this triangular plot and either could have been the house where Smith and later, Coulson lived. The canted bay window elevation does suggest that the excavated building was not residential but designed to oversee railway traffic.

Notes

- 1 Friends of the Stockton & Darlington Railway 2021 *The Stockton & Darlington Railway. The Railway that got the World on Track.*
- 2 Yarm Branch Study Group, n.d. *The S&DR Yarm branch*: Railway Walk no. 8. Friends of the Stockton and Darlington Railway.
- 3 Lloyd, C, 2022. Come to the Hole of Paradise to find out about the earliest days of the railways. *Darlington & Stockton Times*, 24th July 2022
- 4 Archaeological Services 2023. *Aislaby Road Sewer Scheme, Eaglescliffe, Stockton-on-Tees: archaeological watching brief*. Unpublished report 5977, Archaeological Services Durham University.
- 5 1830, Apr 2 'Cottage to be placed at Yarm branch. Ordered that the plan of a cottage suitable to be placed at the junction of the Yarm Branch with the Main Line be produced by Wm Burn to this Committee.' (Minute filed under Egglecliffe.) TNA RAIL 667/31
1830, Apr 23 'Ordered that a Cottage for the accommodation of Passengers and Parcels and the sale of Coals Lime etc be immediately built at Fighting Cocks Lane and William Burn is directed to prepare a Plan forthwith to be laid before our next Meeting together with the one to intended to be built at Yarm Branch.' (Minute filed under FC) TNA RAIL 667/31
- 6 TNA RAIL 1037/457
- 7 TNA RAIL 1037/461
- 8 Yarm Branch Study Group 2022, *The Yarm Branch*. p19

From the archives 2 - The Beginning of Railways

Transcription by Peter Bainbridge

Congresses, jubilees, and centenaries have become so much the fashion of late, that it is a wonder no step has been taken to celebrate nationally, and not merely locally, the jubilee of railways, which occurs on the 27th of this month. To our iron roads, more than anything else, perhaps ' is owing the wonderful progress this country has made during the past fifty years; and it is meet that something should be done to recall vividly to mind the opening of the first line of railway which was devoted alike to passenger and goods traffic. The most far-seeing men of the day when the Stockton and Darlington line was inaugurated, or the greatest visionaries, could not have harboured a thought of the strides which railways would make in the course of half-a-century. Instead of the few miles of railway connecting the two towns above-named, there are now In the United Kingdom alone nearly 15,000 miles, the receipts from which, last week, according to the published returns, amounted to more than a million and a quarter sterling; whilst the highest speed attained by George Stephenson's engine has been increased fivefold. How curious, in the light of the present day, reads the record of the opening of the Stockton Darlington Railway, as given by a local newspaper: -

"The signal being given, the engine started off with this immense train of carriages ; and such warn its velocity that in some parts the speed was nearly twelve miles an hour: and at that time the number of passengers was counted to be 450, which, together with the coals, merchandise, and carriages, would amount to near 90 tons. The engine, with its load, arrived at Darlington, a distance of 8 ¾ miles, in 65 minutes. The six wagons, loaded with coals intended for Darlington, were then left behind; and obtaining a fresh supply of water, and arranging the procession to accommodate a band of music and numerous passengers from Darlington, the engine set off again, and arrived at Stockton in three hours and seven minutes, including stoppages, the distance being nearly twelve miles."

Four years later another of Stephenson's engines, the Rocket, attained a speed of twenty-nine miles an hour, drawing some twenty tons. Such a result was considered to be prodigious, and a prize of £500 was awarded to the makers of the engine. Now we can be whisked along, if we please, at a rate of even fifty or sixty miles an hour - certainly at greater risk of life and limb - but, then, we live fast, and must travel fast, and take our chance; and woe be to the "coo" that now gets in the way—woe, also, most likely, in such a case, to the passengers and their friends! *City Press*.

Sydenham, Forest Hill & Penge Gazette - Saturday 11 September 1875

THE GAUNLESS BRIDGE

Caroline Hardie

One of the most interesting bridges on the 1825 mainline of the S&DR, technically speaking, is the Gaunless bridge. The ironwork from this bridge is now on display at Locomotion in Shildon, while its stone abutments remain *in situ* on either side of the River Gaunless between St. Helen Auckland and West Auckland.



The Gaunless Bridge before the ironwork was removed in 1901

The weather over the winter of 1823-4 was dreadful. Railway cuttings collapsed, quarry tracks became quagmires, and workmen were injured. Despite this, George Stephenson was able to report in December 1823 to the Stockton & Darlington Railway Company that the river Gaunless between St. Helen Auckland and West Auckland, had been spanned in October by the iron bridge designed by him and cast by Burrell and Company Foundry of Newcastle.¹

George Stephenson was a partner in Burrell's until the 31st December 1824² and so he already had a close working relationship with this business. Further, the new company established for George Stephenson's son Robert, by the key financiers of the S&DR, - 'Robert Stephenson &

Co', would be located next door to Burrell & Co in 1823. Burrell and Co. worked to a design for the bridge submitted by George Stephenson and approved by the directors of the S&DR on the 28th December 1822.³

But disaster struck! Heavy snow that winter followed by flooding when the thaw came, damaged the bridge badly and so Stephenson had to alter the design with an additional span taking it from three to four spans which would allow more space for floodwater to pass under.

While the abutments were made of stone with graceful curved wing walls terminating in pepper pot copes, the truss below the decking and the supporting pillars were made of a combination of wrought and cast iron. It is the first bridge for our modern railway network to use an iron truss and the lenticular design of the truss is extremely unusual.

