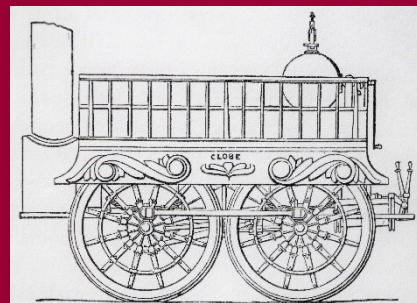


The Globe

The Journal of the Friends of the Stockton & Darlington Railway



Issue 11

April 2020

The Globe 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.

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Please send contributions to future editions to caroline@aenvironment.co.uk. The deadline for the next issue of The Globe is 10th July 2020.

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Friends meetings are held on the first Thursday of every month in the meeting room in Darlington Cricket Club, South Terrace, Darlington DL1 5JD at 7.10pm. All Friends are welcome to attend, but please contact one of the above Trustees first to make sure that the venue has not changed. N.B meetings are currently cancelled due to the Cov-19 pandemic.

Cover photo: *The Royal George Delivers*. An original painting by Stephen Bainbridge for the Friends to help raise funds for a replica Royal George to be built before 2025. See p16.

Welcome to The Globe! The regular journal for the Friends of the Stockton & Darlington Railway.

Dear Friends and supporters

Welcome to our latest edition of The Globe. We have a wide range of features from Phoenix Row to Yarm and lots in between. It is particularly pleasing to include contributions from the various local groups which are now spreading along the route of the 1825 mainline. We now have groups at Etherley and Witton Park, Brusselton, Middleton St. George, Stockton and Yarm. If you would like to informally adopt a bit of the line where you live, please get in touch with one of the Trustees. The work of the Yarm group has been particularly interesting. Their suggestion that an unloved and under-appreciated single storey building near the branch coal and lime depot could be the original stables and later a smithy, highlights the importance of finding out exactly what survives so that we can protect it. Without this kind of research, we can lose significant heritage assets before we realise just how important they are.

As you read the News section you will sense a real feeling that things are progressing and there is genuine excitement locally, regionally and nationally about our world class railway heritage. Thank you to everyone who works so hard to make this happen.









It is wonderful to have contributions from Brendan Boyle and Andrew Stoves, both of whom have been unwell. We hope they both get back on track soon.

Thank you to everyone who contributed to this edition of The Globe. There is plenty to read to keep you occupied during these difficult times. If you need something else to do, then the deadline for the next Globe is 10 July.

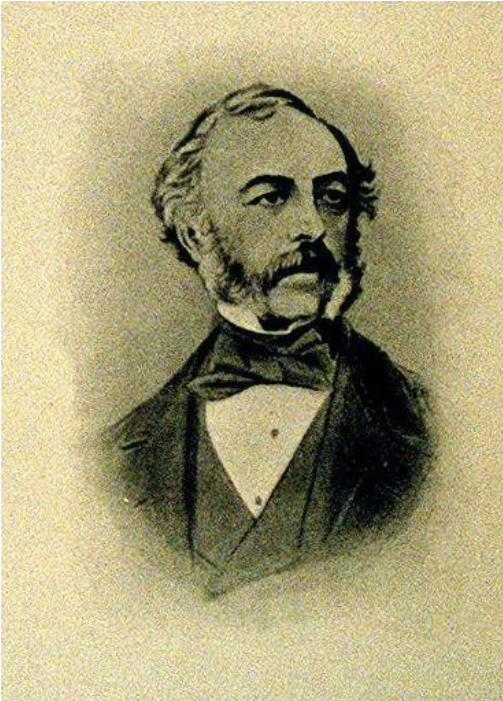
Caroline Hardie, Editor, Friends of the Stockton and Darlington Railway

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 industrial 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.

THOMAS MEYNELL is well known for his part in the early development of the Stockton and Darlington Railway. Lord of the Manor of Yarm, and a leading light in the promotion of a cross-Durham line of communication with a connection to that small Yorkshire town, he was the first chairman of the embryonic Company from 1821 and served until 1828.



But, a rarity on the Quaker-dominated management committee in being a Catholic, he wasn't satisfied with simply guiding meetings and signing minutes, he took on a role that the publicity-shy Quakers were habitually - and religiously - averse to. He became the emerging Company's chief publicist, determined that the world should know about the historic events taking place in a corner of North East England.

Moreover, he concluded that if the majority funders of the Railway - the Darlington Quakers and their fellows across the country - wouldn't put themselves forward for attention-seeking then he would have to. He became a business showman the likes of which probably weren't seen again until Richard Branson became a Virgin.

And remarkably, unlike Sir Richard's presumed army of press officers, Mr Meynell (Catholics were rarely permitted aristocratic titles at that time) appears to have singly *himself* written the accounts of such events that found their way into the newspapers - and are still cited by historians.

Of course, this wasn't just a case of self-sacrifice, there was a convenient spin-off in that the events that Thomas Meynell promoted - and wrote about, invariably euphorically - featured himself very prominently, with other members of management seldom mentioned. (Familiar, Sir Richard?)

The First Rails

The first major public event, which set a pattern, was the laying of the first rails of the S&DR in Stockton in May 1822. The fulsome report in the Durham County Advertiser referred to Mr Meynell four times (in its 240-word article:

- *when he "accompanied by" three other named gentlemen (none of them S&DR management or known Quakers) "were drawn into town ... preceded by Mr Meynell's excellent band of music".*
- *when he "performed the ceremony".*

- and when he later chaired an "excellent dinner" in the Town's House "in a spirit of harmony and conviviality". (DCA, 25 May 1822)

The most important dignitaries in Stockton - the Mayor, Recorder and Aldermen - were all mentioned in the article, but none was named!



The laying of the first rails in May 1822 was at this location at St. John's which at that time consisted only of a well (photo: John Proud Collection courtesy of Win Proud)

The Opening Day

The next notable event - *the* most notable event in the history of the Railway - is supported by better evidence for my case. It was the opening day of the Railway on 27th September 1825. The widespread reporting of the day's activities across Britain and beyond - a full 14 years before the commercial development of the first electric telegraph - was not quite as remarkable as it might seem. It came about through the combined efforts of Chairman Meynell and the editor of the Leeds Mercury, Edward Baines. It accounts for the similarity of many of the reports of the day. Although there were undoubtedly some reporters - or 'correspondents' - from some of the local newspapers present there were clearly not as many as there were subsequent reports.

Edward Baines was the instigator and Thomas Meynell the lead author it seems. Aware of the opening date but unable or unwilling to send his own witness, Baines wrote to the S&DR a week before:

"... I write now principally to say that I shall feel obliged, and the interest of your own establishment will probably be served by your sending me the day after the opening for insertion in the Mercury of the same week an account of the ceremony including such information connected with the establishment as you think calculated to interest the public.

In order that the account may find its way into other Papers you will be thanked to let it

be as brief, perspicuous and comprehensive as the nature of the subject will allow.

*Pray excuse the trouble I am thus imposing upon you, and believe me to be yours truly,
Edw. Baines, Leeds - Sep 20, 1825, Mercury Office.*¹

Mr Meynell was delighted to oblige, writing up a 950-word account which remains in the Company files at the National Archives.² The historian JS Jeans confirmed that it was written by the Chairman.³

Bar professional editing, it is very similar to the fullest report of the day which appeared in the Durham County Advertiser of 1 Oct 1825 and is much repeated by historians. A couple of examples:

Meynell:

“The formal opening of this stupendous work took place on the 27th of September agreeably to Public Advertisement. The Weather was most propitious... “

DCA:

“The formal opening of that stupendous work, which effects a communication between the port of Stockton and the coal field in the interior parts of this county, took place on the 27th of September agreeably to the notice which has lately appeared in our columns. The Weather was most propitious...”

Meynell:

“About 8 o'clock 13 waggons 12 of them laden with Coals the other with sacks of flour, the whole covered with people were drawn up the inclined plane in admirable style amidst the cheers of thousands...”

DCA:

“About 8 o'clock, 13 waggons, 12 of them laden with 2 tons of coals each, and the other with sacks of flour, the whole covered with people, were drawn up the inclined plane at Brusselton in admirable style, amidst the cheers of assembled thousands...”

