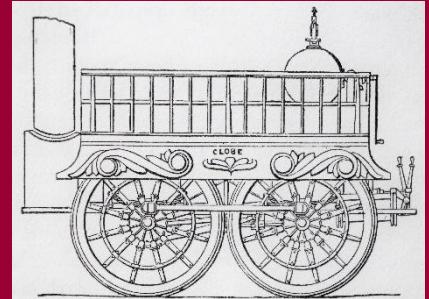
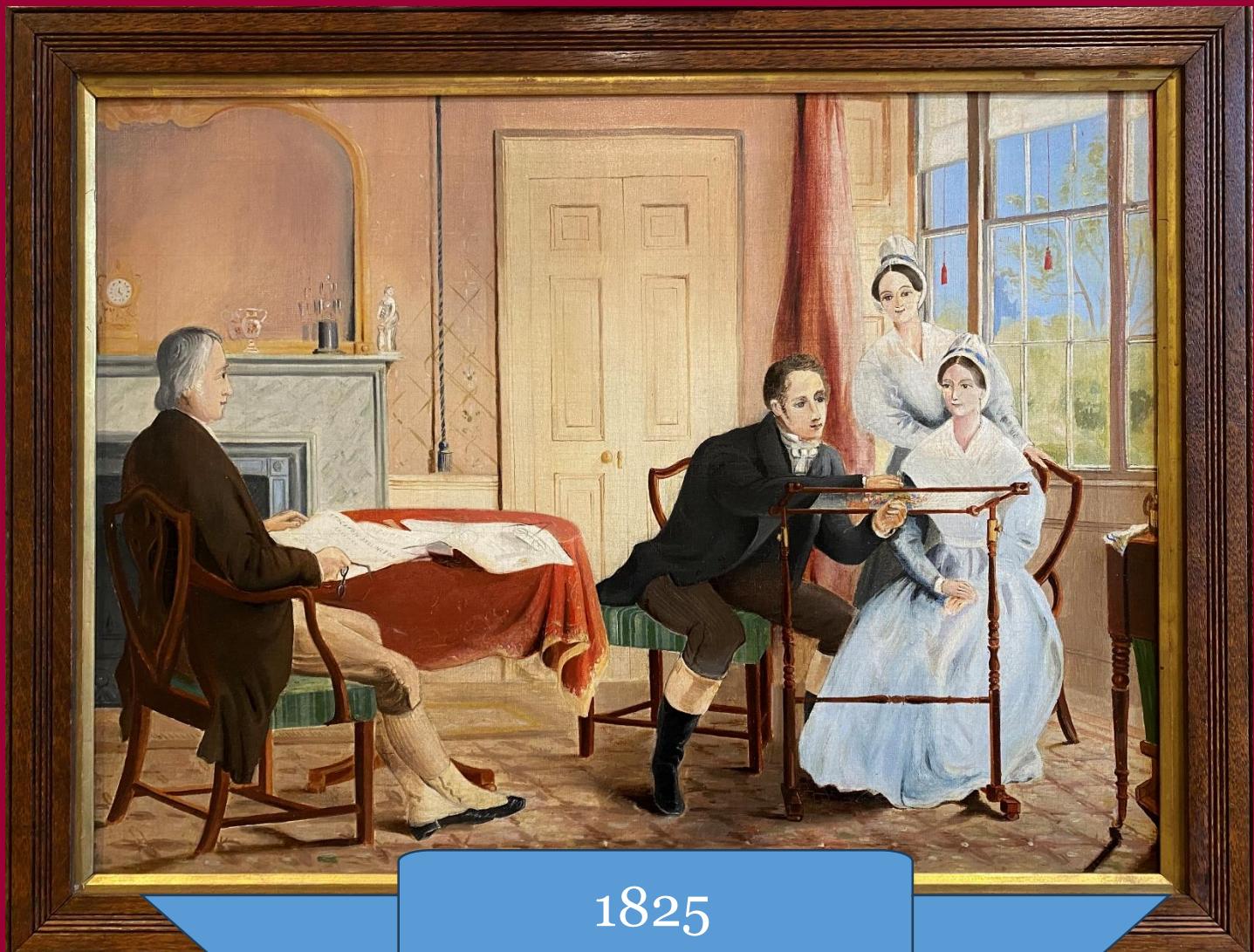


The Globe



The Journal of the Friends of the Stockton & Darlington Railway



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Friends' meetings are held on the first Thursday of every month (except August and the AGM in November is usually a Saturday) at Darlington Cricket Club, DL1 5JD at 7pm. 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: 'George Stephenson, Darlington, 1823' by Alfred Rankley (1819-1872) (see article on p8)

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



Esteemed Friends,

We are in the thick of it now; halfway through the bicentenary and the S&DR Festival Fringe and many of you have been incredibly busy. You are out clearing sites, making them attractive, restoring railway features, commissioning artwork and interpretation panels and making picnic tables – all to ensure that walking or visiting the S&DR line is a more pleasant experience for everyone.

You will know by now that we are in the process of buying Heighington Station thanks to Hitachi and our crowd funding campaign. If you donated – thank you so much. The fund raising doesn't end now; in fact the largest amounts we have to raise are still ahead of us and we are now supported in this by Jim Rees, our new Business Development Officer who will help drive the Friends forward on a more professional footing. Owning a derelict listed building is a big responsibility. Insurance costs are very high and we have to start the hard work of getting planning permission and listed building consent (this is already underway) repointing, rewiring, replastering, repairing and replacing windows, installing new facilities, revisiting the drainage in the car park that floods the cellars, and so it goes on. Applications for grant aid are already being worked on, but if you can spare a few quid it will help us find match funding. Just go to the Friends' web page at www.sdr1825.org.uk and click on our Save Heighington Station page. Heighington was built between 1826-7 by the S&DR so it looks like we will be able to celebrate its 200th birthday in a restored building, eating and drinking food inspired by Georgian recipes. Let's make it so!

The article by Jemma Lee reveals the recent restoration work of a painting by Alfred Rankley of Edward Pease and George Stephenson meeting in Pease's parlour with two of Pease's adult daughters. Details in this painting will help with our restoration of this room later this year (or early next!) when we work with Darlington Borough Council on the partial restoration of the Pease family home on Northgate, Darlington.

I hope you'll agree that this edition of The Globe is a fascinating mixture of articles from engineering, social history, community fun, film (see Maurice Burn's article on his film footage from 1975 – John Wigston and Maurice look no different fifty years later!) and even a recipe. You'll want a curry after you've read the Shuhel Ahmed's article on his family's railway history. Thank you to everyone who took the time to contribute and make this Globe such an interesting read.

If you are planning what events to visit over the rest of 2025, we have compiled a Listing of Events to help you organise your visits day-by-day. This will be a supplement to your Globe and we will also be selling it at our Information Point which is in the Dolphin Centre, Fridays to Sundays over summer. Do pop in and say hallo.

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.

SAVING HEIGHINGTON STATION

Caroline Hardie

In February 2024, the Friends launched a campaign to save Heighington Station. We are thrilled to report that after a huge amount of hard work behind the scenes, we have reached a significant milestone. It was announced publicly on the 17th July that we now have the funds to buy the building, thanks to everyone who contributed towards the crowd funding campaign and to Hitachi who have made a generous donation that closed what was still a substantial gap. The conveyancing is well underway and soon it will belong to the Friends of the S&DR, but that will just be the beginning of an arduous and expensive journey.

But before we embark on that journey, why are we saving Heighington Station?



Heighington, also known as Aycliffe Lane, was located between the villages of Heighington and Aycliffe, and was built as an inn by the S&DR in 1826-7. However it ended up being much more than an inn at a time when the concept of a railway station didn't exist. This lineside building (easy to get on and off railway vehicles via its cobbled platform) was located next to a landsale depot. Matthew Turnbull was appointed to oversee both tavern and depot – his job description leading to what later became known as a station master. Not only did the inn offer hospitality and refreshments, it was where we have evidence of business commuting from the late 1820s and where parcels and packages could be transported unaccompanied by rail. There was also a water station here for the locomotives. Through a process of expediency, the S&DR had created the world's first railway station and as a consequence, railways that came later and other stretches of the S&DR which were improved from 1830, included stations in their design. This pioneering and influential building therefore deserves saving.

Hiroshi Suzuki, the Japanese Ambassador to the UK at Heighington Station with Niall Hammond, Chair of the Friends

Japanese owned international business, Hitachi agreed. Their railway rolling stock assembly plant is located nearby and the country's most modern rolling stock leaves the plant via the Stockton & Darlington Railway. How fitting therefore that they should take an important role in saving the world's earliest railway station. They have donated £250,000 towards the purchase of the building.

So where are we on this journey?

Durham County Council commissioned a Heritage Statement and Condition Survey in 2020. This was written by Purcell Architects and will help to inform the conservation works and alterations.

Historic England upgraded the building's listing status to Grade II* in 2023, in recognition of its national importance. Only about 5.8% of listed buildings are Grade II* so there are not many buildings in this country that are so important.

In February 2024 we launched our Save Heighington Station campaign, set up new web pages, a crowd funding page, published a leaflet and issued a press release. The donations started straight away.

In 2024, Kittiwake Digital, fresh from filming for Hollywood, carried out a full laser survey and drone photography of the building and its immediate surroundings. The result of this work, carried out for free (thank you Duncan and Jandira), is that we now have plans and sections of the building that can be used to generate building and alteration plans for our forthcoming planning application and listed building consent. The survey can also be used to generate animations and form a backdrop to films for any future interpretation.



image 02

Heighington Station
Locomotion One
The World's First Railway Station



A combination of laser scanning and drone photography by Kittiwake Digital generates images that can be used and manipulated for different purposes.

In 2024, we commissioned Purcell Architects to come up with outline proposals including such matters as highways access, alterations, parking, access to rights of way. This was followed by a 'pre-app' submitted by the Friends to Durham County Council. This outlines our intentions for developing the site (as outlined by Purcell Architects) and provides the council an

opportunity to comment on the planning implications before we submit a full planning application and listed building consent.

In 2024, a business consultant, Kevin Kaley, was commissioned by the Friends to advise on what future uses were likely to result in enough profit for the building to be maintained, and, importantly, what uses would not likely make a profit.

In 2024-25, informal approaches were made to potential funders who could help with the conservation and alterations to the building and bring it back into economic use. These funders are only able to help once we own the building, but the groundwork has been prepared for grant applications to be submitted. In this respect we have already been offered £90,000 from the Railway Heritage Trust and £10,000 from the Hedley Trust.

In 2024-25 we consulted Durham County Council about acquiring the land to the rear of the building which they own. This will give us extra space for car parking, additional accommodation and possibly a playground, plus space for events.

In 2025, local, but international business Worldline, paid for the Heighington totem which was up for sale. At last, we owned one small part of the station!



The Heighington Totem, paid for by Wordline of Newton Aycliffe

In 2025, our Business Development Officer, Jim Rees, started to prepare our Business Plan which will be a vital part of any grant application. This will show that we have carried out our research into the viability of the scheme.

While all of this has been going on, you, our Friends and partners have continued to support the project through your donations and hard work:

- A committed local group have kept the yard clean and organised Heighington Days to raise funds. The most recent clean-up was the 12th July in preparation for the announcement that we are now buying the building.
- Two Save Heighington Station days have been organised to help raise additional funds, the first at Heighington, the second in Shildon at The Railway Institute.
- Andrew Simmons, descendant of John Carter who built the tavern in 1826-7, has made heritage pens to raise money for the project.
- The building has featured on many programmes including the forthcoming documentary by Michael Portillo. These programmes raise the profile of our project and encourage support from further afield.

- Our own 'Heighington Bansky' has created eye catching artwork on the site and drawn the public's attention to its plight. Not only that, but he has painted the window shutters to make the place look inhabited.
- Our local politicians of all political parties have got behind our campaign and worked behind the scenes. While much of this work is invisible, it has impact.

The proposed future of Heighington Station is to return it to a Georgian themed tavern. Not just a pub, but a fun Georgian place to visit or stay, to eat and drink food inspired by real Georgian recipes and served in a simple Georgian style that reflects the culture of the railway's Quakers (don't worry, that includes serving alcohol - subject to getting a licence of course).⁽¹⁾ It is worth bearing in mind that the site, if not the building, still functions as a railway station, albeit a station without any facilities - at least until we complete our work.