The lens shapes were made from two curved girders, one above and one below. The upper girder is in compression, like you have for an arched bridge, and the lower in tension, like you have for a suspension bridge. Stephenson's sound grasp of engineering therefore resulted in a clever technical symmetry between tension and compression; it also resulted in a beautiful bridge.

Walkways for railway workers leading horses were cantilevered out from the sides of the decking. The use of additional iron pillars at the end of the bridge meant that it was a self-supporting structure, even without the stone abutments.

The bridge came into use when the line was opened on 27th September 1825. From the outset it was assumed that the waggons using it would be hauled by horse rather than locomotive, because its location was on level ground between two incline planes. So waggons were unhitched at the foot of Etherley incline, attached to horses, hauled over the Gaunless bridge and then delivered to the foot of Brusselton incline where they were attached to rope again and hauled up the hill and down the other side to New Shildon where the locomotives would be waiting in steam.

Truss bridges were popular and are still used today because they use small amounts of materials but can carry a heavy load. However most truss bridges will have the metalwork (or indeed woodwork) arranged in triangular shapes, not the lenticular shapes you see at the Gaunless Bridge.

The design was adapted to create 'fish belly' trusses. One well known example was designed by Brunel in 1854, on his much bigger Royal Albert Bridge across the Tamar, but his decking was below the truss.⁴ It was also adapted for use at the Saltash Railway Bridge near Plymouth in 1859 and the five Elbe Bridges near Hamburg built in the period from 1872 – 1892 and designed by Lohse.⁵

Closer to home, Escomb Occupation Railway Bridge (No. 12), built in 1842, uses an interesting design in the form of a bow-sprung single span, laid on a skew and carrying a farm track which bears some resemblance to Stephenson's design. It was built by the Shildon Works Company, in conjunction with John Storey of Darlington, for the Bishop Auckland and Weardale Railway Company (a subsidiary of the S&DR) and like the Gaunless Bridge, was made from a combination of cast and wrought-iron and with timber. Once the Gaunless bridge ironwork was removed from its abutments, this bridge became known as the earliest wrought-iron, lenticular truss, occupation bridge in situ and is now listed grade II*. ⁶

When you drive into St Helen Auckland, Durham County Council have put a gateway sign up proclaiming that this is the home of the earliest iron railway bridge in the world. But is it?

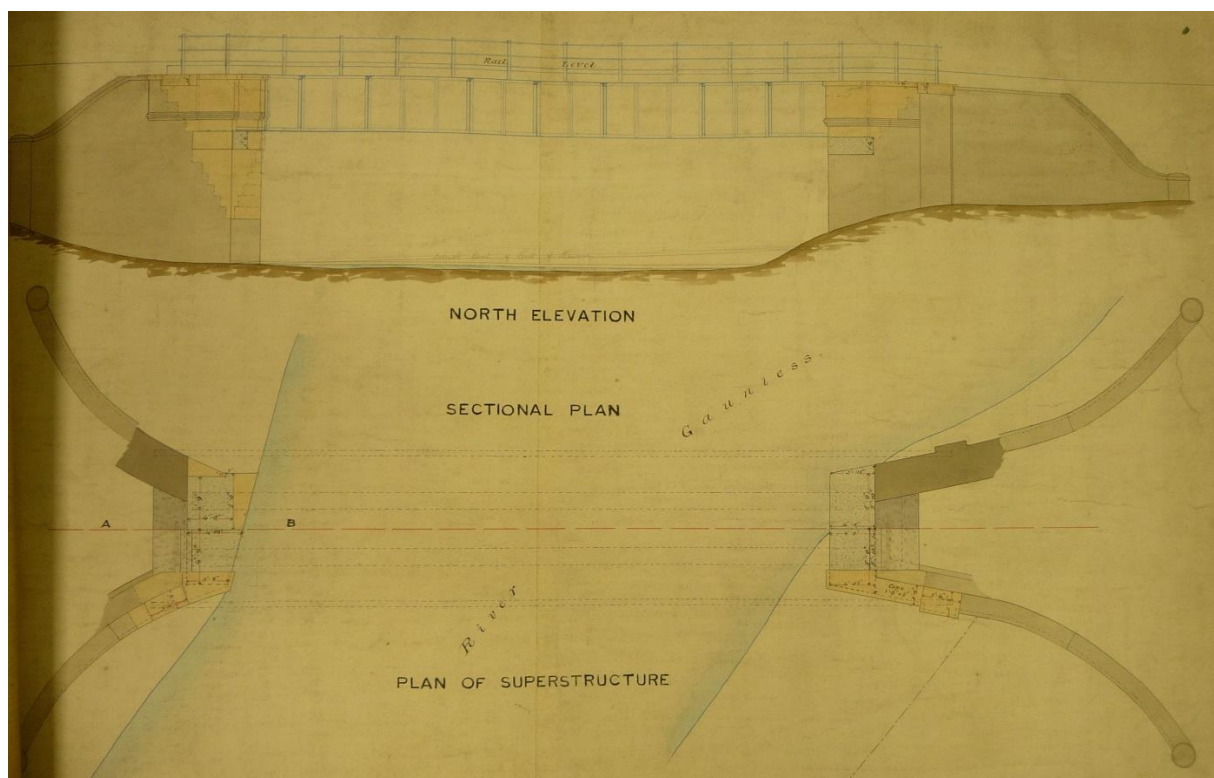
There is a competitor to this claim at the Pont-y-Cafnau (English: Bridge of Troughs). This is an iron truss bridge over the River Taff and was designed by Watkin George and built in 1793 for his employer, the Cyfarthfa (*Cifarthfa*) Ironworks.⁷ However it was designed to support both a *tramway* and an aqueduct to carry limestone and water into the works and so it is debateable whether it was accommodating a railway in the modern sense (publicly available and carrying mixed goods and passengers). Certainly it bears very little resemblance to Stephenson's lenticular truss.