Mr Meynell was more restrained in naming himself this time, referring to 'Mr Meynell's Band' and - most importantly - how he took the chair at the “sumptuous dinner” at Stockton Town Hall, which “passed off admirably affording universal satisfaction”. The only other people named in his report - and hence that of the Advertiser - were Mr Meynell's friends who dined at the top table with him (and had probably ridden in the Company's processional coach Experiment). Not one of them was a member of the Company management committee, or apparently a Quaker. Many were fellow aristocratic Catholics. The impression is very much that the opening day was not one organised by or for the Peases and their friends but by and for a triumphant Mr Meynell.

Yarm

Yarm - along its three-quarter mile branch and across the Tees - had essentially missed out on the opening day's grand events but Mr Meynell was determined the people there should be part of the celebrations. Exceptionally on the Railway, the depot at the end of the Yarm branch was not owned by the Company but by Thomas Meynell. After a respectful gap from the main opening procession of a few days he organised for the first regular supply of coals along the branch to the depot to take place on 17 October. He had clearly planned the exuberant local celebrations - to which all the leading residents of Yarm were invited - as he had built a brand new tavern next to the depot for them all to celebrate in. His timing of the latter was certainly not accidental, the New Inn itself opening for the first time on that very day.

Detailed reports of the Yarm celebrations appeared in both the Durham County Advertiser and the Durham Chronicle a few days later and, as if to remove any doubt as to where their stories originated from, they comprised virtually identical wording, except for the most minor editing. Plagiarism from one paper to the other can certainly be ruled out as they were published on the very same morning of the same day!

According to these report(s) the celebrations focused almost exclusively on the success of the 'gentlemen' of Yarm, led by Thomas Meynell. The branch and its depot were acclaimed as the result of their long-standing efforts:

"In the evening about 60 respectable tradesmen met at the new inn at the end of the Yarm Branch of the Railway, to celebrate the event, as also that of opening the said inn, where an excellent supper was provided by the landlord, Mr Snowdon. Mr Meynell's band attended, and performed several appropriate airs during the evening; some gentlemen also favoured the company with a variety of songs, and were joined in the choruses by the members of the band. The health of the Chairman of the Railway Company [Thomas Meynell] was drunk with enthusiastic cheers, as also of those other gentlemen of Yarm with whom the idea of this great undertaking originated, and to whose perseverance, in an early stage of the work, the public are so much indebted for the present greatly reduced price of coal: the evening passed away to the delight of all present."

(DCA and Durham Chronicle, both 22 Oct 1825)

Notes

1. National Archives (NA) RAIL 667/952.
2. Opening Day Arrangements of the Railway. NA RAIL 667/604.
3. History of the Stockton & Darlington Railway, JS Jeans, 1875 (p75).

FROM THE ARCHIVES 1

Despite considerable research, we often hear myths about the S&DR which seek to downplay its significance. One of these myths is that the S&DR was only built to deliver coal. We have published substantial quantities of research in the Globe and reproduced much archival material to make it abundantly clear that the S&DR was designed to haul all manner of goods and passengers including coal. Just like today however, there were restrictions on

what could be sent and requirements that certain goods be insured. Here is the text of an 1825 handbill issued by the S&DR explaining their service to transport merchandise. Note that at that date the depot at St. John's was not completed and so the company were still operating from their wharf at Stockton (as per Brendan Boyle's article in The Globe July 2019, 19-33).

Cheap and Expeditious Conveyance of Merchandize between Darlington, Stockton & Yarm. The Railway Company beg leave to inform the Public that they have provided WAGGONS for the daily Conveyance of Merchandize between the above places.

Mr RICHARD PICKERSGILL, Commercial Street, DARLINGTON, Mr J CAIRNS, YARM and Mr G APPLGARTH, at the Company's Wharf, STOCKTON, will receive and warehouse all Merchandize, entrusted to their care; they will also regularly deliver the same or forward the Goods by the best and cheapest conveyances to all Towns in this and adjacent Counties.

The Company will not be answerable for any Packages containing; Plate, Jewels, Writings, Pictures, or any other Valuables above the Value of FIVE POUNDS unless entered as such, and an insurance paid for the same; nor for Breakage in Glass, China &c if the package or covering should not be broken.

DARLINGTON 3rd December 1825

J. J. Macaulay, Printer, High Row, Darlington

Caroline Hardie

THE S&DR YARM BRANCH: THE ROUTE TODAY

Ross Chisholm

The 1.3-kilometre Yarm Branch of the 1825 Stockton and Darlington Railway ran from the main line at what was the first Yarm (now Allens West) Station to the Coal Depot at the terminus at Yarm Road north of Yarm Bridge. It closed in 1871. No remains are evident until the southern end of the Branch is approached but it is possible to see where the line ran alongside Durham Lane and Uray Nook Road.

The Route Today

Evidence of the site of the curve of the Yarm Branch from the Main Line can be seen behind the westbound platform of Allens West station (1). A timber fence and some hedging mark the southern boundary of the branch with Egglecliffe School playing fields beyond. It sweeps round southwards behind two houses on the west side of Durham Lane to the playing field entrance gate.

The first house, Allens West Cottage, may date from the 1880s and it stands clear of the line. A four-hole sleeper block exists in the rear garden.

The second house, Asher House, is modern, and was partly built over the line. The rear garden hedge marks the curve of the branch.

The footway on the west side of Durham Lane immediately south of the level crossing and in front of the houses is at a lower level than the road and is separated from it by a retaining wall, about a metre high (2). The northern part is built with stone blocks but the blocks in the

southern half are concrete. The date of the wall is unknown but is assumed to be post S&DR and built when Durham Lane was improved as a motor road. No use of sleeper blocks or material of heritage interest in the wall was evident but expert examination may reveal otherwise.



The Yarm Branch today. The numbers relate to the numbers in the text and photo numbers.

South of the two houses the Branch occupied what is now a substantial grass verge on the west side of Durham Lane, presumably part of the public highway or otherwise owned by Stockton B.C. The verge is not completely flat but there is no evidence of an embankment or other signs of the track bed. To what use the track bed was put following the closure of the branch in 1871 and the subsequent lifting of the metals is not known, but it was not built over. The number of metal inspection covers indicates that the verge carries underground services, including water mains. Hedges and fences at the

back of the verge are at a slightly lower level, suggesting that there might once have been a drainage ditch alongside the line. Traces of the branch may exist beneath the level of the verge.

The branch occupied the present day verge for 350 metres as far as the southern boundary of Durham Lane Primary School. By superimposing historic Ordnance Survey mapping on up to date aerial photographs the route switches over to the east side of Durham Lane where the road bends slightly, occupying a strip of the open space next to the road in front of the shops and opposite the entrance to Mayfield Crescent.



Left: Photo 1. View from the westbound platform of Allens West station. Right: Photo 2. The footway on the west side of Durham Lane

Historic mapping again shows that the timber fence/metal railings and hedge at the back of the tapering verge to the roundabout behind the bus shelter between Butterfield Drive and Elton Lane is on the same line as the eastern boundary of the Branch. (The alignment of Durham Lane north of the roundabout is modern; the original lane ran to the east along what is now Elton Lane and in front of the shops. It is thought that the road was straightened, crossing over the former track bed, to permit the delivery of large loads to the former MOD Allens West depot.)

The former trackbed route crosses the eastern half of the roundabout and continues on the east side of Uray Nook Road occupied by the landscaped edge and the first row of the Tesco car park. The shrubbery at the southern end of the car park marks the estimated site of a small railway building shown on the 1856 Ordnance Survey Map (3). It had rail access from a siding and no record of it has yet been traced.



Left: Photo 3. The shrubbery at the southern end of the Tesco car park marks the estimated site of a small railway building shown on the 1856 OS map. Right: Photo 4. The 1852 trackbed is in a private garden on Uray Nook Road

Historic mapping confirms that the trackbed ran along the east side of the road from now on, the eastern boundary being marked by the timber fence at the back of the verge alongside 1

Marion Avenue, followed by the verge, hedge and carriageway of Poplar Road. No 6, the house at the end, has been built on the site of the trackbed.