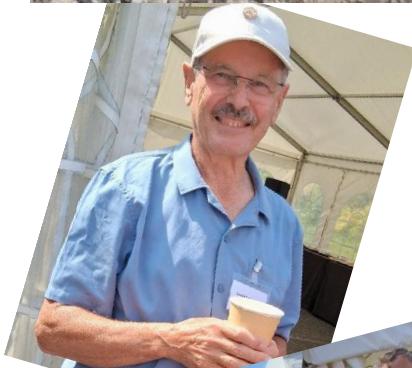
Left: the first Save Heighington Station Day in 2024. Right: The clean-up gang at Heighington

What is heartening about this project and so much of the work that the Friends do, is that everyone has a chance to help. Every one of us plays to our strengths. Let's hope that this continues. Purchasing the building is expensive, but carrying out all the repairs, including repointing of all the stonework, redesigning drainage, installing new floors and doors, creating additional accommodation space and a playground, rewiring, innovative heating, upgraded sewage disposal, fitting out a new kitchen and new hospitality spaces – this is all going to be hugely expensive and there will be challenges. So do stay with us for the next leg of our journey and hope we can have the building up and running by 2027, 200 years after its original building works were completed.

Notes

(1) The S&DR were initially refused a licence to sell alcohol here

The 17th July Hitachi Announcement at Heighington in Pictures



CELEBRATING GEORGE – THE RESTORATION OF A PAINTING

Jemma Lee, IMechE Archivist

To celebrate the S&DR200 bicentennial anniversary festival in early 2025, Hopetown Darlington presented 'Railway Pioneers', a free exhibition to recognise 'railway rockstars of the past'. We were delighted to show our support by lending an oil painting from the Institution of Mechanical Engineering (IMechE) archive collection showcasing George Stephenson – our first President and groundbreaking railway engineer.



Framed painting by Alfred Rankley (1819-1872)

Visitors had the opportunity to get an up-close look at this piece by 19th century British artist Alfred Rankley – which is simply titled 'George Stephenson, Darlington, 1823'. It features Edward Pease, a prominent promoter of the Stockton & Darlington Railway, but the focus is on Stephenson himself, sharing his embroidery skills with two of Pease's daughters at their home in Northgate.

Although created in 1861, the picture tells us about the important events leading up to the momentous opening of the S&DR in 1825, when Stephenson regularly visited Pease to discuss the progress of the line.

Unexpectedly, it shines a spotlight on his needlework skills, developed when he repaired buttonholes for the pitmen during his time at Killingworth Colliery. Biographer Samuel Smiles claims Stephenson was very proud of this talent, which Rankley has captured perfectly.

“... on one occasion, finding the young ladies learning the art of embroidery, he volunteered to instruct them ...” (The Life of George Stephenson by Samuel Smiles).



Colonel S J Thompson, Past President

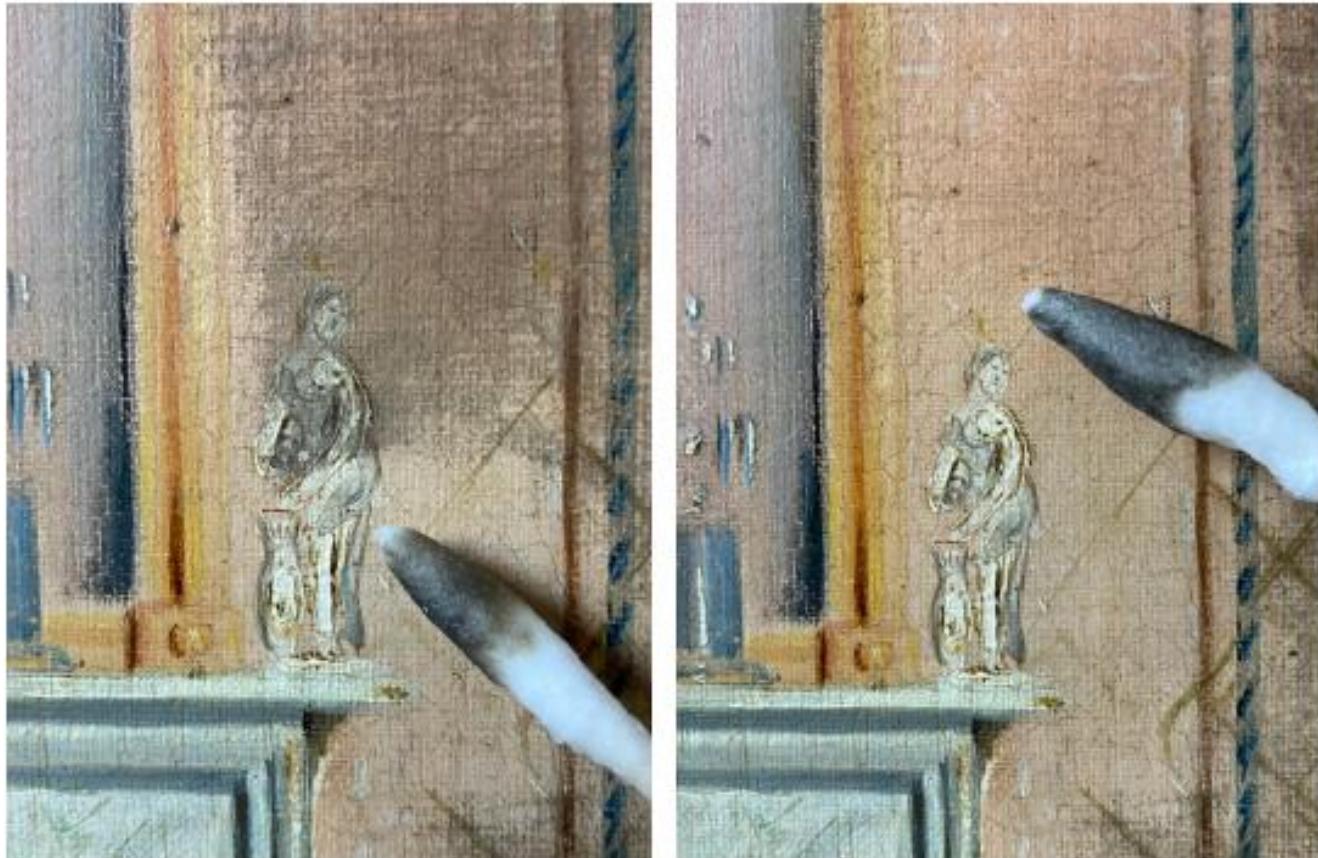
We received the painting in 1954, when Colonel Stephen John Thompson, Past President (1942-1943), generously donated an assortment of records relating to Stephenson. Over the years, like many works of this age, it gathered a layer of soot and grime that dimmed its original brightness. It also suffered a couple of small tears that meant it was no longer suitable for display. Happily, with the anniversary celebrations approaching, we saw this as the perfect opportunity to restore the painting to its former glory.

Conservation

In January 2025 we transferred the painting to the capable hands of Rachel Witt, ICON accredited conservator, for expert treatment.



The dry cleaning sponges after the removal of ingrained dirt



Careful cleaning better reveals a statuette on the mantelpiece and wallpaper detailing

Rachel carefully removed the painting from the frame and detached a small piece of paper on the reverse, which displayed Smiles' description of the scene. She tackled both loose and ingrained dirt, as well as discoloured varnish, using a scalpel, vacuum, dry cleaning sponges, and specialist solutions and solvents.

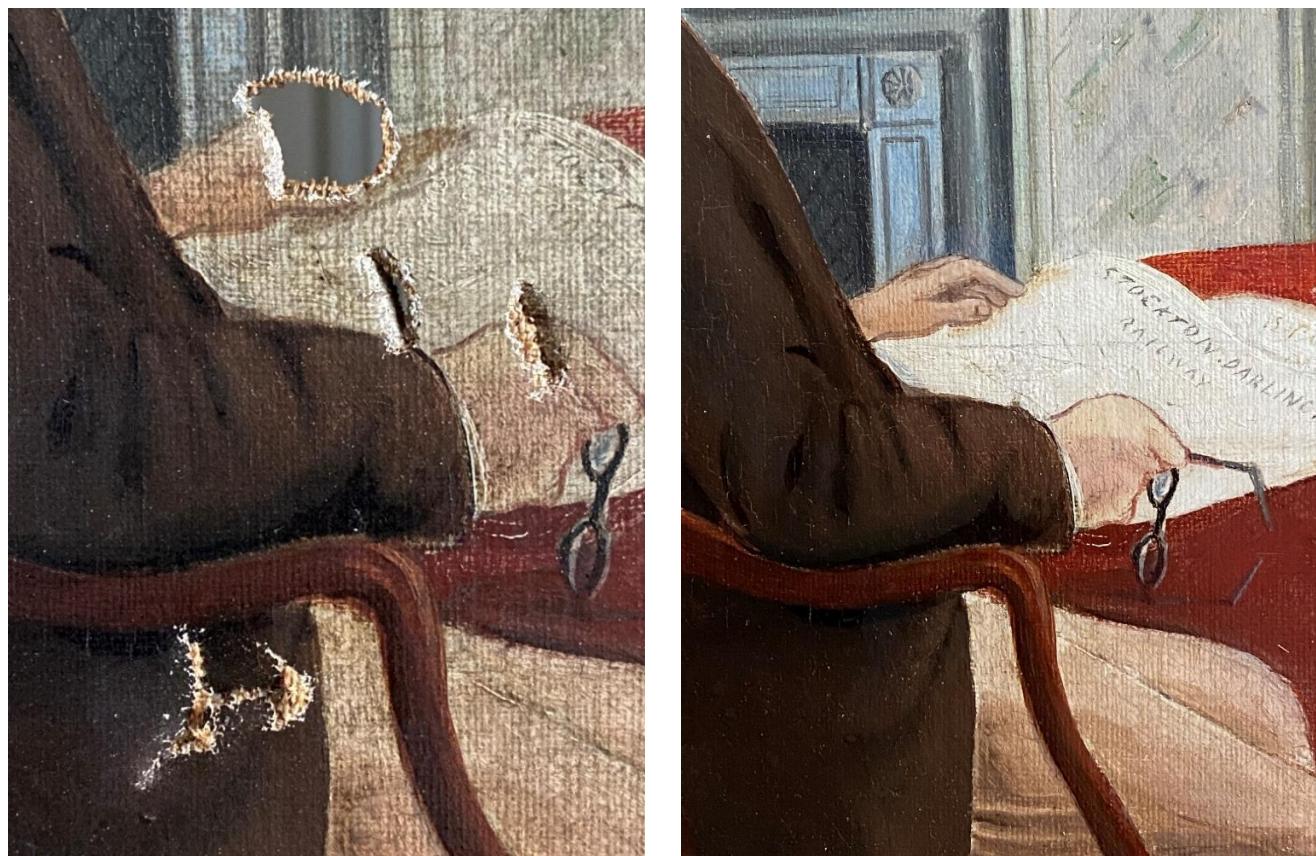
Rachel also meticulously repaired the damage to the painting. This included treating distortions in the canvas, re-aligning loose threads around the torn areas, and applying patches to strengthen the weaker spots.

She then retouched any 'missing' parts of the work, including Pease's left hand and a section of the paper laid out on the table in front him. The frame received attention too, and is now gleaming after retouching, cleaning and buffing.

The results are incredible. The previously dark and damaged painting is now bright, appealing, and offers us a fantastic glimpse into the life of Stephenson. Not only can we see his embroidery skills in action, the conservation treatment has also magically revealed the words 'Stockton Darlington Railway' on the paper in Pease's hand, and the plan of Locomotion No. 1 on the table. These features underline the historical significance of this piece.

Readers can enjoy learning more about the history and recent restoration via a short film created by the S&DR Bicentenary Festival team:

https://www.youtube.com/watch?v=EaswP1eV_2M



Above: Some of the details newly revealed as a result of cleaning and conservation.

The painting has now returned home to 1 Birdcage Walk, where it will be celebrated as part of our ongoing IMechE Year of Rail events. To find out more about George Stephenson and the records held in the IMechE collection, visit our Virtual Archive at archives.imeche.org

As well as being a member of the Friends of S&DR I am also in the Teesdale Railway History Group. This Area Group of the Friends is dedicated to preserving and celebrating the railway heritage of the Teesdale area, particularly focusing on the history of the S&DR. We also aim to educate the public about the impact of railways on the region, including the surviving, but now-disused lines.