The Gaunless Bridge therefore has some claim as the first purpose built railway bridge made of iron in the world.

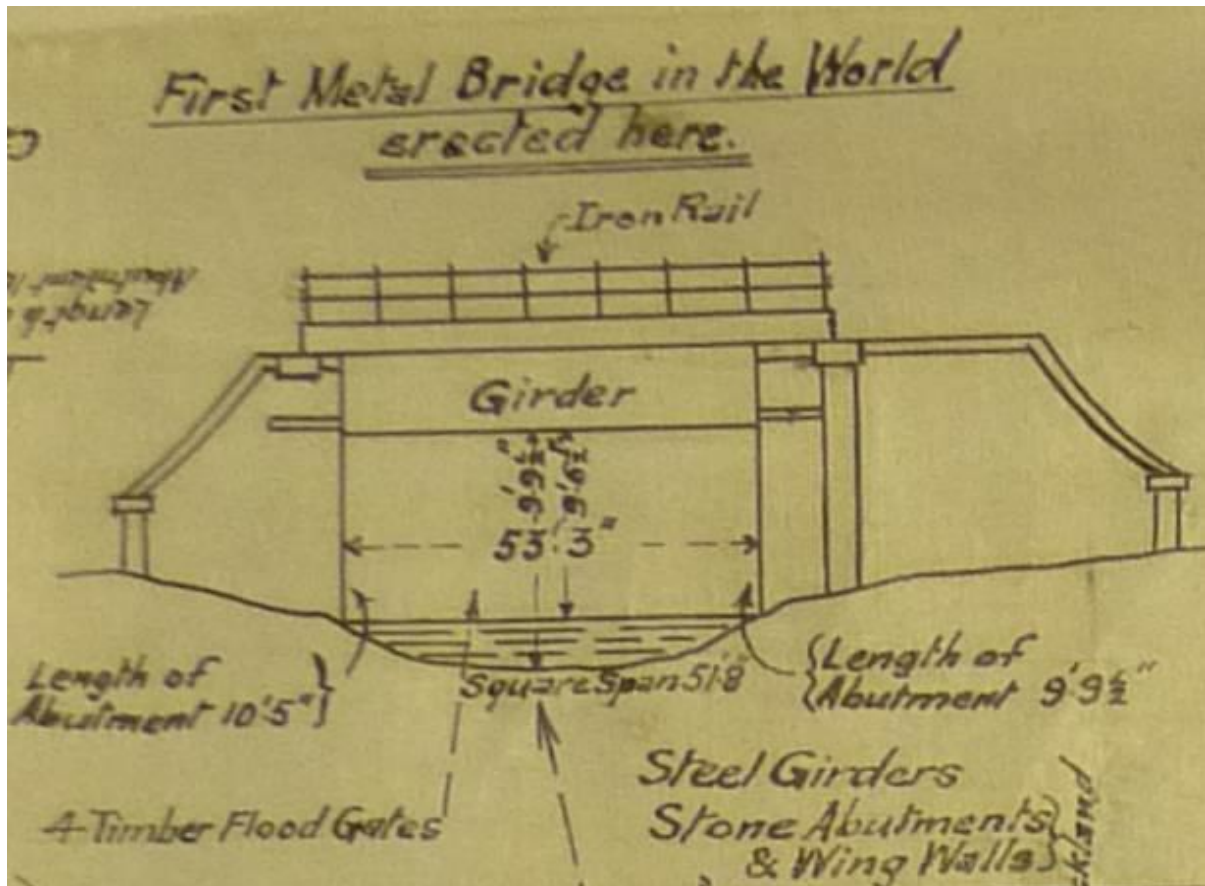
The bridge remained intact until 1901 when it was dismantled, so that an alternative structure could be placed on the abutments which would accommodate heavier loads of coal. The trestle legs were cut off at river level and the superstructure moved to Brusselton Colliery for storage.

The two stone abutments remained on either side of the river Gaunless but were altered by the NER in order to accommodate a new bridge decking. The alterations took the form of recesses set into the top of the abutments to accommodate plate girders.