The Leeds Northern Railway opened its tunnel under the Yarm Branch and Urray Nook Road in 1852 and the site of the trackbed is behind the hedge, now a private garden (4).

The trackbed south of the tunnel is occupied by West View, a modern house, and its garage. However there is a handsome stone block wall, about a metre high and 20 metres long in front of the house containing original sleeper blocks (5). Expert examination would establish the value of the wall and the need to give it protection.



Left: Photo 5. Stone wall outside West View which includes sleeper blocks. Right: Photo 6. Layfield House – the weigh bridge office and manager’s house

There then appears on the left the historic Layfield House with its S&DR house plaque and trompe l’oeil first floor windows (6). It was the weigh bridge office and manager’s house. Some outbuildings have been removed but the original building is largely intact and in the course of restoration. Tracks ran behind the building and coal and limestone were weighed before entering the Coal Depot. There is no visible evidence today of the goods depot which stood nearby.



Left: Photos 7. Two private yard areas in Parklands where the former coal cells have been partially retained

The route crosses South View into what was the Coal Depot, now occupied by modern housing development where no visible evidence of the upper level of the depot can be found.

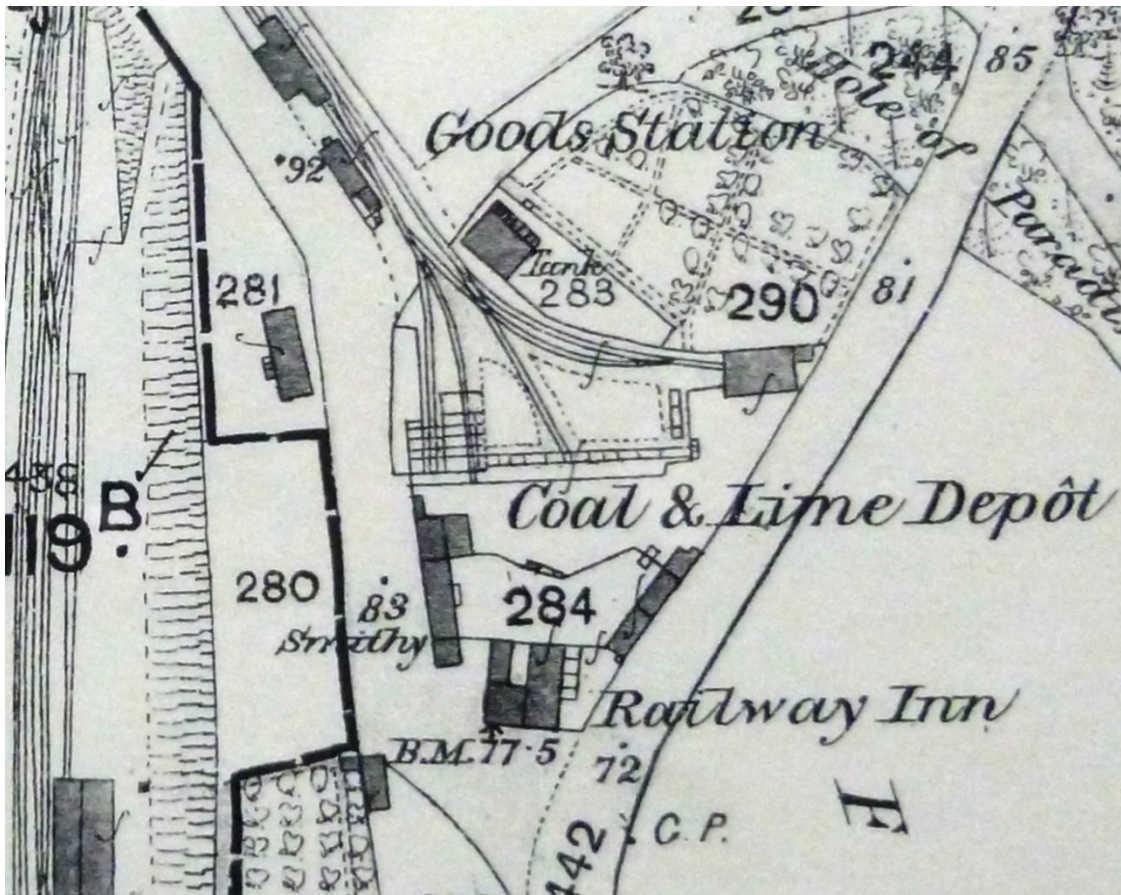
The lower level is now occupied by the recent Parklands housing development and the car park of the Cleveland Bay public house. A detailed description of the coal depot is contained in Tees Archaeology's Historic Building Record of the Coal and Lime Depot, May 2006. This was prepared in association with the planning permission for Parklands, which redeveloped the previous garage on the site.

The two restored coal cells (7) cannot be seen from the surrounding roads and Richard Wales kindly allowed the Group access into Parklands to view them. The western of the two is 1.2 metres deep and its back wall comprises coursed dressed stone blocks, some of which are stone sleeper blocks cut in half, exposing the holes. The other is 4.8 metres deep with brick interior walls. The two circular brick arches are in good condition. The front two arches in each cell had been removed so they are not as deep as originally built but they still give a good impression of how the drops operated. The roof of the cells now supports the decking area of one of the Parklands apartments. Further research may determine why the western cell is shallower than the other and to establish the date of the stone wall. There may be significant finds behind it. To the east, the row of smaller cells lies behind the new 4.5 metre high brick retaining wall and its buttresses appear to be in line with the former cells. The site of the former lime cells can be seen in the north east corner of the site where the buttresses of the modern brick retaining wall mark where the cells once operated. There is a small information panel in the shrubbery to the left of the Yarm Road entrance gates.



Left: photo 8. Stone column which marked the entrance into the inn carpark. Right: photo 9. The Cleveland Bay public house

The Cleveland Bay public house has S&DR connections, the windows announcing 'The World's First Railway Pub' (9). There is a copy of the 1856 twenty-five-inch Ordnance Survey map (see below) and historic photographs on display inside and a visit for refreshments is recommended. The entrance to the car park contains two circular columns which flanked the original entrance to the pub yard and are of a design similar to those elsewhere on the S&DR. One on the right is intact and in its original position (8). The other has been relocated and reduced in height but retains its cap stone. There is no visible evidence of the depot manager's house and smithy which formerly adjoined the western boundary. A glimpse of part of one of the surviving coal cell arches (see above paragraph) can be seen from the entrance to the pub car park.



The 1856 OS map of the depot and Railway Inn (now the Cleveland Bay)



Photo 10. Possibly the former stables and later smithy for the depot. An under-appreciated but significant building that merits protection

The single storey pantile roof building, 702-704 Yarm Road (10), north east of the pub appears on the 1856 map. It may have been stables for the depot and it later housed the relocated smithy. The building is vacant and shows considerable neglect. It has significant historic and group importance and measures should be taken to ensure its repair and reuse.

Summary

The route of the Yarm Branch can be easily identified and most of it is publicly accessible, being either public highway or verge. Many current fences, railings and hedges follow the original lineside boundary. Apart from the almost total redevelopment of the Coal Depot, only three houses have been built on the line, all relatively recently. However, the Stockton Local Plan, adopted in January 2019, prevents further development on the site of the S&DR and it protects the grass highway verges where the railway once ran.

Only Layfield House is a Listed Building but it and the buildings in the triangle of land between Uray Nook Road and Yarm Road are within the Egglecliffe Conservation Area and have a certain degree of protection. However, as non-designated heritage assets, they would benefit from being assessed for addition to the Statutory List or a Local List.