The group participates in local events at Barnard Castle one of which is the Barnard Castle 'Meet'. This is an annual carnival festival with roots in a cyclists' gathering from 1885. It has evolved into a three-day event with a grand procession, various activities, and fundraising for local charities. This year marked the 140th anniversary of the event and it had the theme '200 Years of Transport'.

I volunteered to decorate the float for 'The Meet'. However, I didn't think I was going to be creating an engine which was nearly life-size. In the beginning my idea was to create an automaton having been inspired by the one in Stockton High Street called 'The Stockton Flyer'. I'd previously made a small automaton at the Bowes Museum.

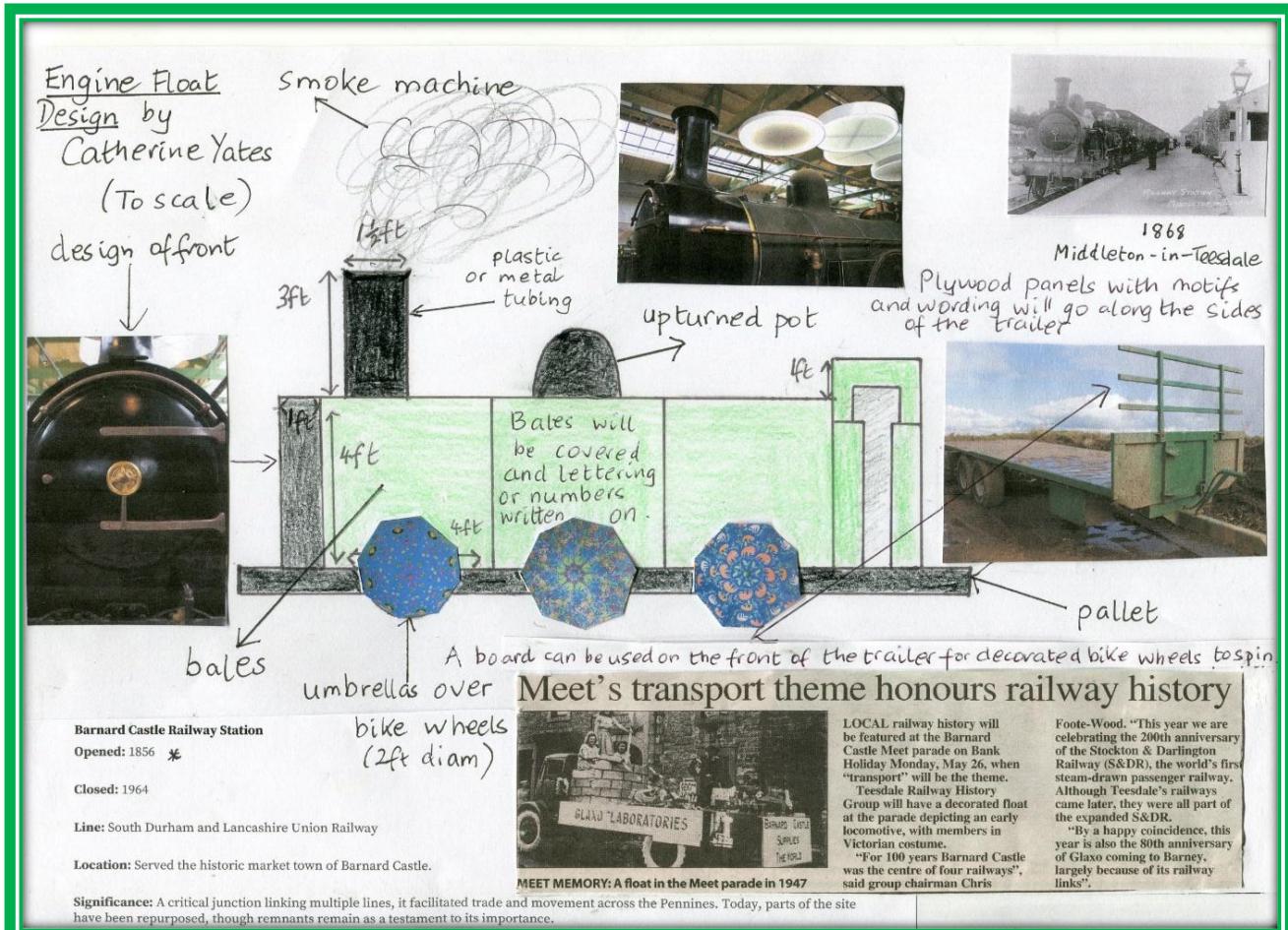


The finished engine ready to join the parade at Glaxo's car park on the 26th May 2025

I had correspondence about the float with Simon Land at the farm in Woodland whose trailer we were going to use and who has lots of experience in making floats. When I went to the farm with my car loaded with bike wheels to help explain my automaton idea Simon and his work partner persuaded me to create an engine instead. I discounted their Locomotion No.1 idea as it didn't come to Barnard Castle but, having taken onboard most of their suggestions, I then created a design based on a variety of early engines. I emailed Simon my design and it then got the 'go-ahead'.

The Journey to Success

The first task I had, after much discussion, was to create a sketch of my design. Then I started collecting materials such as bike wheels, gears, umbrellas, black tape, black bin bags, tarpaulin plastic covers, flags and paint, many of which I found in my garage and shed.



My concept design for the engine

I then began making the components. I decorated the wheels, made the front, the chimney and the buffers. I collected fifteen 4x2 feet cut panels, and after painting one side of them all white, a calligrapher, Tony Craig, painted the wording on ten and I painted an abstract design on five.

I visited the North East Locomotive Preservation Group (NLPG) at the S&DR's 1861 Engine Shed at Hopetown where they are renovating Engine 69023 ('Joem'). As my engine design was very similar, I photographed the gear lever, the brake and the front of cab dials. I then made the lever and brake from garden tools and made the front of cab controls from my photographs.

I took everything to the farm at Woodland where Simon Land and I worked together to build the cab. When this was finished it was loaded onto the trailer and three bales of hay were used as the boiler. We covered this with the tarpaulin sheets. The whole project required a lot of problem solving.



Building the cab



The beginnings of a boiler



At Glaxo Car Park on the 'Meet' day itself, 26th May 2025, I was in trepidation but delighted that it was a big success. The project had taken three months from March to May which I thoroughly enjoyed.

When we got back to Glaxo's car park at the end of the day, the float had to be stripped and everything except for the cab and the hay loaded into my car. My shed and back garden is still full of these things! The cab is staying at the farm for further use in a forthcoming exhibition at The Witham in Barnard Castle.



The engine in the 'Barney Meet' parade

HONOURING MY HERITAGE: THE STORY BEHIND RAILWAY LAMB *Shuhel Ahmed*

Walking through Hopetown's Goods Yard in Darlington, I feel a deep personal connection with Britain's railway revolution and my own family story. When Zak and I took over our father's restaurant and named it Babul's, we wanted to honour him. He passed on more than a business; he passed on a passion rooted in food, family, and the railways.

My great-grandfather, Riyasad Ali Khondokar, worked on the railways in Bengal, cooking slow-simmered lamb and potato curries for staff during long, demanding shifts. Railway kitchens across India created what became known as Railway Lamb or Railway Gosht. This hearty curry was designed to sustain both labourers and passengers, rich in flavour and full of warmth. British officers travelling in first-class carriages were drawn to the curry's aroma. Over time, cooks added yoghurt or coconut milk to temper the spice, creating a milder but deeply satisfying version that became popular throughout the subcontinent.



Shuhel (left) and Zak (right) at Hopetown in Darlington

At Babul's, our Railway Lamb is more than just a curry. It celebrates resilience, invention, and cultural exchange. Our sponsorship at Hopetown's Goods Yard brings these worlds together—from the 1825 Stockton & Darlington Railway, the start of the modern railway, to the railway kitchens of Bengal that inspired our family's recipe.

Each mouthful connects these two histories. It brings together the pioneering spirit of the Stockton & Darlington Railway and the enduring flavours of Bengal's culinary heritage.

Railway Lamb Curry to Try at Home

(Inspired by history, not a Babul's exclusive recipe (that's a secret!!))

Serves 4

- 750 g lamb shoulder, cubed
- 2 potatoes, diced
- 2 onions, sliced
- 4 garlic cloves, crushed
- 1" ginger, grated
- 2 tsp ground coriander

- 2 tsp ground cumin
- 1 tsp turmeric
- 1 tsp chilli powder
- 400 g chopped tomatoes
- 150 ml plain yoghurt or coconut milk
- Salt, pepper, fresh coriander

Method

1. Heat oil in a pan and sauté onions until golden.
2. Add garlic and ginger and cook for two minutes.
3. Stir in spices and toast briefly.
4. Add the lamb and brown it all over.
5. Add the tomatoes, yoghurt or coconut milk, salt and pepper, then simmer for one hour.
6. Stir in the potatoes and cook for another 20 minutes until the sauce thickens.
7. Garnish with fresh coriander. Serve with rice or naan.



Taste the Real Heritage

This dish carries memories of steam, whistles and station kitchens. If you'd like to try the real thing and have the full Railway Lamb experience, visit Babul's in Darlington. Book your table at Babul's today: babuls.co.uk.

The Babul's restaurant version of lamb curry is served on the bone for flavour. Here, the finishing touches are being made before being taken to the table.

THE GLOBE

Jim Rees

We are all aware of Hackworth's 'Globe' locomotive; this publication is even named after it. Yet there seems little known about it, so I thought that this briefest of articles would actually be a quick summary and a small appeal for further technical information. But having said that, I realised that perhaps the fault in my own understanding, at least, was indeed that I really hadn't read carefully enough what we do know, or thought about that enough. The odd appearance of the locomotive with its valances covering up the obvious workings, unlike most early locomotives, seemed to combine with the knowledge that this was as very much an unexpected diversion from the steady development of Hackworth's pragmatic coal haulers, to discourage further thought or enquiry.



Timothy Hackworth

We know that Hackworth was really the designing mind behind the Wylam locomotives, named (almost certainly after they had left Wylam, 'Puffing Billy' and 'Wylam Dilly'; all early North Eastern locomotives were commonly called 'Billies' and 'Dillies' without particular meaning, or distinction) 'Puffing Billy' and 'Wylam Dilly' may have even been called 'Elizabeth' and 'Jane', after Hedley's daughters, not Mr Bennet's. There may or may not have been a third locomotive, the 'Lady Mary', but until the Blackett archive is truly catalogued we can't know.

Of course once Hackworth left Wylam, innovation there ceased, and upon being appointed at Shildon his job was to improve what he had been given and to keep things going. Not until his 'Royal George' of 1827, even then built economically out of many bits of the unsuccessful, if delightfully named 'Chittaprat' (it had four cylinders and clearly made a funny noise) did he have the chance again to put his own ideas and principles into action to great, if pragmatic, success.

Then came his private entry to the Rainhill trials, 'San Pareil' of 1829. A curious thing, it can still be seen today, along with its replica, at 'Locomotion' at Shildon. What are we to make of it? It is really a stripped down racing version of his highly successful 'Royal George', yet 'Royal George' was built for feats of strength, steadily hauling increasing loads of coal and lime. Disregarding its sad failure due to the fracture of a cylinder casting, 'Sans Pareil' *could* have won, but really it shouldn't have, even without that cylinder, it was a coal hauler not a passenger flyer.

The chance at Rainhill to really study and watch the performance of 'Rocket' must have given Hackworth a very great deal of food for thought. This was not old George repeating variants on a proven theme; this was Robert Stephenson looking to the future. It was not long after this that the S&D decided that in view of the imminent extension of the line to Middlesbrough, the tidying up of the rather chaotic passenger arrangements would be a good idea and that both steam haulage and speeding up the service would be the way forward. So Hackworth was asked to draw up plans for something suitable which he did during 1829, and in doing so showed considerable originality of thought. A fast, light and stable engine was required and it is a matter of some regret that there are to this day still considerable gaps in our knowledge of its construction and operation. One thing is clear, that Hackworth himself must have been pleased and proud of it, as an illustration of it graced his business card for many years. We may also therefore presume that the illustration was at least reasonably accurate.