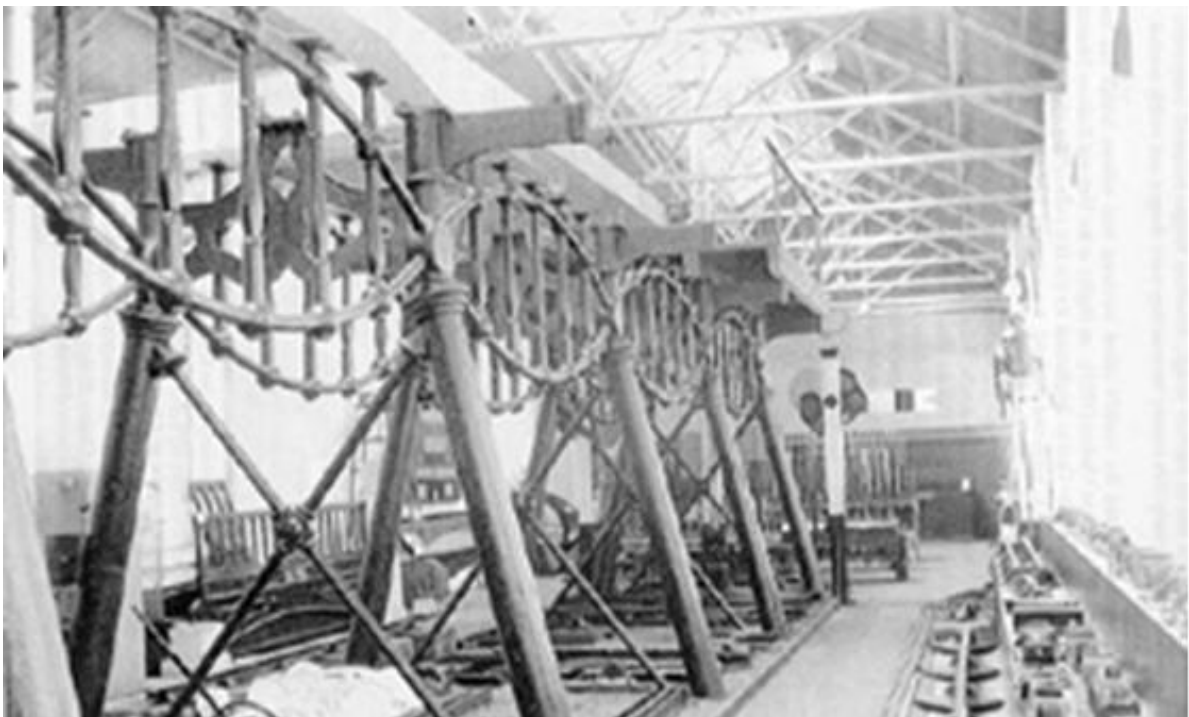
The original ironwork was preserved, however, and featured in the 100th anniversary celebrations in 1925. When a railway museum opened in 1927 at Queen Street in York, the ironwork was one of the indoor exhibits running down the centre of a large hall.



NER 1901 plan showing alterations to be made to the abutments in order to accommodate the plate girders. Stonework would be removed from the abutment cores, but the dressed stone external faces would remain (NRM 12/6 Box 147)



NER 1925 plans of the track with sketches showing the structures located on the route (NRM DS 14/E Box 231). This shows the elevation of the bridge after the works to replace the iron structure with plate girders. Annotated 'First Metal Bridge in the World' – probably not!



The Gaunless Bridge on display at the Queen Street Museum in York (Robert Vogel, Smithsonian Institution, photographer. Image taken from ICOMOS Context for World Heritage Bridges by Eric DeLony (1996) which also recommends it as a World Heritage Site)

The ironwork was moved to the National Railway Museum in York in 1975. When first erected there, it was overlooked by the museum cafe but a later reordering of the layouts inside the museum left the bridge ironwork largely out of sight to most visitors.



The Gaunless bridge ironwork at the National Railway Museum in York in 2005

But there were people out there thinking that maybe the ironwork would be better located closer to its original home. Correspondence goes back many years looking at the feasibility of moving the ironwork from York to Locomotion in Shildon. But as 2025 approached, the 200th anniversary of the S&DR, the NRM were thinking about how they could mark this anniversary and thoughts returned to the Gaunless bridge ironwork, still sitting in the car park at the back of the museum in York. Fund raising by the Science Museum Group paid for the bridge's ironwork to be dismantled and transported to be conserved and then returned to Locomotion in its new position in front of the New Hall. The green and cream colour scheme is a result of paint analysis; this suggests it was the first colour scheme and was directly on top of the undercoat. The conservation and restoration work was also able to confirm that the bridge was made without nuts and bolts and simply locked together. As Anthony Coulls said in an interview I did with him for a Tales from the Rails [podcast](#) on this subject, the Gaunless bridge links the old Hall with the New. Not literally of course; you simply walk past it to get from one to the other. Do take time to admire it when you visit.

While the ironwork has been doing a grand tour of the north of England, the stone abutments remain *in situ* on either side of the river Gaunless. They retain the alterations put in place in 1901 to accommodate plate girders. Plans are now afoot to place a new decking between the abutments so that the bridge can return to use with walkers and cyclists using the new S&DR Discovery Trail.



Conserved and back on display at Locomotion – ready for 2025

Notes

- (1) Rolt, L. T. C 2012 George and Robert Stephenson, 79 and contra <http://www.engineering-timelines.com/scripts/engineeringItem.asp?id=15> which states that it was complete by October 23rd 1823.
- (2) Tomlinson 1987, 93. His son Robert was also managing director
- (3) Rolt 2012, 79
- (4) J. G. James in the Transactions of the Newcomen Society vols 52 and 59 and cited in Addyman and Haworth 2005, 13
- (5) Tomlinson W. W 1974, The North Eastern Railway; its rise and development – Primary Source Edition, p108 and http://www.009.cd2.com/members/how_to/bridge_development.htm [accessed 16122015]
- (6) <https://historicengland.org.uk/listing/the-list/list-entry/1196464?section=official-list-entry> [accessed 110724]
- (7) <https://en.wikipedia.org/wiki/Pont-y-Cafnau> [accessed 14122015]

John Peacock Obituary

We share the sad news of the recent death of Mr. John Peacock of Toronto who was a member of the Friends of S&DR. He was 91 years old.

John was born in Witton-le-Wear, as a lad he helped local farmers with driving tractors before training as an electrician. He often travelled on the Wear Valley railway when it was the LNER.

He joined the merchant navy in 1953 as an engineering officer and sailed the North Atlantic and South America routes, serving on several steam ships with varied cargoes.

Upon returning to the UK, he served as an engineer with North Sea colliers shipping coal from the Tyne, the Wear and Seaham Harbour down to the power stations on the Thames. He worked for Exide batteries servicing electric locomotives for the NCB and lead mines at various locations in County Durham. He then worked for many years as a service engineer for industrial weighing and bagging equipment. This work required him to visit many plants in Northern England and Scotland.