Acknowledgements

This description is compiled from notes and photographs taken on a walk from Allens West Station to the Cleveland Bay public house on Wednesday 26 June 2019 organised by the Stockton Interest Group of the Friends of the Stockton and Darlington Railway and a visit to the site of the Coal Depot on Wednesday 16 October 2019. It has been augmented by reference to Google Streetview, online historic mapping by Durham County Council and the National Library of Scotland and further information from Ross Chisholm, Barry Thompson, Brendan Boyle, Peter Bainbridge and Bill Ramage. The Group is grateful to Bill and Yvonne Ramage for access to their collection of plans and photographs and their superb detailed scale model of the coal depot as operating in 1856. Thanks are also due to Richard Wales for allowing access to Parklands to view the restored coal depot cells. Finally, Robin Daniels and Janice Adams of Tees Archaeology and Fiona Bage of Stockton Borough Council have given valuable information and support to the Study Group.

*Yarm Branch Study Group
Friends of the Stockton and Darlington Railway*

HISTORIC ENGLAND'S HERITAGE SCHOOLS' PROGRAMME

Trish Pemberton

Some of you may be aware that Historic England has a scheme to educate children in their local heritage – for children up to and including Key Stage 3. You may have children or indeed grandchildren who have taken part in the programme at their school – you can check by looking to see if the school has a plaque in its entrance foyer to that effect. The scheme is funded directly by the Department of Education and enables Historic England to employ educators to lead the scheme, in partnership with organisations like our own. It supports the new national curriculum for history and geography in a really meaningful way and there is

even support for subject leads in primary schools to work up their curriculum to meet the new demands.

As a former history teacher myself, I recognise the importance of the Friends' objective to see that as many young people as possible learn the accurate story of the Stockton & Darlington Railway in the lead up to 2025 and beyond. The Friends were approached to see if we would like to set up a partnership with the local Heritage Schools manager, Viki Angel and Richie Starrs of the HAZ. We applied successfully for a grant from the scheme for £3,000 to help us deliver the project to schools all along the line.

The way it works is that teachers are invited to a CPD session (teacher training session) delivered by Viki and myself representing the Friends. They are then supported by us to develop and complete a local history project which relates to the S&DR. We are planning to hold three such sessions: one at Locomotion; one at Head of Steam and one at Preston Park. We have successfully delivered the first of the three CPD sessions at Locomotion and it was very well attended and received. Then, unfortunately, the coronavirus crisis took over and all schools have been shut down.

This doesn't mean we are going to abandon the project. All it means is that we will have to wait until the schools are allowed to reopen in order to progress the scheme further. We are hopeful that a number of amazing projects will be developed and completed – and that we will be able (now in September 2021) to mount an exhibition of all the work done along the line as part of our annual celebrations in that year. Next year these will be taking place in Darlington. We hope to take the exhibition to Locomotion, Bishop Auckland Town Hall, Head of Steam and Preston Park.

If you think you would like to be part of the project to support local schools – or indeed have a school that you would like to nominate for inclusion – please get in touch with me (contact details at the front of The Globe).

A WASHINGTON MONUMENT TO TIMOTHY HACKWORTH IN SHILDON

Jane Hackworth-Young

With help from Members of the Friends of the S&DR, I have been transcribing letters from Samuel Holmes, written mainly to his cousin, Robert Young. Both men were grandsons of Timothy Hackworth. The letters verify many claims and provide invaluable information to researchers. Punctuation is bad and sometimes we have had difficulty in deciphering words! Hackworth's surviving son, John Wesley Hackworth, had intended to write his father's biography and so he collected letters and plans which he then passed on to his nephews. After Samuel's death it was difficult to get these out of America but that is another story.

The main aim of Samuel and Robert was to obtain recognition of Timothy's important contribution to the steam locomotive. Both were well qualified to write a book about him as they were successful engineers – Samuel in New York and Robert in Malaya. However, whilst Robert's claims were measured, Samuel did sometimes overstate the case but that was understandable; his father had died when he was 2 years old and he and his three sisters returned with their mother in 1847 to the Hackworth family home, Soho, in Shildon.

Samuel, as a small boy, worked alongside Timothy Hackworth, standing on a box in Soho Works filing hexagon nuts. He filled in a time board each day and at the week's end queued up with the men at the pay office window to receive his pay, although he probably worked only a few hours each week! When Sanspareil No 2 (Timothy's last locomotive) came out of Soho in 1849, he was on her. Timothy died in the following year 1850 and his wife, Jane, in 1852.



Samuel Holmes – photo taken while he was in Quebec

Samuel served a five-year apprenticeship in the drawing office and shipyard of Messrs Pease & Co in Sheffield and was then appointed its Chief Draughtsman, so the Pease/S&DR connection remained. In 1870, Samuel was contracted to build an iron road for the Canadian Government. He went on to work for the Pennsylvania Railroad, subsequently setting up his own shipping business and then moving to New York. He married Gertrude Mary Bowron in 1877. Another cousin, Timothy Hackworth Young, who was Robert Young's elder brother, joined him. On leaving Samuel's firm, Timothy Hackworth Young worked for the Philadelphia Shipping Co. Then, following in the family tradition, became foreman of the Chicago, Milwaukee, St Paul Railroad Co. He married Leonor Simone Fairchild in 1886. Neither Samuel nor Timothy had children.

Cousin Timothy Hackworth Young was well respected and was offered the post of Superintendent of the planned Chicago Exposition which would exhibit locos and rolling stock. He had overall responsibility for the eleven acre site. More than 40 full-sized replica locomotives were built and a further 50 steam locomotives were on display which included his grandfather's 'Samson' and replicas of some of his other locomotives, including Royal George. Apparently, there were 25 miles of exhibits. Look out NRM! Sadly, the Royal George replica was damaged by fire. Cousin Timothy was continually in contact with Samuel for help and advice. The 1893 International Columbian Exposition in Chicago was a great success attracting visitors from all over the world, but the following year there were railway riots, many exhibits were damaged and tragically Timothy Hackworth Young died from tuberculosis at the age of 39.

In 1907 Robert Young confirmed that he was going to write a biography of Timothy Hackworth. Samuel retired in 1916 and wrote letters to Robert Young with advice, supporting Timothy Hackworth's engineering skills. Amongst his letters is one written to Robert in September 1918 in which he gives a precis of his life's work and states that he and his wife have made wills:

'Gertrude & I made our Wills last year. We each leave all we have to the other when one dies then the estate is equally divided. She leaves her half to whoever she pleases. I leave my half to erect a monument to Timothy Hackworth my worthy grandfather. The monument is to be a copy of the obelisk known as the Washington Monument. It is 555 ft high a plain obelisk. I hope the Shildon people will give the land to place it. Any other subscriptions can be added but if not & should there not be enough to complete it the principal must remain until the dividends meet the whole cost..... I name The Farmers Line [sic] & Trust Company as Trustees they have an office in London.'

Samuel Holmes died in the middle of 1920 and in 1923 'Timothy Hackworth & the Locomotive' by Robert Young was published. However, by the time Gertrude Holmes died in the 1940's the money had all gone, so no monument!



Descendants of Timothy Hackworth who were present at the unveiling of the Memorial at Shildon. Picture shows Mrs Witty, Mrs Parsons, Miss Mary Hackworth, Miss Esther Hackworth, Mrs Turmill, and Miss Joan Hackworth Parsons (a great-great-granddaughter).