So the locomotive was named the 'Globe'. LTC Rolt pointed out that the enginemen of Shildon would regularly gather in the tap room of 'The Globe Inn' at Shildon and that they, at least, must have considered the name of the locomotive in that connection. However, as a dedicated Methodist it seems highly unlikely that Hackworth would have celebrated the connection.

Others have made lofty claims that the name represented a far sighted view that railways would at some coming time span the globe...



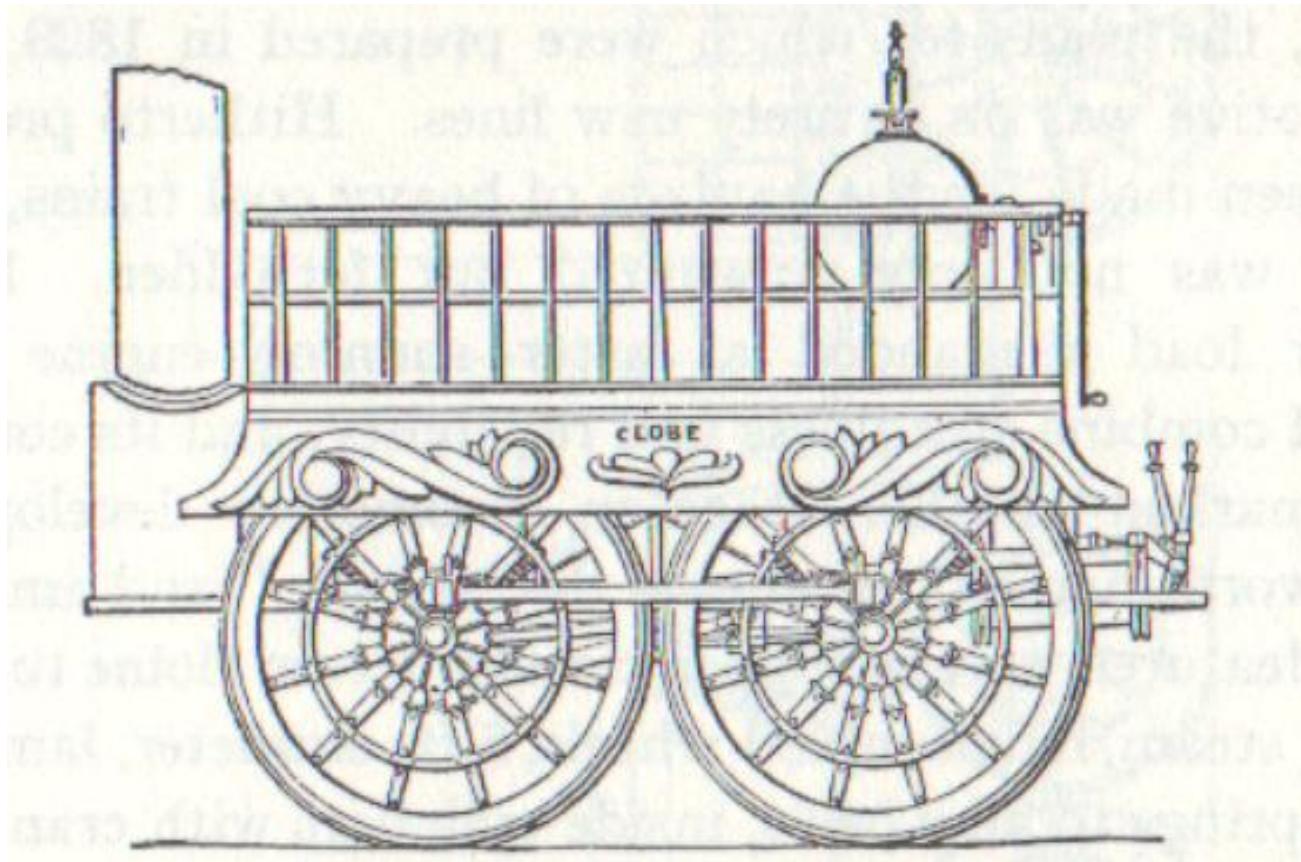
Hackworth's business card

Well the simple fact seems to be that the 'Globe' was the very first locomotive to include a steam dome on its boiler. This was not just a hemispherical dome, but actually a full sphere – a globe. Many early, but not early enough, speculative drawings of the L&MR 'Rocket' as built, showed it with a small dome. Only more recently has research shown that it did not have one when built. The apparent 'domes' which were fitted in the 1820's to the Wylam engines were not steam domes but effectively exhaust silencers or 'quieting chambers'. So here at the S&DR it was this brass or copper sphere towards the rear of the boiler which gave rise to the obvious name.

The purpose of a dome is to provide a high point from which to supply the hottest dryest steam to the cylinders. Previous locomotives, and there had been a great many, did not have this feature, nor in fairness seem to have suffered particularly from the *absence* of domes. The possibility of taking water into the cylinders, or 'priming' – potentially with disastrous results is always something to avoid (you cannot compress water and once in the cylinder it may not be ejected quickly enough – this can smash the cylinder, bad enough in any locomotive, but if the cylinders are part of the boiler vessel, as in all those early Stephenson engines, then complete disaster is possible). But, as always we are partly misinformed by our later practice and experience; the lower boiler pressures of those early engines, typically 50 pounds per square inch or so, are much less likely to force water up into the regulator or cylinders.

So why did Hackworth do it? It must have come down to experience, perhaps from 'Royal George' and perhaps from the increasingly fast running, (sanctioned or not) on the railway, and the actual intention for the 'Globe' to run at speed. The Stephenson engines took their steam from between the cylinders, but putting both cylinders at one end of the boiler may also

have caused Hackworth to reconsider the whole business. Both 'Royal George' and 'Sans Pareil' had their cylinders at the rear and took their steam from the boiler as closely as possible. If Hackworth was worrying about 'priming' or water 'carry over', then the first step would have been to put the steam take off point back to the centre of the boiler, to at least obviate any excessive water level differences on gradients. But he didn't and I can only conclude that his dome or globe was to collect the best, hottest and dryest steam for those pioneering short cylinders and their anticipated fast running.



The Globe as depicted in Locomotive Engineering by Zerah Colburn

Those few tantalising drawings which have come down to us appear to show, as one might expect, the regulator to be mounted within the very centre of the globe.

The boiler of the 'Globe' was very interesting indeed and suggests that Hackworth gave a great deal of thought to tubes and heat surface areas after his observations at Rainhill. Boiler efficiency is all about heat surface area and how to improve it. The authorship of tubing Robert Stephenson's 'Rocket' may have been Robert himself, or Booth, or Seguin, or all of them independently, that need not concern us here, but as a method of increasing heat exchange it is, to an extent, a game changer; just imagine opening out and flattening all those tubes to measure the surface area – what a huge area is created! But, and there is always a but, with those early engines their exhaust pressure or 'chuff' is little, little to draw the flames and heat down the tubes, and little to stop the soot, ash and waste products depositing in the tubes and rapidly undoing that efficiency. That is why, of course, we read so much of locomotives burning coke, well into the 1870's when boiler pressures went up, thanks to things like arsenical (stronger) copper and so at the same time, so did that cleansing blast, allowing more simple coal use.

By the late 1820's after those years of flue end failure and explosions of those terribly stressed short Cornish boilers, even Killingworth were converting their boilers to a furnace of perhaps

4' length and then tubes going forward. But don't forget that Stephenson's 'Invicta', for the Canterbury and Whitstable Railway, was delivered with a 'modern' firebox and tubes and then retro converted to a simple furnace flue. I remember being quite underwhelmed when we converted the 'Locomotion' replica to tubes in 1996. It was certainly safer, but barely better operationally than when it had previously got a good 'roaster' going with flames licking their way forward down the flue.

With these issues in mind boiler design on land, sea or rails has generally included tubes, but have been divided on whether the fire or water was on the inside or outside of those tubes. With the 'Globe' Hackworth, I believe, took the right decision, at least for the time - water tubes, the prototype 'Galloway' tube, lots of them, crossing the furnace tube and arranged in a sort of spiral to get the best of those forward roaring flames. So the very opposite, if you like, of what Robert Stephenson was doing.

Don't forget that even such 'modern' locomotives as Bullied Pacific's still had similar things across their fireboxes to get the hot water really circulating.

Hackworth may have wisely considered too, that such vastly improved circulation and convection would surely do away with those fearsome unequal expansion sequences of those old Cornish boilers. To an extent he must surely have been right. So he had a new type of boiler – one which didn't need coke – even though it may have had a shorter service life. More and dryer steam. This is sounding like clear thinking and a modern step change.

The boiler eventually was 9' 3" long (similar to the Stephenson engines) but only 3' 6" in diameter against the more usual 4'. It started with 120 of those water tubes! Later reduced to 80. A couple of early reports, quoted by Pearce, suggest that on occasion it was short of steam. I find this really difficult to believe or understand, unless the engine was being inappropriately used for heavy goods hauling which might have been at odds with its design purpose. It must have been very difficult to clean round all those tubes, potentially both reducing its efficiency as well as accelerating its rate of corrosion.

Going back to those few drawings and prints which we have, I have long been puzzled, or even put off, by the railings and valences; perhaps Hackworth had been struck at Rainhill by the efforts of people like Braithwaite and Erickson in trying to make their offerings look *graceful*, a new thought perhaps for our practical Methodist who was, after all, building a locomotive now for a passenger train, for a public with sensibilities. It is ironic that after the perilous perch of the drivers of 'Royal George' and 'Sans Pareil' we at last get a sort of safety fence along the boiler, just when the driver no longer needed to be up there; this engine is driven from down on the tender front.

Almost certainly built with springs and with those inside cylinders, then 'Globe' seems to have had bar frames. The game changer for speed and smoothness, if not power, was the adoption of an internal cranked axle. Writers and historians have dismissed this development as previously too difficult a thing to forge. Well Hackworth had been a foreman blacksmith and knew perfectly well what was and wasn't forgeable. By this period too, unnoticed by many railway historians, road steam coaches, emerging at the same period, sometimes did have crank axles – a surviving frame and engine from a Gurney steam coach c.1830 in Glasgow Transport Museum shows that. Commonly locomotive cylinders often had dimensions of around 24" stroke and 9" bore, Hackworth's old Wylam engines, with their Trevithick hangovers, had even longer strokes. So if such cylinders were to be fitted here we would have had at least a 12" crank swing, a big crank needing some balancing and some awkward forging. But that is not what Hackworth planned, he wanted a much shorter stroke, 16" but with the 'usual' 9" bore. So the crank throw was really only 8" or so, not such a fearsome forging.

The cylinders were set under the rear of the boiler, but they could have been at either end, and drove the forward cranked axle. I would rather it was the other way round myself to hold the front end firmly down but all the previous Hackworth engines had rear cylinders, and I suppose that you could at least coax some oil into them more easily while on these long runs.

The valve gear is less easy to assess but was at least in some way a simplification of the previous gab gear. The wheels were of wood and of 5' diameter. This may not be seen as a retrograde step, Robert Stephenson had done so too with 'Rocket'; lighter and a very known and proven technology. At that size too they would have challenged the available lathes to turn or assemble in iron.

So how did it get on? Young, never the most impartial of writers, said that it reached 50mph on more than one occasion. Having been ordered in March 1830 it was not complete until the end of the year, and it is here that rival writers have been prone to emphasise both ways the relationship and interchange of ideas between Hackworth and the Stephensons, or at least Stephenson's works. It is not entirely clear how much, that axle perhaps, was bought in to Forth Banks from suppliers such as Bedlington Ironworks, but the fact was that there was too much going on at Shildon's small workshops anyway and the job of building the engine was put out to Stephenson's in Newcastle who had of course supplied most of the previous engines to the line. At this point the most open interchange of ideas must have taken place. Young suggests that some at Stephenson's were dubious indeed about some of the design and that Hackworth insisted that they just had to build it as instructed! The truth is perhaps that Hackworth might come down to us today looking like a rather severe looking man, but there is no doubt as to his sincere Methodist belief in the furtherance of mankind and in the sharing of knowledge – time and again he seems to have been entirely happy to show visitors from near and far around his own works without any modern thought of ideas being 'stolen' or financial advantage given away. It is only in this light, perhaps, that we can see the engine's build being so long delayed in Newcastle while at least some of its ideas like the dome were incorporated into 'Northumbrian', and then others like the inside cylinders put into the game changing 'Planet' class. The dates are all so close that it is very hard to guess, much less prove which idea came first or was shared, or which was put into construction or finished first. Rolt claimed that Robert Stephenson had long anticipated the cranked axle, but had hesitated on safety grounds, to put it into effect until it could be mounted on a double frame to stop a broken axle becoming a disaster. Yet 'Globe' did suffer a broken crank axle at Aycliffe Lane without apparent disaster, and had not the whole issue of safety valves been an early problem which Hackworth put early and considerable efforts into making safer? Not a man for unnecessary risks.