He had a lifelong interest in engines of all types; marine, railway, mill, agricultural and stationary and visited many heritage railways, steam fairs and museums. He acquired many friends and acquaintances over the years and built up an extensive library of books and collections of tools.

He built his own workshop, built model engines and was always repairing equipment and making replacement parts. He was an active member of the Tees Cottage Pumping Station, in Darlington and frequently manned their unique gas engine.

John was an old style hands-on, boiler suited engineer and a gentleman. He loved spending time chatting to people about engines, engineering history and sharing his entertaining tales. He will be sadly missed by his family and his many friends.

Gerry Wilkinson

NEWS (OR STEAMING AHEAD TO 2025)

You may have noticed that there was a General Election on July 4th. There are now some new MPs covering the S&DR area. If you want to make sure that they continue the good work of our previous MPs (for which huge thanks for all your support and help), here is the list courtesy of Peter Bainbridge:

Sam Rushworth, MP for Bishop Auckland - sam.rushworth.mp@parliament.uk

Alan Strickland, MP for Newton Aycliffe and Spennymoor - alan.strickland.mp@parliament.uk

Lola McEvoy, MP for Darlington - lola.mcevoy.mp@parliament.uk

Matt Vickers, MP for Stockton West - matt.vickers.mp@parliament.uk

Chris McDonald MP for Stockton North - chris.mcdonald.mp@parliament.uk



You may have noticed new paths being constructed and old ones improved as part of the preparations for 2025. Having a walking and cycling route was always part of our vision so that people could enjoy the S&DR mainline and its earlier branch lines as a whole and not just via the honeypot sites at Locomotion, Hopetown and Preston Park. Hopefully this will generate economic benefits throughout the S&DR corridor. Most progress has been made in those parts in County Durham but plans are also afoot to improve the path network between the Durham County boundary and Hopetown. There is already a reasonably good network of paths from

Darlington to Goosepool. This is exciting progress and as paths are improved, we seek to update and improve our self-guided walk booklets.



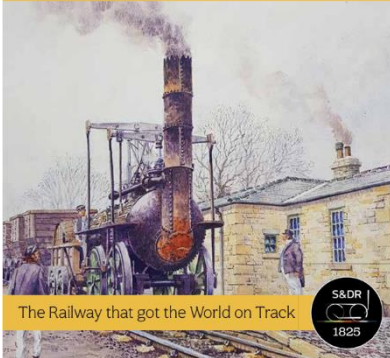
The sleeper blocks set down in the 1980s have been temporarily removed at Brusselton while the path is improved (photo: Catherine Yates).



Path under construction at Preston Road, Newton Aycliffe. The S&DR is behind the bushes on the left (photo: Jonathan Ratcliffe)



Shildon to Heighington
Stockton & Darlington
Railway Walk No.4



Now that some of the S&DR paths are in place, the next Friends' walk booklet to be updated and revised will be out soon covering Shildon to Heighington. This 48 page whopper has been sponsored by Husqvarna – a large international business based alongside the route at Newton Aycliffe – you might know them for their robotic lawnmowers.

The booklet has been beautifully designed by Maud Webster and contains lots of pictures and QR codes that allow you to scan them to access more detailed information. For the first time we also have audio scans, so you can listen to Robert Metcalf recount his memories of getting the boiler lit on Locomotion No.1. He's long dead of course, so his voice has been provided by Darlington based actor Lee Morris.



LOCOMOTION

The New Hall of Locomotion in Shildon opened on 23rd May. Locomotion is now the largest undercover collection of railway vehicles in Europe (some say the world – do you know better?). The re-arrangement of vehicles into the New Hall has also created an opportunity to re-arrange the original hall displays and revisit the interpretation there. Between the two the ironwork of the Gaunless Bridge has been placed in all its conserved and restored finery. Painted in pale green and cream, these are the colours found above the undercoat of the original paintwork (see article above). The museum is now open seven days a week (except Christmas) and is still free to visit.

The historic buildings which form part of Locomotion are now all conserved. The last to be complete were the 1847 Locomotive Refuelling Drops, now thought, as a result of research carried out by [Historic England](#), to represent the first attempt in Britain to mechanise the process of re-fuelling steam locomotives (Jecock et al 2022). The conservation of these structures means that the track which runs in front of them is now available for live steam events. One of these events is the return of Flying Scotsman on the 20th July until the 18th

August 2024; it will be possible to ride a train hauled by the Flying Scotsman. You can book tickets here: <https://www.locomotion.org.uk/whats-on/flying-scotsman-rides>

HOPETOWN

- D A R L I N G T O N -

The former Head of Steam Museum has reopened as Hopetown and the 7.5 acre site now includes most of the main historic S&DR buildings in what was also once referred to as the Rail Heritage Quarter. Entry is free but you will have to pay for parking across the road near the Skerne bridge (which includes a big picture frame through which you can take your own photos of the bridge), any special events and to use the 'Wagon Woods' play area. In term time it is open every day except Mondays, 10-5 and in school holidays it is open seven days a week, 10-5.



The renewed welcome signs between the Skerne Bridge and the main Hopetown buildings. A new pedestrian crossing has also been put in place to assist visitors across busy North Road.

The beautifully restored 1833 Goods Shed is now the welcome building and includes the gift shop, café, loos and interpretation. You will be greeted by the familiar sound of the old fashioned departures board flicking through railway themed displays. Three clocks show Darlington, Bristol and London time and a hologram display overlooks the cafe. Do take a moment to admire the clever lighting and the sculpture of a waggon being loaded with coal. The café is dog friendly and you can use this space for informal meetings with coffee and lovely surroundings. It is also pleasing to see the Goods Shed reunited visually both with the Goods' Agents' Offices and North Road.