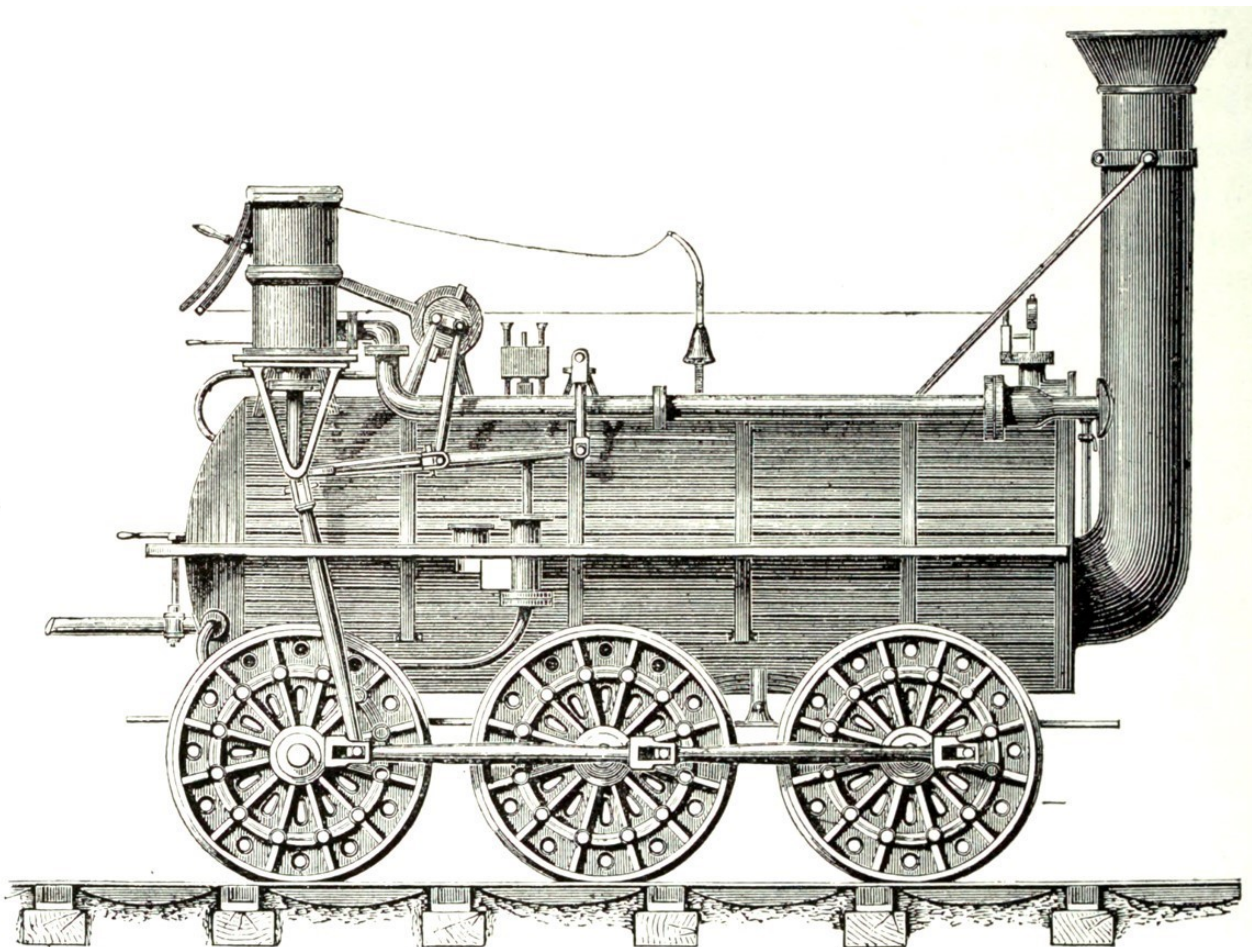
Should we erect the monument in Shildon? A statue of Timothy was erected in Hackworth Park in 1925, later vandalised, and was replaced and unveiled by Robert Young's grandson, Ulick Loring, in 2003. A bronze statue of Timothy holding a little model of Royal George was sited in the centre of Shildon in 1998 and there is another statue in Locomotion!

THE ROYAL GEORGE

Caroline Hardie

The Royal George was designed and built by Timothy Hackworth for the S&DR in 1827. It marked a milestone in the development of locomotive power and reinvigorated the belief that locomotive power was the way forward for railways. It was a successful reliable engine, which had fewer accidents and breakdowns than other locomotives. It was the first engine to have a name as opposed to a number (although it was also referred to as No.5 after the original No.5 exploded!). Such was the impact of the Royal George that the S&DR Committee issued instructions after it was built that only locomotive power should be used on the railway unless locomotives were not available, in which case horses could be used. Further, other embryonic railways from across the world and in the UK, were persuaded of locomotive power as the way forward.

The Royal George served until 1840 on the S&DR when it was sold to Wingate Colliery at a profit. It was sold again after a number of years to the Earl of Durham and disappeared into the annals of history.



The Royal George from Young 1923

The Friends have been considering whether there is a case to be made for having a replica Royal George built in time for 2025. In the S&DR celebrations of 1875, 1925 and 1975 there were railway cavalcades of locomotives from the early days of the S&DR and with a variety of

other locomotives from the UK and the rest of the world, often bringing transport technology up to the present day. However, because Royal George did not survive, it has never been represented at the cavalcades despite its important contribution to railway development. The lack of a working replica Royal George represents a gap in the history and how we tell it to visitors to our area. It could help tell the story of locomotive development, the importance of the S&DR and Hackworth to this story and, provide steam rides at heritage railway sites including the Head of Steam in Darlington and Locomotion in Shildon. This is a project that will appeal to many of the members of the Friends who have currently not engaged in the activities relating to conservation and interpretation but, who would be excited to participate in the commissioning or curation of a new replica locomotive.

It is estimated that costs to build a replica and waggons to carry passengers at events (converted chaldron types) or carriages would be in the region of £500,000. There may also be costs in extending rail track depending on where the replica runs most often and in housing and curation of the engine and its waggons. If the project was also to attract an educational legacy by providing training opportunities in STEM subjects (Science, Technology, Engineering and Maths) for students or by creating apprenticeships in traditional engineering skill of machining, welding and fabricating, additional sources of funding will be required.

Before embarking on significant fund raising, and before commissioning any work on a replica, it is important that the feasibility of this project is tested, that its potential legacy is set out, that scope for financing the project is explored and considerations given to its long term curation and uses. This needs to be done in 2020 so that the new build could be commissioned towards the end of the year with a view to work going ahead in 2021. If the project is not feasible for whatever reason, it is better to know now before large sums are spent.

We are delighted that Darlington Borough Council have agreed to fund this feasibility study and an independent museums and heritage consultant Rob Shorland-Ball has been commissioned to carry it out. Rob has been a consultant since 1994 and has some family connections to the S&DR area. He was also Deputy Head of the NRM and Development Project Director from 1987 to 1994 and so is well qualified to carry it out.

The feasibility study was due to be completed by the end of July, but the restrictions caused by the Covid-19 outbreak inevitably means some delay, although meetings are still being carried out using video conferencing facilities. In the meantime, a small working group has been established which will help to steer this project through to fruition if the study finds that it is feasible. If any Friends have skills they wish to bring to this group, please contact caroline@aenvironment.co.uk. We have also started a small collection of Royal George memorabilia which will help to raise funds for any future project connected with the locomotive. This is courtesy of David Pennington who commissioned artist Stephen Bainbridge of Newton Aycliffe to produce an original piece of art featuring the Royal George (see the front cover). So far, we have had greetings cards and prints made and will soon have other items for sale too. These can be purchased at Friends' meetings and at

FROM THE ARCHIVES 2

The Mason's Arms, Shildon

Recently, after several years of standing forlorn, one of the oldest buildings to have a relationship with the Stockton and Darlington Railway has a new tenant as it moves into a new phase of its life as a restaurant with an African theme called Cape to Cairo!

Below is the text from the first sale of the Mason's Arms when it was no longer being used by the S&DR (transcribed by John Raw).



Valuable Freehold Property,

New Shildon, in the County of Durham.

To be sold by auction,

The Mason's Arms Inn, New Shildon, on Tuesday the 12th day of January, 1836, at two o'clock in the afternoon.

Mr Newman, Auctioneer.

A valuable FREEHOLD PROPERTY, comprising the Mason's Arms Inn, Brewery, spacious Stabling and other Conveniences adjoining; with SIX DWELLING HOUSES and TWO PLOTS of BUILDING GROUND, in the following or such other lots. Lots as maybe agreed upon at the time of Sale, and subject to such conditions as shall be then and there produced:-

Lot 1. All the MASON'S ARMS INN, BREWERY STABLING, GRANARY, BYER YARD, with Part of a Dom over the Passage adjoining the Granary, and other necessary Conveniences contiguous thereto.

Lot 2nd. All those four DWELLING-HOUSES on the East side of the Inn, built so as to admit of seven separate units, with Part of a ROOM and PANTRY to the same, joining the Granary of Lot 1. With other Conveniences continuous thereto.

Lot 3rd. All those two DWELLING-HOUSES, on the East side of the Inn, with YARDS and other conveniences joining.