History tells us that the 'Globe' exploded, through shortage of water, in 1838 at Middlesbrough and was not rebuilt. This sounds rather odd as most locomotives had a fusible plug – a device designed to melt and extinguish the fire saving damage or explosion, in the event of lack of water in the boiler – from Trevithick with his 'lead rivet' onwards. I cannot help but think that that spiral of inaccessible water tubes had allowed excessive corrosion to take place allowing some catastrophic failure now untraceable. As usual at that time, the 'explosion' of a boiler could mean anything from a significant partial failure to full barrel explosion. Records vary from telling us that it was not rebuilt, to the suggestion that the parts were used to build something else; they do not help explain what really happened to this strange pioneer.

Marine and other boilers, right through to the last uses of steam power used water rather than fire tubes; inside horizontal cylinders had a very long and useful history.

Meanwhile Hackworth forged on, building bigger and better versions of 'Royal George' because that is what was asked for and needed on a busy railway hauling, mostly, heavy freight. A railway on which fuel economy meant little or nothing, and where speed was really

not the point. This pragmatic approach to fitness for purpose was what Hackworth did best, if you wanted a light, fast running passenger engine he could do that too, but he was only asked once.

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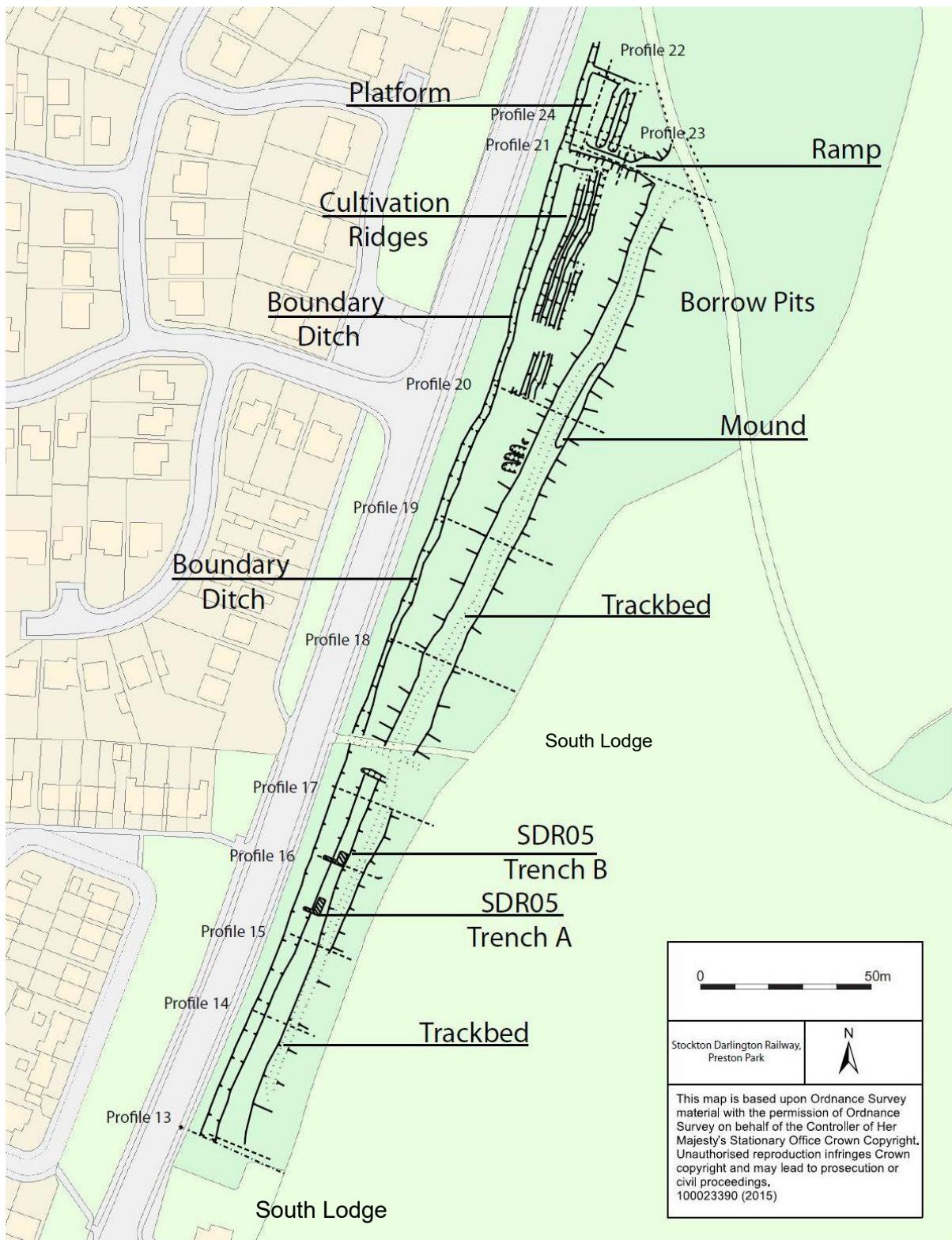
EXCAVATIONS AT PRESTON PARK MUSEUM

by Janice Adams & Emma Watson, Tees Archaeology

An archaeological excavation of land in the back garden of South Lodge, Preston Park Museum and Grounds (PPMG) was undertaken between 23rd and 29th April 2025, following a request from PPMG to better understand the surviving earthworks within the South Lodge's garden. The fieldwork was led by Janice Adams and Emma Watson of Tees Archaeology, as well as Tees Archaeology's citizen archaeologists and was carried out with the help of local volunteers (including Friends of the S&DR).



Location of the museum and grounds and its South Lodge where the excavations took place. The red line is the approximate 1825 route of the S&DR (image from Google Earth 2025).



The northern section of survey and trial excavations carried out by Tees Archaeology between 2003-8 (Robin Daniels, Tees Archaeology 2020)

Tees Archaeology had conducted excavations and investigations within the grounds of PPMG between 2003 and 2008. These were used, along with other historic and local maps, to help determine the position of the trenches. The project was carried out to assess the survivability of the archaeological remains within the lodge's garden, to involve local people and to raise awareness of the historical importance and heritage of the Stockton & Darlington Railway in its 200-year anniversary.

Throughout the project, volunteers and staff engaged with the general public, from whom there was a high level of interest. There was good media coverage of the project with BBC Look North running a piece. In addition to this, there was interest from Digging for Britain and the team conducted dig diaries every day of the event.

Trench 1 Excavation description

Trench 1 measured 10.25m by 2m and was orientated north-west south-east across the line of the former Stockton & Darlington Railway. At the apex of the curve of the profile, eight sleeper sockets were exposed, proving a double line of track was still in use in 1852 when the line was moved north-westwards away from the Hall. These were very close to the surface of the back garden, just below the top soil, which is essential knowledge for the future management of the line through the South Lodge garden.



The BBC filming during the excavations (photo: David Thompson)

To the east of this, the makeup of the trackbed raised some questions. It was clear that dumps of different coloured clay had been used to build up the profile of the earthwork, along with layers of clinker mixed with coke. However, the amount of clinker and coke seemed excessive and threw up questions of whether there had ever been a derailment at this point along the track.

Beyond this, to the east, an approximately NNE-SSW line of four narrow pits were interpreted as either a fence line or as a hedgerow. This is exciting as the hedgerow disappears at the siding to the south of South Lodge and the road into Preston Park and it was never known if it had originally continued right through the park. Hedgerows were the chosen method of creating boundaries marking out railway ownership by the S&DR and they imported large quantities of 'quicks' (hawthorn). These pits may well be the remains of the hedgerow boundary set out in 1825.

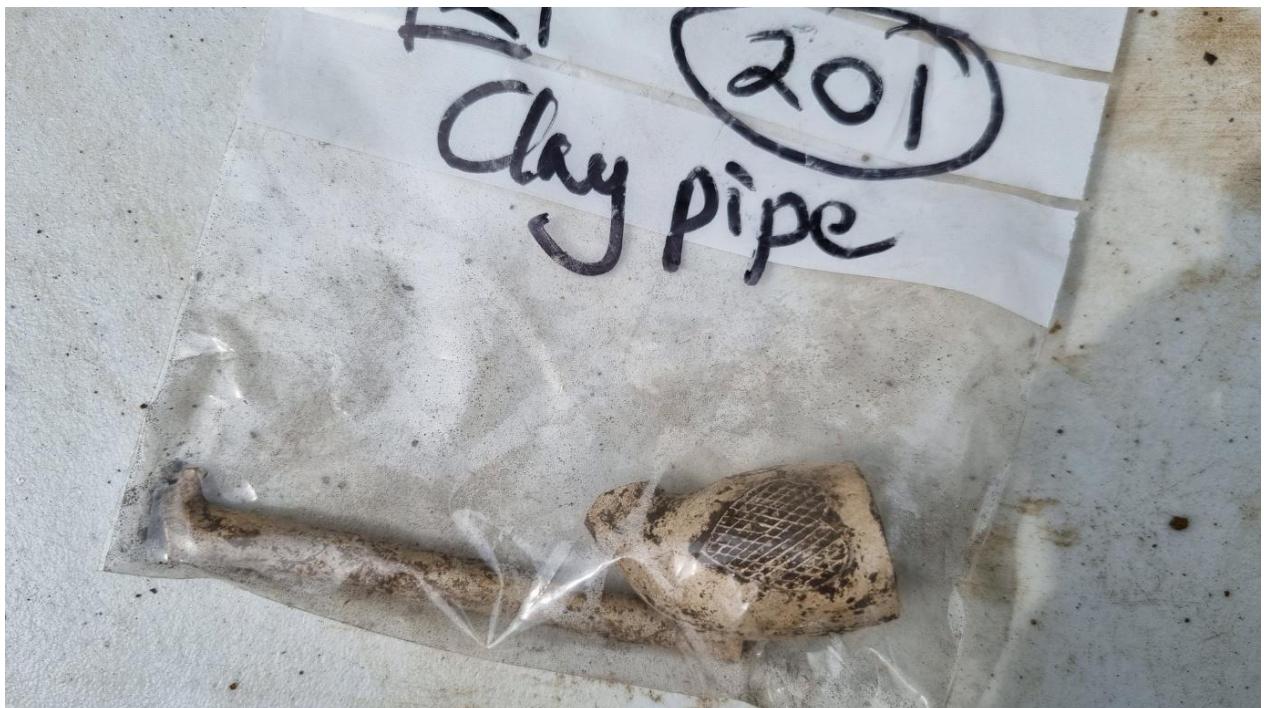
The artefacts were mainly, as might be expected from the 1930s garden, associated with the lodge. There were numerous sherds of pottery and glass, as well as some whole bottles; a glass bead and a clay pipe bowl and stem. However, there were also pieces of limestone, flint, coke and cinder. Most interestingly, as seen in the images below, corroded wrought iron metal items were excavated, including fixing bolts and nails.



Metalwork from the trenches (photo: David Thompson)

Trench 2 Excavation description

Trench 2 measured 6m by 1.85m and was orientated south-west north-east along the line of the former Stockton & Darlington Railway. Having placed this trench to deliberately avoid both the earthwork of the trackbed and the associated ditch between the railway and the road, it was a great surprise that this trench also held evidence of the original makeup of the rails.



Clay pipe with a heart shaped decoration on the bowl (photo: David Thompson)

The majority of the material in this trench was very compacted clay and silt, with inclusions of coal and charcoal. It appeared to have been redeposited, possibly with the landscaping associated with the construction of South Lodge. There were discrete dumps of sooty material, in amongst the compacted clay.