Left: Time zones before standardisation. Centre: coal waggon sculpture. Right: Lighting in the shop



The Goods Yard. The clock tower once again has a clock.

The goods yard has the former sidings marked out in differently coloured paving and offers more outdoor café seating and an outdoor community space that is likely to include live music amongst other forms of entertainment. A soundscape accompanies visitors between the Goods Yard and the 1842 passenger station. All of this has the live line as a backdrop – the same line that has been in use since the 27th September 1825. This means that you can arrive at Hopetown by train of course.

The 1842 passenger station remains the main museum area but is now much more interactive than its previous incarnation. Full length glass windows allow a view across the live line. Look

out for social media photo opportunities, the talking heads of Edward Pease and George Stephenson and an animation of Dobbin's The Opening Day of the S&DR. There are plenty of clambering opportunities for children and button pressing for everyone. The 'Black Box' is located here too. Inside you will be immersed into the opening day and experience how the railway developed across the world. This experience will certainly move you in more ways than one! There is a charge to enter the Black Box of £7.



Close to the entrance of the 1842 building you will see this painting come to life through clever animation

The 1856 Carriage Works is the location of the archives and research areas at one end and is also an exhibition hall at the other end – events here may have an entry fee. More artwork consisting of a railway turntable displaying a number of railway related jobs can be found in the 'Foundry Field' (site of Kitching's Foundry from 1831).

A new footbridge takes visitors over the live line and allows them to view into the A1 Steam Trust's new building from a viewing gallery, however it goes nowhere else and it is not possible to access the building from the bridge. That means visitors wishing to view the ongoing works of the Darlington Railway Preservation Society and the North East Locomotive Preservation Group on the opposite side of the line, will have to leave the Hopetown site, then walk or drive to the 1861 Engine Shed where both organisations are carrying out great preservation work. There will be live steam events again starting in Easter 2025, but there will not be an option to get off the train and visit the 1861 Engine Shed that way.

Wagon Woods looks great fun and is loosely inspired by Brusselton Incline. Entry here will be cheaper during the week than at weekends and the charge only applies to children, not adults. I've yet to work out how I can try this out without having a child in tow. There is a coffee station nearby and loo so no need to go back indoors when such needs arise.

It is definitely somewhere Globe readers will want to visit and bring families and friends in the future. The café looks like a great spot to have small meetings or to meet up with friends (or Friends). The Carriage Works will offer a large venue for all sorts of gatherings including meetings, AGMs conferences etc. What is particularly heartening is that Darlington now has a venue fitting for the international importance of the S&DR. This is a major achievement and

one of the biggest tasks that first appeared on the do-list for 2025. Let's hope the high tech nature of the interpretation is easy to maintain.



The 1856 Carriage Works prior to opening. The high viz guests are standing on the turntable artwork.



The bridge to the A1 Trust's new viewing platform

It is not the end of the works though. The c.1840 Lime Cells remain unrestored and their shabby appearance in a prominent location, lets the street down. The remains of the 1825 Darlington Branch Line has vanished – this opened on the same day as the mainline and is just as significant. It should at least be marked out in the landscaping if the track is not to be returned to it. Access to the 1861 Engine Shed could be improved. The bridge to the A1 Trust cost half a million pounds, but could have provided better access to the rest of the site without recourse

to a car or walking along a busy road. Some of the surrounding areas in private ownership are shabby, vandalised and fly tipping remains a problem. They drag the area down, while Hopetown lifts it. It was always going to be the case. We need to keep the pressure up after 2025 to encourage ongoing improvements which will protect the £35m investment at Hopetown. So let's support it by visiting and spending money there, because without that support, it won't make enough money to maintain it or to continue the further investment required and life won't be quite as much fun without it.

Caroline Hardie



The public premiere of 'Iron & Steam - The Dawn of the Stockton & Darlington Railway', takes place at Hopetown on the 25th July. This film is a Lonely Tower Film & Media production and is supported by Barclays UK, (inheritors of the S&DR bankers, Backhouse), Stockton Borough Council, Darlington Borough Council and Durham County Council and part of the S&DR200 Festival. If you haven't got a ticket, there will be other opportunities. Keep in touch by following Lonely Tower or the Friends on Facebook, or email contact@lonelytower.co.uk



Dates for your diary. The S&DR Festival Programme which is scheduled to run from 29th March until November 2025 will be launched on the 19th September this year, but it will be a dynamic timetable that is expected to grow as more people plan more events. If you think there is something missing from the programme, then you and your local community or heritage railway need to organise it yourself and it will form part of the Fringe Festival. The Festival team can help you plan this and will help you to promote it alongside other activities – they will also put you in touch with other people with similar aspirations, but it is increasingly unlikely that they will be able to fund anything outside the small S&DR Community grants budget which is proving to be very popular and therefore highly competitive. But you might find that by working with local businesses and local communities, that you will be able to find the resources from elsewhere. The Friends of the S&DR have a tiny budget which we can also use to top up funds if anyone in our local area groups wants to plan something for 2025.



In case you missed it, you can now browse through the Mike Satow Archive on the Friends' web site. Mike oversaw the construction of the replica Locomotion No.1 in 1975. The plan was to build it with no budget and as a training programme for engineering students and apprentices in the North East of England. They also needed substantial support from industry because some parts could not be made by trainees. It was a tough time to ask for support because the country was going through a period of strike action by miners and railway workers and a three day week had been introduced to save electricity. But that support was received and the project was a success. In Mike's own words: 'The idea was regarded by many people as crazy and impossible. From my point of view it was an act of faith, faith that there is still a pioneering spirit in man waiting to be awakened.'