Lot 4th. A PLOT of BUILDING GROUND, on the East of Lots 2 and 3, now occupied as a Garden.

Lot 5th. A PLOT of BUILDING GROUND on the South side of Lot 4, adjoining the Stockton and Darlington Railway, now occupied as a Landing-place for goods by the Railway, together with the RAILROAD connecting thereto.

The whole is compactly situated, lately built, adjoining the Stockton and Darlington, and is in a district where the population is increasing, and extensive establishments of Manufactories and Collieries, render this a highly eligible investment.

The Premises may be viewed on application to MR RALPH FORSTER of New Shildon; of whom, Mr Thos. Storey or the Auctioneer, say further particulars may be had. New Shildon December 8th, 1835.

DURHAM ADVERTISER

Friday 25TH Dec 1835.

LOCOMOTION NO.1

Proposal by the National Railway Museum to move Locomotion No.1 from Darlington to Shildon; a statement by The Friends of the Stockton & Darlington Railway.

Most Friends will be aware of the controversial decision of the National Railway Museum to move Locomotion No.1 from its current home at the Head of Steam Museum in Darlington to Locomotion in Shildon before 2025. The Trustees of the Friends discussed this matter and agreed the following statement.

Locomotion No.1 is one of the most recognisable and historically important early steam locomotives in the world and as such deserves a suitably appropriate and inspiring home to present it to the public. We are supportive and encouraging of the plans of both the National Railway Museum at Shildon and of Darlington Borough Council at North Road to invest substantial sums of money in improving both venues and telling the story of the S&DR, early railways and the importance of local railway communities in this inspiring tale. Outline plans for both sites suggest either could provide a suitable home for Locomotion No.1 with free public access.

We are however disappointed that so far both museums appear to have been considering their own sites and developments separately and not how best Locomotion No.1, and indeed other railway artefacts, can be best shared by both institutions to tell the story of the S&DR and early railways along the whole line. Such a cooperative approach would be to the greater benefit of the local communities of Shildon and Darlington, and perhaps more importantly to the significant number of visitors from outside the region and around the world we seek to attract in 2025 and the years after.

The Friends urge the NRM and Darlington Council to engage in a dialogue to consider how best the NRM at Shildon and North Road Museum in Darlington can play a partnership role in telling the pioneering story of the S&DR and early railways with a sharing of artefacts including No.1. The successful future of both museums and the economic and cultural benefits they can bring depends on mutual support, not competition. The Friends of the S&DR have an interest in conservation and access to the full 26 miles and as such trust these two key sites will through negotiation, come to an acceptable decision which takes into

account not only technical museum questions of preservation, but also how best to tell our internationally important story and reflect history and civic pride, factors which are outside a purely museum discussion and require a wider partnership perspective.

HACKWORTHS AND THE SOHO RESTORATION WORKS, SHILDON 1975-78

Caroline Hardie

In the last Globe we looked at the restoration of Hackworth's second house in Shildon and the opening ceremony attended by Her Majesty the Queen Mother in 1975.

The editor must confess to having got a few Hackworth descendants mixed up (or not named) in the photographs and Jane Hackworth-Young has been kind enough to correct this as follows:



Left: Hackworth descendants at the opening of Hackworth's House as a Museum in 1975. Left to right: Ulick Loring, Margaret Young (just behind in the orange hat) - she was the eldest surviving daughter of Robert Young, the author of the definitive work 'Timothy Hackworth & the Locomotive', Joan Hackworth Weir, Jane Hackworth-Young (photos courtesy of Trev Teasdel from the archive of Joan Hackworth Weir). Right: Jane Hackworth Young with her father, Reginald Hackworth Young, who was the person who ensured that Timothy Hackworth's house was restored and opened as a museum. Both photos taken on the opening day 17th July 1975.



Jane Hackworth-Young and her cousin Robert Simon Wyndham Pearce (Simon) outside Soho Shed before renovation. (photo: Jane Hackworth-Young)

PHOENIX ROW AND THE STOCKTON AND DARLINGTON RAILWAY

Mary Smith

Phoenix Row is a terrace of 23 houses just to the north of the start of the Etherley Incline, and half a mile from the Witton Park Colliery, Phoenix pit.

The colliery was owned by William Chaytor who invested £5000 in the Stockton & Darlington Railway Company and played a major part in getting the 1821 Railway Bill through Parliament. The coal from Witton Park was of a very high quality but until the railway came the cost of transporting it by pack horse meant that the return on the coal was comparatively low. Darlington needed the coal and Chaytor needed to get it there.

Phoenix Row was built before 1855, after the closure of the incline in 1843, on a strip of land between the former incline and the road opposite Softley Dene Farm (previously known as Glebe Farm). In the end wall of number one, just by the start of the incline, you can see traces of a lower roof of a small building, which was allegedly the toll office for the incline and reused stone sleepers can be seen in the end wall. Behind the terrace is a back lane which separates the houses from their gardens and garages.

By the time the incline closed in 1843 the line from Bishop Auckland to Crook was open and coal was being transported to Darlington and the coast via Etherley Station. Mining and industries were developing in the area centred on Witton Park, but Phoenix Row was also a thriving community which raised the money to build their own Methodist chapel.





Left: The end gable of this house in Phoenix Row has a series of former rooflines visible. The smaller is allegedly the toll house where tickets could be purchased to use the incline. Right: stone sleeper blocks near the approach to the incline

By the 1960s the houses in Phoenix Row were labelled as Category D by Durham County Council. This meant there would be no further investment in them, and they were scheduled for demolition. The inhabitants set up the Phoenix Row Improvement and Development Effort (PRIDE) and after a battle, got the notice lifted. The houses were then updated and badly - needed rear extensions were built to provide modern bathrooms and kitchens. Unfortunately for railway enthusiasts the extensions were built directly over the 1825 line.

Members of the Etherley Incline and Witton Park Colliery group recently delivered letters to all the inhabitants asking them if they owned anything relating to the line such as stone sleeper blocks, the rail chairs that fitted on the blocks or any other material, or had family memories and anecdotes. We followed up by knocking on doors and got a very positive response and identified several houses with sleepers in the gardens. Everybody was aware of the history of the terrace and were keen to talk to us. When the current crisis is over, we intend to go back and record the sleeper stones.

NEWS, NEWS, NEWS, NEWS, NEWS, NEWS.....

- 
 The Friends have applied for Capacity Building Funding from Historic England. If successful, the grant will allow us to use specialist support, train and develop our volunteers and take forward projects which will both deliver the Heritage Action Zone (HAZ) action plan and sustain the long-term legacy of the HAZ. Specifically it will help us to extend our heritage track bed audits to pre 1830 branch lines, input into historic building surveys, carry out Conservation Management Plans, feed into interpretation programmes, carry out research, enhance listings, develop heritage crime programmes and feed into the design of repair works to historic structures.
- 
 Once again, the S&DR featured in questions in the House of Commons. This followed on from representatives of the Friends' meeting with newly elected local MPs locally and in London to brief them on the S&DR project. On the 13 February 2020 Paul Howell, MP for Sedgefield, asked the Minister of State, Department for Digital, Culture, Media and

Sport, what plans he has to support the 2025 celebration of the bicentenary of the Stockton and Darlington railway? The reply was provided by Helen Whately, the Parliamentary Under-Secretary of State for Digital, Culture, Media and Sport who stated: “As the birthplace of our modern railway system, the Stockton and Darlington Railway is an important part of our nation’s heritage and I fully support efforts aimed at celebrating its bicentenary in 2025. Through their Heritage Action Zones, Historic England is funding a £700,000 programme aimed at rejuvenating and restoring the 26 mile stretch of historic railway. This programme will help realise the railway’s potential to become a major heritage attraction and international visitor destination.”

Our Chair, Trish attended the Heritage Alliance annual conference and AGM at the Tower of London and presented a talk on her visit to the USA with the support of a Heritage Alliance/British Council travel grant. The theme was ‘Lessons Learned’ – how to go about building successful international working relationships. The outcome for us was worthwhile, as new connections were made with various heritage railways who are keen to be involved in our celebrations in 2025.