The artefacts uncovered in this trench were also reminiscent of those found in a 1930s garden. There were clay pipe fragments; a small bone spoon, possibly for paste or for a child's tea set; animal bones; a clear glass bottle stopper; part of a black Art Deco teapot; a 1oz Bovril Limited bottle; a holed bone pin or awl; as well as numerous pottery and glass sherds. Added to this were limestone, clinker and shell pieces plus long coiled metal strips; long iron fixing bolts; cross fixings; and a possible part of a corroded wrought iron S&DR chair.

The metal artefacts recovered from the excavation were assessed by the Friends of the Stockton & Darlington Railway including early train expert, Jim Rees. Their discussions brought about some interesting ideas. A portion of the material was very corroded wrought iron in the form of fittings and nails. These items were deemed important enough to be more closely appraised. Their measurements corresponded precisely to the listed fittings and nails used to hold the track in position (von Oeynhausen & von Dechen 1971, 25). As Jim Rees (*pers.comm.*) stated, the material is correct and corroded sufficiently to be of the correct age. From the documentation, the pieces are exactly the right width and length to correspond with the iron fittings and nails used to affix the chairs and fish belly rails into position (von Oeynhausen & von Dechen 1971, 25). Therefore, although it cannot be proven, it is extremely likely that these artefacts are part of the original track makeup.



The earthworks of the S&DR trackbed were more visible when there were fewer trees around the perimeter of Preston Park Museum's grounds in c.1971 (photo from the John Proud Collection, courtesy of Win Proud)

The intention of this excavation was to establish the survivability of the original Stockton & Darlington Railway trackbed within the landscaped garden of South Lodge, Preston Park. It was therefore pleasing, not only to uncover sockets for the stone sleepers, but also to recover some corroded wrought iron pieces which have the possibility of being part of the actual chair and fish belly rail furniture of the original line.

It was good to see evidence of the continuing (but removed) hedgerow through the garden of South Lodge, as this was expected.

The makeup of the eastern side of the earthwork in Trench 1 provided some issues, as there appear to have been dumps of coke, dust and clay in separate deposits, implying a re-shoring up of the foundations of the trackbed at this point.

Further investigations are needed to rule out the possibility of a derailment at this point on the line.

Given the close proximity of the sitings of the sleeper blocks to ground level, Tees Archaeology and the team at Preston Park Museum and Grounds are already planning interventions to ensure the ongoing survival of the structure.

It is hoped that a further dig between the 20th and 24th October over the cross section of the line within the garden of South Lodge will be able to re-assess the eastern section of the trackbed earthwork and provide further evidence to help to manage the site.

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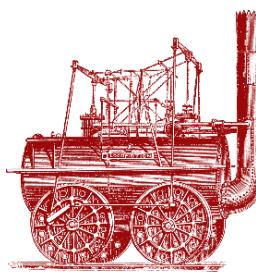
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S&DR 200 RESEARCH ON THE RAILS PRIZE COMPETITION



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

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 fund 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(s) which fulfils the criteria of the competition and which in the opinion of the judges merits the award. The winning essay(s) 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

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

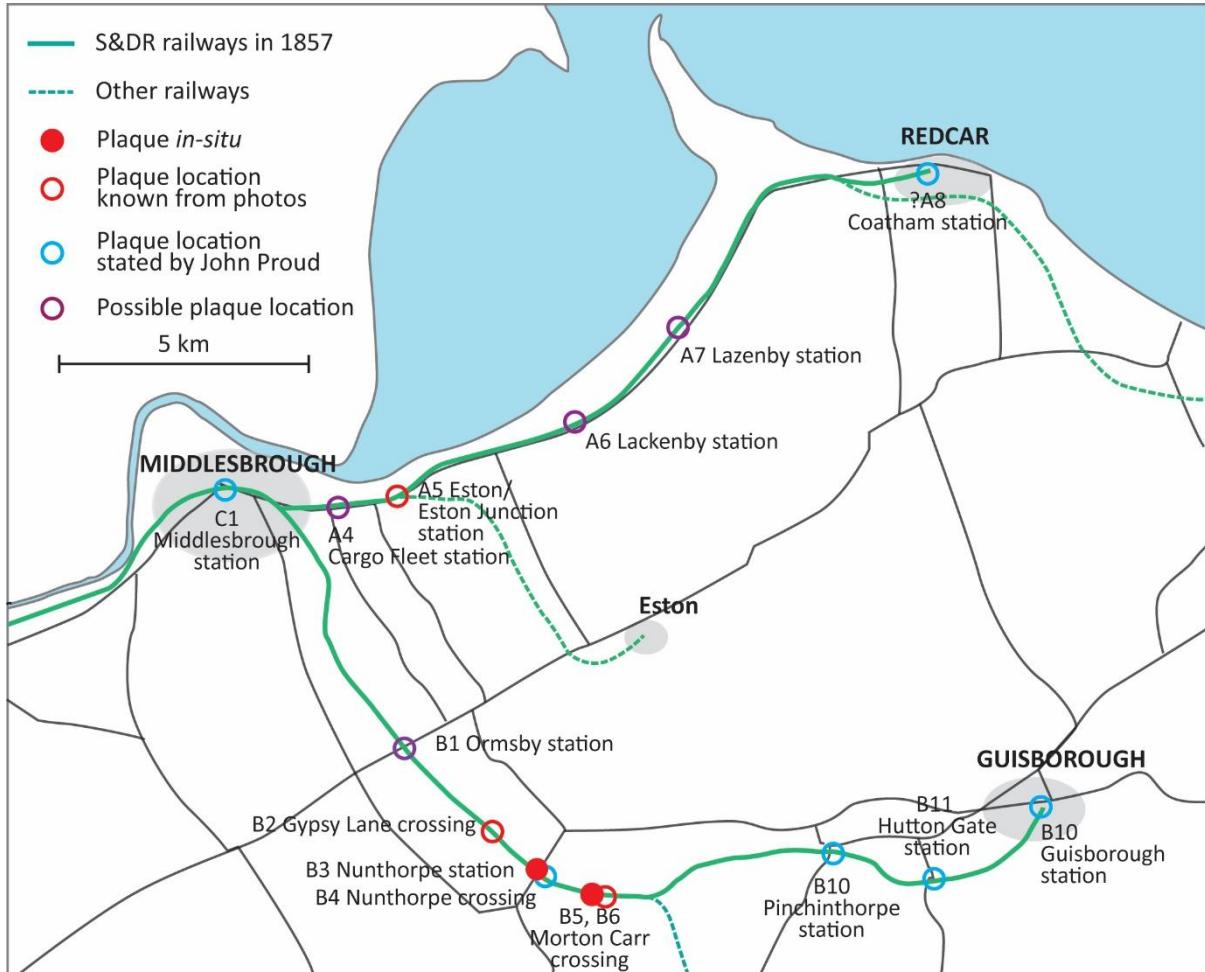
Caroline Hardie

S&DR HOUSE PLAQUES – WHO WAS LIVING IN THE HOUSES WHEN THEY WERE INSTALLED?

Tom Walker

There have been several articles in *The Globe* discussing the plaques that the Stockton and Darlington Railway placed on their residential properties in the late 1850s or early 1860s. Jane Hackworth-Young has written about the early occupants of some of the properties, but it is interesting to consider who might have been living in the houses at the time the plaques were incorporated into the buildings.

It remains a mystery why these plaques were placed on the houses, or exactly when. They were presumably unique reference numbers for the purposes of keeping records relating to rents or maintenance. The S&DR Committee agreed to their placement in 1857, but no records have been found detailing their installation. The 1861 Census records provide clues to who was living in these properties and perhaps suggest the location of the 'unknown' properties, and Ancestry.com and newspaper reports reveal some of the life stories of these occupants. We do know that the plaques were applied to groups of residential properties with one plaque per group. Many of the plaques were placed on houses of station masters, signalmen, or crossing keepers, most of which still seem to have been owned by the Company in 1857, even if the relevant sections of railway had closed by this date; it seems probable that many of the 'lost' locations may have been on similar properties. I will start with the eastern portion of the S&DR territory, that is the 'C' line in Middlesbrough, the 'A' line from Middlesbrough to Redcar, and the 'B' line from Middlesbrough to Guisborough.



Location plan for the A, B and C plaques

C1 – Middlesbrough Station House

John Proud, in his 1974 pamphlet on the House Plaques, stated that there was only a single plaque in Middlesbrough, **C1**, on the Station House. The 1861 Census shows that the only occupant at that time was one **John Robinson** who was given as 'Railway Officer'; he is not stated to be Station Master but this is likely, as the previous Master, Matthew Wilson, had retired earlier that year. He was certainly Station Master in 1865 when he, together with a policeman, was charged with assault arising from a dispute over some left luggage belonging to some seamen; Robinson was fined £1 with costs (*Durham Chronicle*, 22 Sep. 1865). John was born in Constable Burton in Yorkshire, and is given as 'Railway Man' at Houghton le Skerne on the first Census in 1841. He married Margaret Midcalf (or Metcalf) in 1843 in Darlington, and by 1851 was a police officer in Middlesbrough. He was at 1 Linthorpe Road (the location of Station House, no longer extant) in 1871 when he was a 'Railway Agent'. His probate record shows he died on 31 March 1877, recording that he was 'Railway Station Master' at Middlesbrough.

A line – Middlesbrough to Coatham – opened 1846

None of the plaques originally placed on the houses on this line are still *in situ*, and the location of only two of them were recorded by John Proud. Determining their locations is complicated in that some of the stations on the western portion of the line changed both their names and locations at various times. However, it is likely that some of the 'lost' plaque houses can be deduced from the census. There was a station at Cargo Fleet (originally named Cleveland Port) on the eastern outskirts of Middlesbrough and in 1861 the Station Master is shown as **John Horden**, living with his wife Mary Ann. In 1861, John was aged 58, born in Skelton, south-

east of Redcar. In 1841 and 1851 he was a labourer in the Middlesbrough Coal Depots, but it is not known how he rose to be appointed Station Master. He was unemployed in 1871 and died in 1877. It is creditable that this station may have borne a plaque numbered **A4**. The location of plaques A1, A2 and A3 is unknown but may have been on SD&R houses nearer Middlesbrough; or perhaps there were properties associated with the coal drops on the River Tees?

There is confusion concerning **A4** and **A5**. John Proud lists A4 as the Eston Grange Station House and some photographs (with photo of the plaque by John Tweddle) name A5 as Eston Station, which was also known as Eston Junction, at the head of the branch to Eston Mines. Eston Grange Station (renamed Grangetown in 1902) is east of Eston and was not opened until 1885, so cannot have been A4. So where was A4? I think it likely that Cargo Fleet was A4, as described above.

The 1861 Census records six families living in 'Railway Cottages' at Eston Junction (**A5**), the 'Head' of each family having a railway occupation, but no Station Master. I think it likely that these all relate to multiple occupancy of various parts of the large station building at this site. Two (Henry Wilkinson and George Robinson) were signalmen, so were presumably responsible for managing the junction.

It is proposed that the next two stations on this line, Lackenby and Lazenby, once hosted plaques A6 and A7, assuming that the numbering given above is correct. In 1861 at Lackenby Railway Station House (**A6**) was occupied by **William Blenkey** and his family, with William who was described as a 'Railway Labourer'; he had been at Lazenby Station in 1851. Lazenby Railway Station House (**A7**) had two families, **Thomas Henderson**, a 'Railway Inspector' aged 34 and **Robert Plowman**, 'Platelayer', the latter being 'Assistant Station Master' at Eston in 1881, and then Station Master at Eston Grange Station in 1891. At neither Lackenby nor Lazenby is a Station Master named in 1861.

The first S&DR line east from Middlesbrough terminated at Coatham, just short of Redcar. In 1861 a new line was constructed into Redcar which was later extended to Saltburn; this made the branch to Coatham redundant and it was closed. In 1861 the Census shows that there was a 'Drawman'; living in Coatham Railway Station, **Thomas Forster** with his wife Elizabeth, two children and a grandson. He had been at the station at least since 1841, then being a 'Carrier' and was named as a 'Railway Porter' in 1851. The station building became a public hall in 1861, then a cinema in 1910 but was demolished in 1964. John Proud gave **A7** as 'Redcar Old Station' but if the numbering of stations given above is correct, this should perhaps be Coatham Station, **A8**.