These photographs have not been published elsewhere ever, but have been sitting in a box for 50 years. Keith Pattison took the photos between January and May 1975 and would like more people to appreciate the remarkable achievement of Mike Satow and all the team who

worked on the project. The archive also consists of a booklet written by F Satow, Mike G. Satow and L.S. Wilson, 'Locomotion. Concept to creation...the story of the reproduction 1973-75'.



Just one of the 121 photographs recording the building of the replica Locomotion No.1 in 1975 (photo: Keith Pattison)

If you know anyone in the photos, do let us know and we can start to record their names.
<https://www.sdr1825.org.uk/archives/the-mike-satow-archive/>



Clearance work has taken place at the site of the 1826-7 Merchandising station site in Darlington. This is located on North Road, opposite Hopetown. The station itself was demolished in 1864. Most recently it has been used for fly tipping.



The cleared Merchandising Station (site of). You can see the remains of one of its walls behind the trees but also to the right where the wall continues towards the foreground (see arrows). This suggests that the remains of the 1826-7 Merchandising Station survives and may be worth revealing as part of a newly landscaped area.

Now that the area has been cleared, some things are clear. First, ground levels are quite high here which means possibly more clearance work required, but possibly, this could mean that we have significant archaeological deposits. Second, the internal and external walls of the original station appear to be visible. This is very exciting. Hopefully we can do some interesting investigative work before too long.



The Friends are organising a walking festival as part of the S&DR 200 Fringe. Can you help us coordinate it and publicise it? If so, please get in touch. We also need the same skills to launch the campaign to find subscribers for our new coffee table book and to help with our Save Heighington Station campaign.



There will be no 199th anniversary celebratory fair at Locomotion this year. Locomotion are no longer accepting commercial traders, therefore we will look to plan alternative similar events elsewhere.



Thanks to Andy Simmons, the Friends can now take debit card payments at events (as long as we remember to bring the debit card reader!)

NEWS FROM THE AREA GROUPS (WEST TO EAST)

Etherley Incline Witton Park Group

GARDEN PARTY Sunday 15th September 1pm—4pm

‘Mary’s Place’

2 Hillside Cottages Low Etherley DL14 0EZ



Refreshments plus optional walk along Etherley Incline. We invite everyone to join us for this special occasion

Heighington Station

There was an unforeseen consequence of the general election. Once the election was announced, the Community Grant Fund was closed down. This was the fund that the Friends of the S&DR had spent considerable time putting together a grant application to help us with our Save Heighington Station campaign. With this one decision, we have lost the opportunity for £400k worth of funding.

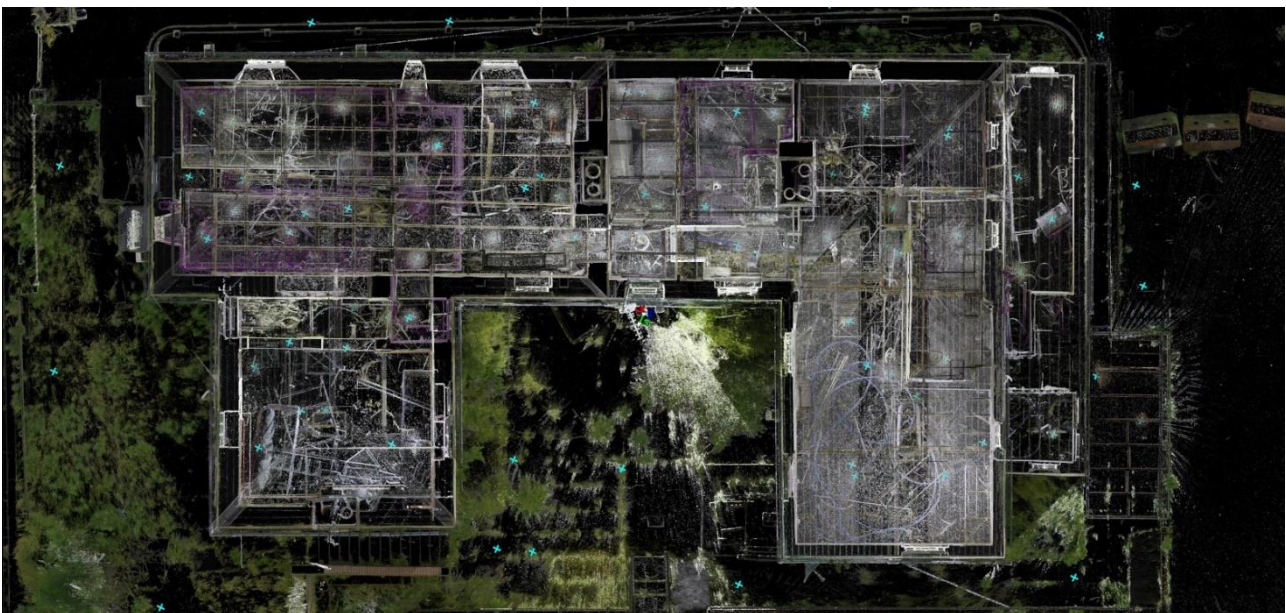
So that's the bad news.

The good news is that we have been offered £100k from the Rail Heritage Trust. This is a result from a bequest made to the Trust which they are passing to us. This is super news and a real life line. This combined with the donations made by various individuals and other charities means that we have exceeded our target in getting match funding, we just need to find another source of the original £400k we were asking from the Community Grants Fund. Let us know if you can help.