Trustees have also now met with Ben Houchen, elected mayor of the Tees Valley Combined Authority to discuss how the Friends can help to advance the preparations for 2025. Another useful meeting was held at about the same time with Durham County Council. These relationships are key to the long-term success of the S&DR project and we would like to convey our sincere thanks to everyone who is inviting us to work with them. It now looks as if the report on the potential economic and social benefits of the Stockton & Darlington Railway project will be carried out - something which will be of vital importance if we are to make successful funding bids from organisations such as the HLF.

Conservation works are underway at the historic buildings at Locomotion. The works have been awarded to Vest Construction, a local company who are housed in the former Sunday School on Soho Street. The works should have been concluded by 31 August, however they are presumably now delayed.



The Soho Engine Shed during essential maintenance works in February (photo: Trevor Horner).

Restoration of S&DR House Plaque D6. This plaque, now in the ownership of Andrew Stoves, has recently been restored. The ceramic was cracked and had a small chip visible in the bottom corner; these have been repaired and a later coat of white paint removed. D6 was at St. John’s Crossing, probably the Agent’s House next to the Railway Tavern and adjacent to the depot (see The Globe, April 2019, 16 for an article on the house plaques in Stockton by Jane Hackworth-Young.) House plaques were placed on groups of domestic dwellings owned by the S&DR each with a letter signifying the area and a unique number. It is thought that most were put up in 1857.



Etherley Incline & Witton Park Colliery Group News:

- The forming of this group to cover the first few miles of the S&DR from Witton Park to St Helen Auckland featured in the Teesdale Mercury on 3 February 2020. Plans are afoot to explore possible locations for chaldron waggons on or near the line.

Brusselton Incline Group (BIG) News:

- The path along the original 1825 route has been cleared of vegetation in readiness to position 18 stone sleepers across the road from the Mason's Arms in Shildon.



Left: Works underway to clear a section of path for the sleeper blocks; the vegetation has been removed and a foundation and kerb placed ready for the blocks. Centre: the cleared signal post opposite the former Mason's Arms (photos Paul Harle). Right: Cleared (but icy!) steps at Brusselton Incline Accommodation Bridge (photo: Howard Wilson)

- Vegetation has also been cleared around the signal post opposite the former Mason's Arms.
- Work continues to maintain the Brusselton Incline with regular volunteers weeding and flailing the site on the first Friday of each month. However further work has been postponed during the Covid-19 lockdown.
- The Conservation Management Plan for Brusselton Reservoir is now well underway but the element which involves training volunteers has been postponed due to the Covid-19 outbreak. The reservoir provided water to power the steam engine at the top of Brusselton Incline. The current works are being funded jointly by the Brightwater Landscape partnership and Shildon Town Council.

Middleton St. George S&D Railway Heritage Steering Group

- A Statement of Significance for the former Fighting Cocks Pub was jointly commissioned by The Friends and the parish council to help local residents, the Friends

and the planning officers at Darlington Borough Council understand the significance of the inn and the depot to its north. This was in anticipation of possible future development proposals and would help to inform our responses to them. The report was written by Archaeo-Environment with considerable help from Brendan Boyle of the Friends and the Middleton St. George History Group.

✚ A grant application is being made by the parish council for investigative works and conservation at the waiting shed at Fighting Cocks.

✚ An application has been made to identify the former inn at Fighting Cocks as an asset of community value and this is currently with Darlington Borough Council



Stockton Interest Group (SIG) News

The former S&DR Weigh House at St. John's Crossing, Stockton-on-Tees was treated to much cutting back of vegetation so visitors and people passing by can see more of the building. A big thank you to all at Stockton Council.

The Weigh House at St. John's Crossing after pruning in February 2020

Yarm Branch Study Group

✚ See the article (p6) on the audit carried out by the group. Research continues by Brendan Boyle and Bill Ramage into the history of the Branch and into the buildings around the depot which was located at the terminus of the branch line. This should help the planning authority to respond to future development proposals. The group also had a productive walk along the branch with Janice Adams of Tees Archaeology regarding possible future investigations.

MEMBERSHIP

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

Membership renewal date is always the 27th September. Fees can be paid at any time if you have forgotten. Our membership numbers have increased since last year.

Our membership fees contribute towards our annual celebration events which raise the profile of the S&DR and they will be the Friends' contributions towards any projects that we seek funding for and our activities. You will receive a PDF copy of The Globe and preferential invitations to events and S&DR related outings. For a copy of the membership form, or if you have any questions regarding membership, you can contact Peter Bainbridge, the Membership Secretary on: membership.SDR1825@virginmedia.com

Peter Bainbridge, Membership Secretary

EVENTS

We have suspended the events section of The Globe for this edition as so many are being cancelled in the light of the Covid-19 outbreak. It might still be worth making a note in your diary for September when we were due to have our annual S&DR anniversary events in Stockton and we were planning a series of heritage events in partnership with the Bishop Auckland Heritage Action Zone. If these events are able to proceed, we will list them in the next edition of The Globe in July and on our Facebook page.

FROM THE ARCHIVES 3

This article from the Teesdale Mercury, Wednesday January 14th, 1903, was brought to our attention by Florence Thompson who is now lucky enough to reside in what was Lartington Station. Lartington Station was opened in 1861 by the South Durham & Lancashire Union Railway which was worked by the Stockton & Darlington Railway. The following is an extract from this article reporting on a talk on the Development of Railways given by Mr H. B Holliday who was the stationmaster at Lartington. The original report was fairly lengthy but can be found in full by searching at <http://www.teesdalemercuryarchive.org.uk/>.

Development of Railways. Lecture at Lartington.

On Friday night last, Mr H.B. Holliday, stationmaster, Lartington, delivered a lecture in the Silvertop Institute, on the development of railways. The subject was illustrated by a valuable series of lantern slides, and the lantern was worked by Mr Marr. Mr W. Dent, of Naby, occupied the chair...

Mr Holliday remarked on how the system had developed into part and parcel of English social life...railways revolutionized the world, in that they had brought man nearer to man. Anterior to the railway period they saw the gentleman on the road in his carriage, while the poor man reached his destination as best he could on foot. How they witnessed the bishop and baker, the parson and the sweep, and the navy and the clerk all travelling in one train, while the commercial traveller and the groom sat in one compartment; and the intercourse in railway trains had done a great deal to revolutionize English people, and to alter the speech of the country. At one time dialects were so prevalent that very few people could be understood twenty miles away from home, but now, by the introduction of the telegraph and steam, the working man even had his daily supply of news from every quarter of the globe, delivered to his house in the country, just as though he was living in the heart of London itself. So they, in Lartington, could eat fruits and colonial produce, and what led to this great upheaval? Why, chiefly railways. (Applause).

Trevithick's high pressure locomotive was shown, with the improved Wylam engine, "puffing billy," in 1813, George Stephenson's locomotive in 1815, and also an engine run on the Birmingham and Darby Railway.

GEORGE STEPHENSON

A representation of this remarkable man elicited rounds of applause, and the lecturer narrated the interview which the great engineer had with Edward Pease, whose portrait was also shown. Then began the revolution of the world. Killingworth Colliery was limned, and there was Stephenson actively at work perfecting the “Geordie” lamp, and, for the principles involved in the construction of this safety lamp Sir Humphrey Davy got the credit.

EDWARD PEASE

When this picture appeared the audience applauded. He was called by the lecturer the “father of English railways,” and then followed the opening of the old Darlington and Stockton [sic] line, on the 27th of September, 1825. Hetton Colliery and coal waggons were exhibited on the cloth, and an explanation of fish-bellied plates and stone sleepers. The interesting trio, George Stephenson, Edward Pease, and Thomas Mewburn, formed an interesting group, with a locomotive, tender, and waggon, in 1825. The Tennant type of North-Eastern express engine showed the progress which had been made....a picture of the opening of the Darlington and Stockton [sic] Railway showed a man on horseback, in the four-foot, in front of the train, so that the speed of the train could be judged. An outline of the first passenger coach on an English railway was followed by a drawing of an east coast corridor carriage, with clerestory roof and lavatory. The death of Huskinson was noticed, with the “Rocket and Novelty,” and samples of trains running on the Stockton and Darlington Railway. Mr Holliday here remarked that railways received their first support and impetus from the north....