B line – Middlesbrough to Guisborough – opened 1853

The plaques on this line are generally easier to trace, as many of the locations are known. Although not proven it is probable that **B1** was at Ormesby Station, where **Martin Legg** was Station Master in 1861. He came from nearby Stokesley, born in 1829, and was married with a young family. He had been a gardener in Darlington in 1851. He was still Ormesby Station Master in 1871, but had moved to Middlesbrough by 1881, where he died in 1909.



B2 Gypsy Lane Crossing (photo: John Proud courtesy of Win Proud)

B2 was at Gypsy Lane Crossing, between Ormesby and Nunthorpe. There is no direct reference to Gypsy Lane in any of the censuses, but early maps show it was named Back Lane. A John Gaines was plate layer there on the 1871 (Back Lane), 1881 (Marton Lane Cottage) and 1891 (Back Lane) Censuses, and the only census entry from 1861 that seems to fit is **Rebecca Parrington, née Harker** who is recorded at Marton Cottage, then aged 86, the widow of a railway agent. Her husband was John Whinfield Parrington, who in 1841 and 1851 was recorded as 'Land Agent' and who died in 1858.

B3 was convincingly on Nunthorpe Station House where it is still located. In 1861 **Simon Robinson** is recorded here as 'Agent for Railway Company' and was presumably the Station Master, as specified on the 1881 and 1891 censuses. He and his wife Margaret (née Pig) had a large family of six sons and four daughters. Margaret died in 1885 and Simon then married widow Jane Ann Sedgewick. He died in 1897, his probate recording him as 'Gentleman'.

Plaque **B4** was at the Nunthorpe Road Crossing. Although no Crossing House is specified on the 1861 Census, the entry immediately preceding that of the Station gives two cottages occupied by **Henry Barker**, a 'Inspector of Railway' and **George Lowther**, 'Railway Labourer'. Later censuses name a signalman in a house next to the Station, so the above assumption seems likely. Nothing has been found about Henry other than he was born in Neasham, Durham, in 1808/09 and that his wife was named Sarah. George was born in 1800 in Ormesby, married Eliabeth Pennack, and was a 'Railway Servant' at the time of his death in 1872.



Nunthorpe Station in 2022, clearly showing the B3 plaque



B5, Lineside House in 1970 (photo: John Proud courtesy of Win Proud)



B6, Crossing Cottage at Morton Carr, 1970 (photo: John Proud, courtesy of Win Proud)

Cottages at Morton Carr Crossing had plaques **B5** and **B6**. There were three families listed in Carr Cottages in 1861: **John Wilson**, his wife Catherine and four children, **John Carter**, with wife Jane and three children, and **John Bellerby** with Sarah and one child. All are recorded as 'Railway Labourers', and one or all of these presumably had responsibility for operating the crossing gates. There were three dwellings listed on all the census returns from 1861 to 1921 so at some time one of these cottages was presumably subdivided.

The locations of plaques **B7**, **B8** and **B9** have not been determined. There are no buildings depicted on contemporary maps between Morton Carr Crossing and the next known plaque location, **B10** at Pinchinthorpe Station. Here we find **John Galilee** recorded as 'Station Master' in 1861. John was born in 1817 in Hutton Bonville, Yorkshire, married Jane Rushford in 1847, and was a platelayer in Broughton on Swale in 1851, where his wife was recorded as 'Gatekeeper'. He remained at Pinchinthorpe, moving when the station was relocated in 1876 a few hundred meters west across the road through the village, and stayed there until his death in 1891, being recorded as 'Retired Station Master' on that Census.

The next station on the line to Guisborough is at Hutton Gate, which hosted plaque **B11**. The Station Master here in 1861 was **John Tiplady**, born in 1823/24 in Hurworth, Durham, and who started life as a hand loom linen weaver. He married Mary Ann Wright in 1857, with whom he had four children, all brought up at Hutton Gate. He died in post in November 1894, having been Station Master at Hutton Gate on the Guisborough Railway for nearly 40 years.

The final station on this S&DR line is at Guisborough, which had plaque **B12**. **George Tweddell** was Station Master here in 1861. He was born in Corbridge, Northumberland, in 1812/13 and married Jane Robson in 1836. His earliest record is as a 'Rope Maker' in Newcastle in 1841, but he was a clerk at South Otterington Station, Yorkshire, in 1851. Before 1861 he had been

appointed Station Master at Guisborough, a post he still held in 1871, but had been replaced by Thomas Sanderson before 1881. George and Jane had four children, the eldest, George, being recorded as 'Clerk at Railway Station' in 1861, then aged 16 and working with his father.

That completes what I have been able to find out about the 1861 plaque house residents on the eastern sections of the S&DR; it is far from complete, principally due to the lack of knowledge of some plaque locations,

Summary

Plaque House occupants in 1861 – entries in italics are 'best guess' for plaque locations/occupants.

Plaque	Location	1861 occupant	Occupation
A1, A2, A3	unknown		
A4	<i>Cargo Fleet Station</i>	<i>John Horden</i>	<i>Station Master</i>
A5	Eston/Eston Junction Station		multiple occupancy
A6	<i>Lackenby Station</i>	<i>William Blenkey</i>	<i>Railway Labourer</i>
A7	<i>Lazenby Station</i>	<i>Thomas Henderson</i>	<i>Railway Labourer</i>
A8 ?	Coatham Station	Thomas Forster	Drayman
B1	Ormsby Station	Martin Legg	Station Master
B2	Gypsy Lane Crossing	<i>Rebecca Parrington</i>	<i>Railway Agent's widow</i>
B3	Nunthorpe Station	Simon Robinson	Railway Agent
B4	Nunthorpe Crossing	Henry Barker	Inspector of Railways
		George Lowther	Railway Labourer
B5, B6	Morton Carr Crossing	John Wilson	Railway Labourer
		John Carter	Railway Labourer
		John Bellerby	Railway Labourer
B7, B8, B9	unknown		
B10	Pinchinthorpe Station	John Galilee	Station Master
B11	Hutton Gate Station	John Tiplady	Station Master
B12	Guisborough Station	George Tweddell	Station Master
C1	Middlesbrough Station	John Robinson	Station Master

Sources

Hackworth-Young, J. Articles in *The Globe*, issues 5 (April 2018, Brusselton), 6 (July 2108, Darlington), 7 (December 2018, Etherley Incline), 8 (April 2019, Stockton), 9 (July 2019, Black Boy), 12 (July 2020, New Shildon), 22 (July 2024, Barnard Castle line).

Proud, J. H. 1974. Stockton and Darlington Railway House Number Plaques. Durham Joint Curriculum Committee. Census records obtained from Ancestry.com

A PASSION FOR STEAM - S&DR150 FILM SHOW

by Maurice Burns

This film is the inside story of volunteer effort in support of the 150th Anniversary of the Stockton & Darlington Railway celebrations in 1975. A story from someone who witnessed the decline of the steam age in Britain and then joined the steam locomotive preservation movement and, as a volunteer helped many committees planning the successful 1975 celebrations.



The morning of the cavalcade with BBC interviews in front of 4498



Huge crowds see the K1 Paul Riley MB Collection

This sound film taken 50 years ago has been locked away and therefore never seen before. It was taken by Maurice Burns, engineer for the North Eastern Locomotive Preservation Group (NELPG) and is the story of why in 1975 the 150th Anniversary was so important to the North East of England. It tells in interesting detail how things were achieved by voluntary effort in a world so different to today. An age before computers, mobile phones, zoom meetings, internet and National Lottery funding and yet all aims were achieved and on time. In particular it shows how engines were chosen for the Steam Cavalcade and follows the volunteers of NELPG who, against all the odds, delivered four working steam locomotives for the Cavalcade which was witnessed by an estimated 300,000 people.

A lot of people have assisted Maurice in this film production, on a voluntary basis including Graeme Aldous editor (ex-BBC), Richard Barber and Frank Mallon. The Friends of the S&DR have made a contribution for the film digital transfer and as a joint venture producing DVD copies of the film for national archives and the public; copies will soon be available on the Friends' web site www.sdr1825.org.uk.



The naming of 4767 'George Stephenson' by Willie Whitelaw, Deputy Leader for the Conservative Party and whose grandfather had been chairman of the London and North-Eastern Railway Company 1923-1938 (second from the right) and the presentation of a painting by John Wigston (second from the left). Maurice Burns is on the right.

The first public showings of the film are planned for Hopetown on July 19th (for NELPG members), August 16th and September 20th all in the Stephenson Room at Hopetown at 2pm and at Locomotion at the Sunday School building on September 6th. To control numbers for free tickets for public showings they must be obtained in advance from the museum's websites.

A showing of the film for the Friends of the S&DR will take place on the 23rd July 7 for 7.30pm, at the Shildon Railway Institute, 78 Redworth Road, Shildon, DL4 2JJ. Maurice will bring along

documents and items of interest for members to see. After the 60 minute film he will take any questions on what should be an interesting night for everyone.

THE 175TH ANNIVERSARY OF TIMOTHY HACKWORTH'S DEATH (7TH JULY 1850)

Jane Hackworth-Young

On Friday 4 July, Shildon celebrated the life of Hackworth. David Payne, the Methodist Minister, welcomed the gathering and John Raw, who does so much for the Friends of the S&DR, introduced Prof. Mike Norman who has written a further book on Hackworth and the American connection '**The Man Who Moved The World**' (on sale from August); Mike is a great supporter of Hackworth's genius; he presented a copper engraving of Timothy Hackworth, his Royal George and Sanspareil No 2 to the Methodist Chapel.

At the Hackworth grave in St John's Churchyard a thanksgiving was given for Hackworth's life. FSDR Member, Catherine Yates, played her guitar, hymns were sung and a bible reading was given by children of Timothy Hackworth School; children from the other two Shildon primary schools were also present.

Fr Ulick Loring & I, both descended from Timothy, spoke. I talked about getting the Timothy Hackworth Museum opened in 1975 (by HRH, Elizabeth, The Queen Mother), and how all the important letters could have been lost. I also mentioned that while building the engines at Wylam, Timothy, a devout Methodist, was ordered to work on the Sabbath. He refused. All his life, he ensured his workforce did not have to work on Sunday, though he may have expected the workforce and their families to attend more than one service each Sunday! I got applause when I mixed up one century with another—so easy!



Father Ulick Loring, Timothy Hackworth's great great grandson giving a speech graveside

Ulick took the stand, the wind blew up and he said that he was not surprised as being a Catholic Priest, his grandfather, Robert Young, author of '*Timothy Hackworth & the Locomotive*', & Timothy Hackworth himself were probably turning in their graves with a Catholic Priest presiding. He continued, 'I grew up with Timothy Hackworth – when we visited my grandmother (widow of Robert Young) there were all the Hackworth papers around'. He spoke too of Timothy Hackworth's goodness, as indeed all the speakers had done.

Timothy Hackworth died on 7 July 1850, his wife, Jane, 2 years later and their second son, who tried to continue the Hackworth Works (Soho), died in 1856 – all are buried together in the churchyard of St. John's.

S&DR200 NEWS IN BRIEF

January

2025 started with a Whistle-Up event at noon on January 1st. More than 200 steam, diesel and electric locomotives at about 60 venues in the UK sounded their whistles and horns in unison to mark the start of Railway 200.

LNER renamed one of their Azumas 'Darlington' and had a new livery designed for it. It was unveiled on the 14th January.

February

The Friends have been nominated for a King's Award for voluntary service. In that capacity, representatives of the Friends met with a Deputy Lieutenant Dela Smith at Hopetown to discuss the work that we do. If we are granted the award we should know towards the end of October/early November.