The gathering before the clean-up at Heighington Station's depot. Since then Network Rail have also removed the redundant level crossing barriers from the historic platform area – thank you to everyone who worked to make this happen

Thank you to everyone who turned up to give the depot at Heighington a good clean in May. It is now much safer without lots of broken glass scattered across the car park. The next clear up day at Heighington Station Goods Yard is on the 27th July 10.30am to 12.15pm. Bring heavy duty gloves, gardening tools, and sturdy boots. Why not get there by train?



Looking down into Heighington Station through an invisible roof. Layers of data such as floors, walls etc can be switched on and off and views altered (screen print from Kittiwake Digital)

We have been really lucky to benefit from the expertise of Kittiwake Digital. This company normally does the special effects for films, TV and adverts, but during the weekend of the 13-14th July, they put Hollywood on hold and came to Heighington Station! Here they have laser

scanned the building so that we will have a full 3D, interactive model of the building, inside and out, plus drone footage. While this gives us the ability to create fly-throughs, recreate Georgian rooms and use it for films; in the short term, it has created detailed data that can be turned into detailed floor plans, elevation plans and cross sections - all the things we will need to help come up with new proposals and plans for the building and the necessary consents to carry them out. The survey is so detailed we can now look inside the building without going there. Many thanks to Duncan and Jandira for their time and expertise.

Darlington (DIG)

DIG (Darlington Interest Group) have been busy litter picking around Skerne Bridge. Darlington Borough Council have listened to concerns expressed about over-flowing bins and have provided a larger bin, moved further away so that it is not in the view of the bridge. Network Rail have also removed plants that are growing in the structure of the Grade I Listed Bridge.



Left: Bags of rubbish collected at the Skerne bridge. Centre: The team clearing up at Throstle Nest Bridge. Right: Sleeper blocks carefully placed at Tornado Way (photos: Andy Simmons and Yvonne Richardson)



The Darlington group attended Darlington Carnival to spread the word!

The group have also been busy at Throstle Nest Bridge, repaired the depot wall on Haughton Road and are exploring the best way to display sleeper blocks at Tornado Way. The team also attended the Darlington Carnival on the 29th June at Stanhope Park and received plenty of interest and a few sales.

Fighting Cocks

Joint Venture Friends of the Stockton & Darlington Railway and Middleton-St.-George Parish Council

Working party in the Fighting Cocks area clearing vegetation, debris, litter picking, etc and maintaining the footpath/bridleway/cycle path. Anyone interested in coming along and helping with any of the above will be welcome. Please wear suitable clothing and footwear; gloves are advisable. Please bring any suitable gardening tools, etc.

For anyone who does not wish to do any physical work you are more than welcome to bring along some supplies for the workers – tea/coffee, biscuits, bacon sandwiches, etc. OR just come along, say hello & see what we are doing.

Date: Friday **19 July** from 1.30 to 3.00 pm. or thereabouts.

Date: Friday **09 & 30 Aug** from 1.30 to 3.00 pm. or thereabouts.

Date: Friday **06 & 20 Sep** from 1.30 to 3.00 pm. or thereabouts.

Any queries please contact Peter Bainbridge on 01642 868877 / 07941 446663 or email (see email below)



Fighting Cocks Mural

If you haven't been to see it yet, do have a walk out to the former level crossing at Fighting Cocks and admire the lovely artwork carried out by Lewis Hobson of Durham Spray Paints. This is based on an illustration from the Illustrated London News in 1875 (as seen above).

Many thanks to Maz Holmes for consenting to the artwork on her garage wall. Maz has spent years making this little part of the S&DR look beautiful.



The team at Fighting Cocks celebrating the unveiling of the mural in April 2024 (photo: Jonathan Ratcliffe)

The (Still) Waiting Shed

Opposite the mural is the remains of a former waiting shed/lamp room. This can be seen in the 1875 London Illustrated News picture. It has taken a very long time (hence the name given to the shed by Peter Bainbridge), but works are now underway to conserve its remains. The waiting is nearly over. Neil Pickersgill is the chief stonemason, assisted by Fighting Cocks Friends. The work of the local team and representatives from Middleton St. George will have collectively made a huge difference to this stretch of line.



Neil Pickersgill and his trusty team of volunteers work to rebuild the old waiting shed.



More pointing and less waiting at the Fighting Cocks Waiting Shed

MEMBERSHIP

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

Thank you to those members who opted to pay/renew their membership via standing order. This saves me a lot of time each year contacting members to renew their membership. Could I please ask those members who do not renew via standing order to consider doing so in the future. This is our preferred method of payment.

Fees can be paid at any time if you have forgotten. You can take out new membership using the Friends' web site shop. When you join you will be given a password to access the members only section of the web site.

Our membership fees contribute towards our projects ranging from conservation, publications, interpretation, site maintenance and awarding grants to local groups. You will receive a PDF copy of The Globe and a hard copy if you express a preference for this. You will also receive preferential invitations to events and S&DR related outings. If you have any questions regarding membership, you can contact Peter Bainbridge, the Membership Secretary on: membership.SDR1825@virginmedia.com.

Peter Bainbridge, Membership Secretary

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

All text and photographs are copyright Friends of the Stockton & Darlington Railway and authors except where clearly marked as that of others. Opinions expressed in the journal may be those of individual authors and not of the Friends of the S&DR. **Please send contributions to future editions to caroline@aenvironment.co.uk. The deadline for the next issue of The Globe is 28th November 2024.**

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 between Shildon and Heighington. 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.

ISSN 2753-3530

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