RAILWAY ENGINEERING

Mr Holliday devoted a timely passage to the development of bridge-building which the railway era introduced, and some fine suspension bridges, viaducts and bridges were shown. Allusion followed to the construction of the Chat Moss Railway, and a full length portrait of Stephenson was shown, and James’s steam carriage and omnibus. The line from Kingston Harbour to Dublin, and a view near Black Rock were given, and Hawthorne’s improved locomotive on the Stockton and Darlington in 1837. A section of the Great Central Railway in America – from Albany to Kentucky- was limned, as existing in 1852, and the introduction of “points”, by Warcop, was noticed.

...the lecturer then, in a most lucid manner, sketched the object lessons to be derived from the consideration of a theme of such magnitude, and which had contributed so largely to social, domestic, and everyday happiness and comfort of the inhabitants of the whole world.

MODEL PUPILS

Caroline Hardie

An old model railway has been unearthed and restored by pupils at Barnard Castle School. The model is of stations in Teesdale and is believed to have been constructed by pupils at the school in the 1970s and 1980s. It shows some of the long-gone stations in the dale including Barnard Castle and Broomielaw, as well as a viaduct that spanned the River Tees. But the model was hidden beneath layers of dust.

Teacher Alan Beaty and school chaplain Father Darren Moore have revived the after-school model railway club, which meets once a week, after requests from pupils who showed an interest in the long-forgotten model.

It is a OO gauge model, which uses Peco flex track. The pupils cleaned the years of dust off the layout using methylated spirits and foil. They have cleaned each of the points and tested them. One pupil, Freddy McCartney, has even taken some of the engines home to strip them down for a clean-up. They have had to install hundreds of metres of wire for each of the points using soldering irons.

Most of the track is now functioning and the pupils are now concentrating on restoring all aspects of the model including cleaning and painting the scenery and replacing the miniature telegraph pole wires, which had become tangled. The pupils are keen to add to the model and hope to be able to improve on a side line that features Romaldkirk station by adding a link to another and constructing their own station based on the one which stood at Middleton-in-Teesdale.

Pupil John Lawson, who hopes to become an engineer, is a self-confessed railway fan and says he wants to include a colliery or quarry as well.

Future Friends of the S&DR perhaps?

THE WHINNIES NATURE RESERVE – OAKTREE JUNCTION

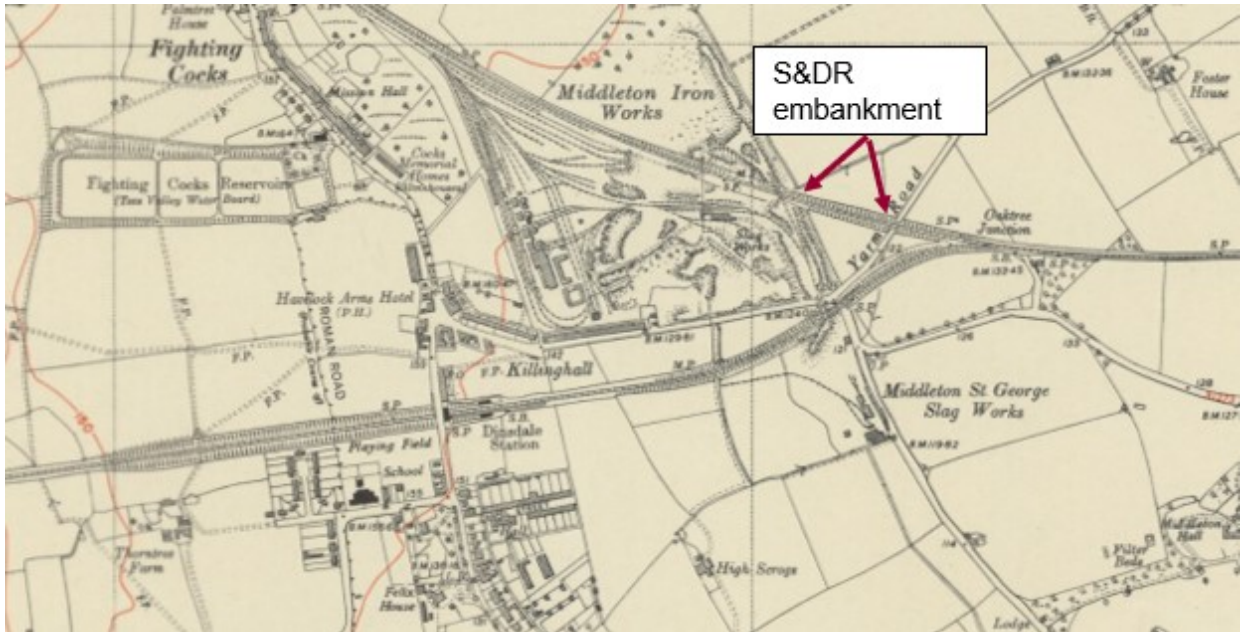
Peter Bainbridge

In the mid-1980's George Patterson was employed by Seagraves Ltd. as Foreman working on the removal of the track bed along the original route of the Stockton & Darlington Railway from Fighting Cocks to a point just short of Oaktree Junction. At Oaktree Junction the original route merged with the line from Darlington Bank Top Station.

They removed the entire track together with any other metals, mainly steel, for recycling and/or scrap. They were left with what George Patterson referred to as sleeper blocks with the rail shoes attached. They removed the shoes using a gas axe (Oxy Acetylene Torch) to cut the heads from the bolts. They were left with 100's of sleeper blocks and were told to dispose of them down the sides of the embankments.

From Dinsdale Station a group of us (Peter Bainbridge, John Raw, Richie Starrs and George Patterson) proceeded to Fighting Cocks in search of any evidence of these sleeper blocks. Finding no evidence, we then went to near Oaktree Junction where there is an embankment shown on the 1939 OS Map. The north side of the original route forms The Whinnies Nature Reserve and the south side is now part of a modern housing development.

A preliminary search in the Whinnies revealed about 1 dozen sleeper blocks and many more were found on a subsequent visit. We were expecting to find stone sleeper blocks, but we found concrete sleeper blocks about 20" x 12" x 5" (508 x 304 x 127mm). One still had the original shoe attached. The other sleeper blocks, some only partially visible, were on the sides of the embankment.



OS 6-inch map, Durham LV. SE, revised 1939, published 1951

There is a drainage channel at the base of the embankment which goes under the embankment and the culvert is visible on the south side near to the entrance to The Whinnies.



Left: a concrete sleeper block with rail shoe attached. Right: the culvert at Oak Tree Junction

An idea is to retrieve some of these sleeper blocks and create a section of track somewhere in the Fighting Cocks area similar to that which the Brusselton Incline Group are creating opposite The Masons Arms in Shildon. Richie Starrs, the Heritage Action Zone officer, has mentioned this to Darlington Borough Council who owns the land on which the original track bed was at Fighting Cocks.

Currently the footpath/bridleway from Fighting Cocks to the entrance to The Whinnies is being resurfaced by a contractor who may be able to retrieve and store some of these blocks for use at Fighting Cocks.

The Stockton & Darlington Railway

Opened in 1825 and running 26 miles between Witton Park in Co. Durham and Stockton via Shildon and Darlington, this is where the modern railway network was born.

'The Railway that got the World on Track!'



Walking the line at Locomotion. Do join us!

The Friends of the Stockton & Darlington Railway was formed to bring together all those with an interest in the S&DR and to ensure that the 1825 line receives the recognition and protection it deserves.

The Friends are working with local councils and partners to conserve and protect the original 1825 main and branch lines and associated structures. We seek international recognition for the Stockton & Darlington Railway as the birthplace of the modern railway. Our members also undertake research and fieldwork to make historic documents more accessible and we record surviving remains. We have produced seven self-guided walk booklets along the line which can be downloaded or purchased from our website.

**Friends of the Stockton & Darlington
Railway.
WWW.SDR1825.co.uk**