March

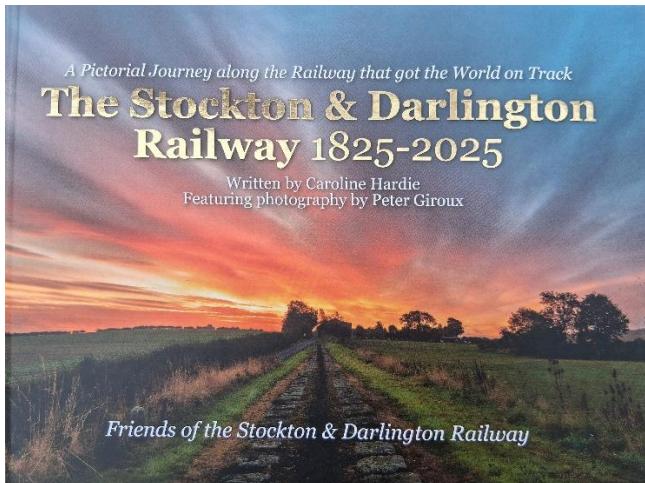
The SDR200 Festival was launched on March 29th at Kynren, Bishop Auckland. This was an open air spectacle called All Change showcasing how trains and their history have influenced the way we live, and how it all started with the S&DR in 1825, one small but significant journey that changed the world. Travelling through the last 200 years from the Industrial Revolution, and two World Wars to the present, celebrating the transformative power of trains on the landscape and our lives. Inspired by conversations with historians (the Friends!), the spectacle brought history to life with large-scale set pieces all created by 'imitating the dog' who created the show from projection mapping and original music. All Change featured a fleet of 400 drones from world-renowned SKYMAGIC which created a breathtaking visual experience against the night sky. A troupe of amazing performers and local community teams from 11Arches brought the show to life.

Filming took place with Freemantle for a forthcoming Michael Portillo two-part series: 200 Years of The Railways. It will air on BBC2 possibly around September.



Left: Filming with Michael Portillo at the Masons Arms Crossing in Shildon. Right: the opening ceremony for the SDR200 Festival

April



Left: our new celebratory coffee table book. Right: the Darlington Circular self-guided walk booklet

The Friends celebratory book *The Stockton & Darlington Railway 1825-2025* and the self-guided walk booklet were both launched on the 5th April at Hopetown. Thank you to Husqvarna for providing cake and to A.V. Dawson for sponsoring the book.



Niall Hammond and Caroline Hardie visited China to develop links between their earliest railway at Tangshan and the S&DR.

The replica train hauled by the 1975 Locomotion No.1 started testing on the Weardale Railway. The train is timetabled to travel along the 1825 route (or as near as possible) from the 26-28th September. The replica has had to have an number of adaptions made to make it safe and to keep it in steam. A replica passenger coach Experiment has also been built using research carried out by Niall Hammond into its original form (not that garden shed image) plus three chaldron waggons.

A travelling exhibition, The Whistle Stop Tour went full steam ahead and started its journey around the region at Stockton.

The statue of Robert Stephenson from Euston Station has been moved to Locomotion for an extended stay.



The Merseyside Civic Society pose for a picture in front of the newly relocated statue of Robert Stephenson

New lineside signs were installed at various locations along the S&DR 1825 route. These reflected signs installed by the LNER almost 90 years ago between London and Edinburgh to indicate to passengers places of interest while travelling on their new streamlined Coronation train hauled by Gresley A4 Pacific steam engines. Now, to mark the

200th anniversary of the Stockton & Darlington Railway, new signs to a similar design have been erected along the surviving parts of the 1825 line between Shildon and Stockton to make passengers aware of the historical significance of the line they are travelling on. The project was spearheaded by Maurice Burns with considerable support from the Friends who sourced additional funding. They were made by Northern Heritage Engineering based in Darlington.



May

An exhibition of paintings by John Wigston at Locomotion opened on the 16th May.

A Save Heighington Station Day was held on the 17th May at The Railway Institute, Shildon.

An exhibition called All Change opened at The Story in Durham. Entry is free.

The Darlington Interest Group of the Friends made replica wooden mileposts and placed them at various locations along the line. They also erected a Locomotion artwork at the point near where the S&DR once crossed the East Coast Mainline at The Sidings.



Left: Neil Pickersgill installing a new milepost in Darlington. Right: new artwork of Locomotion No. 1 crossing the East Coast Mainline at The Sidings.

June

An exhibition, Fuelling the Railway Revolution opened on the 27th June at the Mining Art Gallery in Bishop Auckland.

The Friends had a lovely fund raising cruise on the 29th June along the Tees from Stockton to Yarm on the Teesside Princess.

A mural was completed at the Arthur Wharton Foundation on Drury Street near Hopetown in Darlington. The Foundation is named after the world's first black professional footballer. This wall is regularly used for murals so sadly this is only temporary.



Mural at the Arthur Wharton Foundation.

Thanks to the area group, there are now picnic tables at Fighting Cocks where the S&DR built a depot in 1825 and where the Friends have carried out lots of improvement and maintenance works. Sleeper blocks have also been installed in front of a loading bay. This all adds to the

conservation work of the waiting shed and the mural on the garage wall by Durham Spray Paints. What a huge difference this group have made to this part of the line.



Newly installed picnic tables at the Fighting Cocks Depot. Photo: Ross Chisholm

Darlington Libraries released a film made by children from local primary schools telling the story of Little Loco's BIG Day (the opening of the S&DR). You can watch the film on YouTube here: <https://www.youtube.com/watch?v=4x7jiUmQbQ0>. This is part of a literacy scheme designed to encourage children to read and visit their library.



July

A memorial day was held in Shildon on the 4th July to remember Timothy Hackworth who died 175 years ago on the 7th July 1850. Over the same weekend the church bells in Shildon rang for 3 hours 20 minutes. Dame Sue Snowdon represented the King at the 'Blood, Muscle and Bone – the People of the First Railway Town' exhibition with local primary schools at the STUTE on Friday, 27th June.



Left: Etherley Incline north section has been left as a grassy sward. Right: The newly resurfaced path near the Bishop Auckland bypass (photo: Colin Garthwaite)

Parts of the path along the route of the S&DR are now open in County Durham, although interpretation panels are still to go in. Sadly some of the larger pieces of infrastructure are running late, so the ramp south of Greenfield Road on Etherley Incline won't be installed until September. Far worse however is the delay in the installation of the new bridge between the stone abutments of Stephenson's Gaunless bridge. This is now not likely to be in place this year. If this is too depressing, imagine how the people feel who have designed the digital interpretation that features this bridge which is due to go live this year?



Artwork unveiled on June 10th called Motion 200 by Kate Jackson at Heighington Station (photo: Graeme Rowatt)

Two murals were unveiled on June 10th reflecting aspects of our railway heritage. One piece by Adébayo Bolaji called Time and Place is now in the waiting room at Bank Top Station. The other, called Motion 200 by Kate Jackson is at Heighington Station.

Ninety school students from China visited Hopetown, Darlington. The students, from schools in the cities of Baoding and Qinhuangdao in Hebei Province, Northern China had a special reason to visit - their province is home to China's own first commercial railway, inspired by the success of the Stockton & Darlington Railway. The visit was part of a school exchange organised by the Hebei International School Partnership which has seen students spend time in schools in the North East before leaving Darlington to visit York, Coventry, Oxford and London.



Students from China pose in front of the 1833 Goods Shed. Photo: Mark Lay

Hopetown Darlington's latest temporary exhibition, Steam to the Future, opened on the 11th July. The theme is about looking at the exciting future of rail technology and railway buildings.

How is the future looking, what will inspire today's innovators and tomorrow's? The star of the show is a clever piece of artwork at the beginning of the exhibition that blows smoke rings which drift across an open space and are made to appear on a lit up display of a wildflower meadow. You can run through the smoke rings, catch them, dodge them or just meditate while watching them drift by.



Winners of the Write on Track creative writing competition attended an awards' ceremony on the 11th July at Hopetown, Darlington. An anthology of the writing, all inspired by the S&DR and written by people who live alongside the railway, has now been published and recordings will be made soon too.

Hitachi publicly announced a £250,000 donation to the Friends so that we can purchase Heighington Station. Hooray!



Many many more things have happened in 2025. Talks, publications, school visits, walks, litter picks, after dinner speeches, supporting artists, officers, craftspeople a huge amount of work has taken place. Thank you to everyone for your hard work and thank you to everyone who has participated in any of our events.

Looking for events for the rest of the year? See our Events Listing supplement. Seventy pages of things to do! Or pop into our Information Hub at the Dolphin Centre which opened on the 18th July and will be open Fridays and Saturdays through summer.

The Friends' monthly meeting, usually at the Cricket Club in Darlington – where plans are hatched and implemented.

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

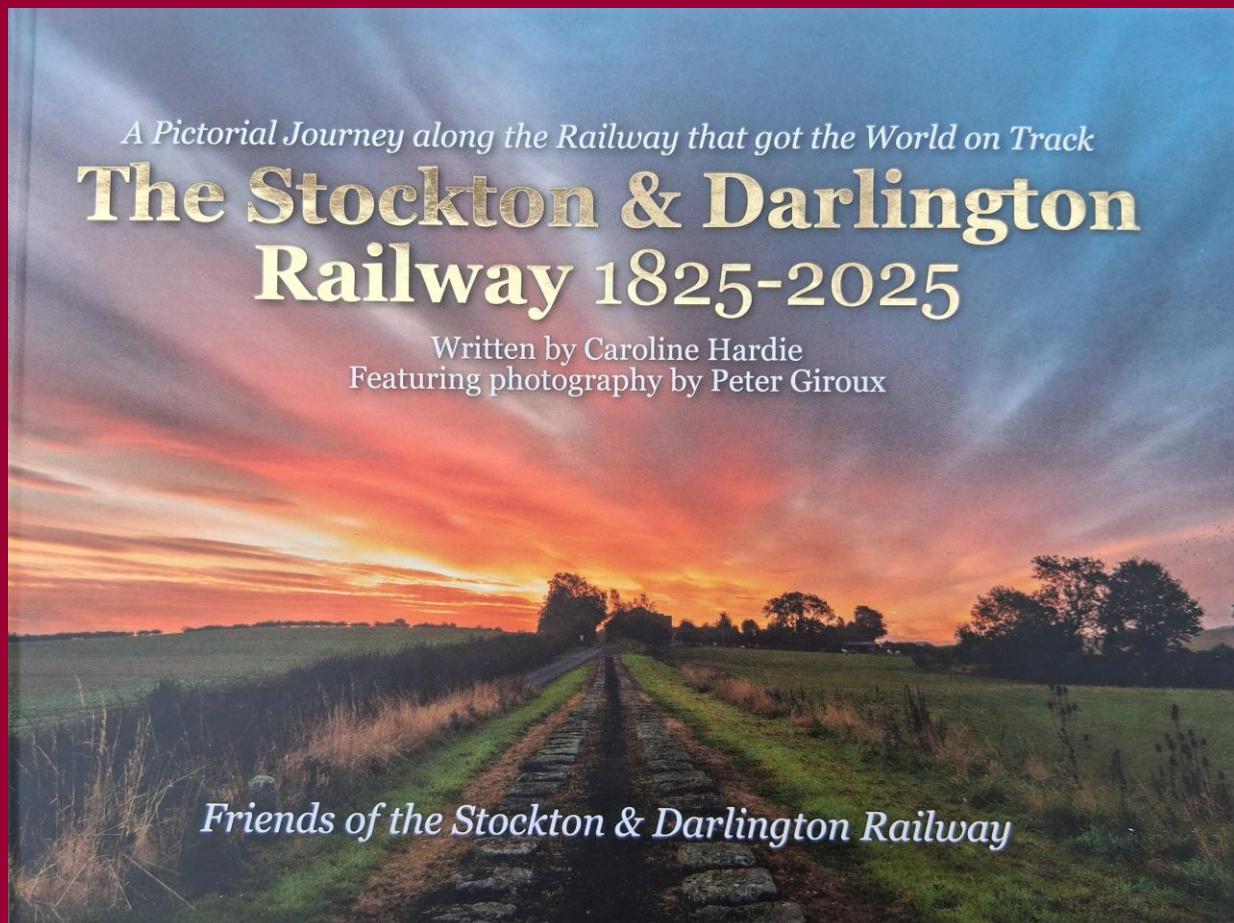
The Globe is edited by Caroline Hardie. It is named after Timothy Hackworth's locomotive which was commissioned by the S&DR specifically to haul passengers between Darlington and Middlesbrough in 1829. The Globe was also the name of a newspaper founded in 1803 by Christopher Blackett. Blackett was a 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 2025.

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!’



Our limited edition celebratory book available from our web site and all good museums!

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 Railway.
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