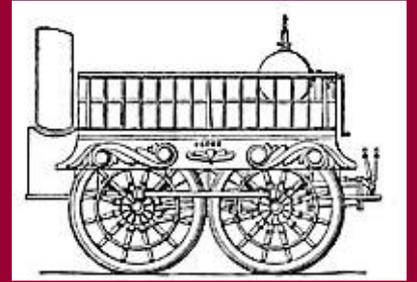


The Globe

The Journal of the Friends of the Stockton & Darlington Railway



Issue 5

April 2018

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 9th July 2018.

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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.

Cover photo Brusselton Engine Reservoir with the Engine House beyond. © Niall Hammond

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



Dear Friends and supporters

Welcome to all our readers on this rather grey morning in early April. My mood, however, is far from grey as I am delighted to be able to announce that the Friends' charitable status is finally through – which means that we are now able to forge ahead on our journey towards the 200th anniversary celebrations in 2025. We held our very first trustees meeting yesterday and look forward to many more as our story develops.

A lot has been happening since the last edition of the Globe, as those of you will already know who somehow find the time to read the minutes of our meetings, which take place on the first Thursday of each month at the cricket club in Darlington (start time 7.10pm). Please come along and join us if you can. If you don't receive the minutes, please let us know and we will make sure you get them. They include a copy of the Chair's report, which gives a strong sense of progress to date.

We are now also able to tell you that the 193rd birthday celebrations for the S&DR will be taking place in Darlington, with Stockton Borough Council providing the three councils' update on progress to date. A dinner is being planned for Saturday 29th September in the Central Hall, which is the oldest part of the Dolphin Centre complex, jointly hosted by the mayor of Darlington and the Friends of the S&DR. It looks as if the entertainment will be provided by students of the Durham Music Service, who will be performing part of the S&DR inspired 'Railway Suite', which has been composed by them over the last year and more. There will also be a Georgian and Victorian fayre at the Head of Steam on Sunday 30th September, which is being organised by the Head of Steam. It will be a family-friendly, railway themed event, with opportunities for railway groups to take part. As soon as possible we will share more detailed plans with you, but in the meantime put September 30th in your diaries.

The last thing I want to say on behalf of the trustees is a very, very big 'thank you' to everyone who is putting so much time and effort into securing a long-term future for the Stockton & Darlington Railway. In 2014 when a small group of people got together at the behest of Alan Macnab to fight for its future, I was sceptical about how much we could achieve. Now I am truly optimistic that the railway that changed the world – and the people who built it – will once more take their rightful place in the sunlight.

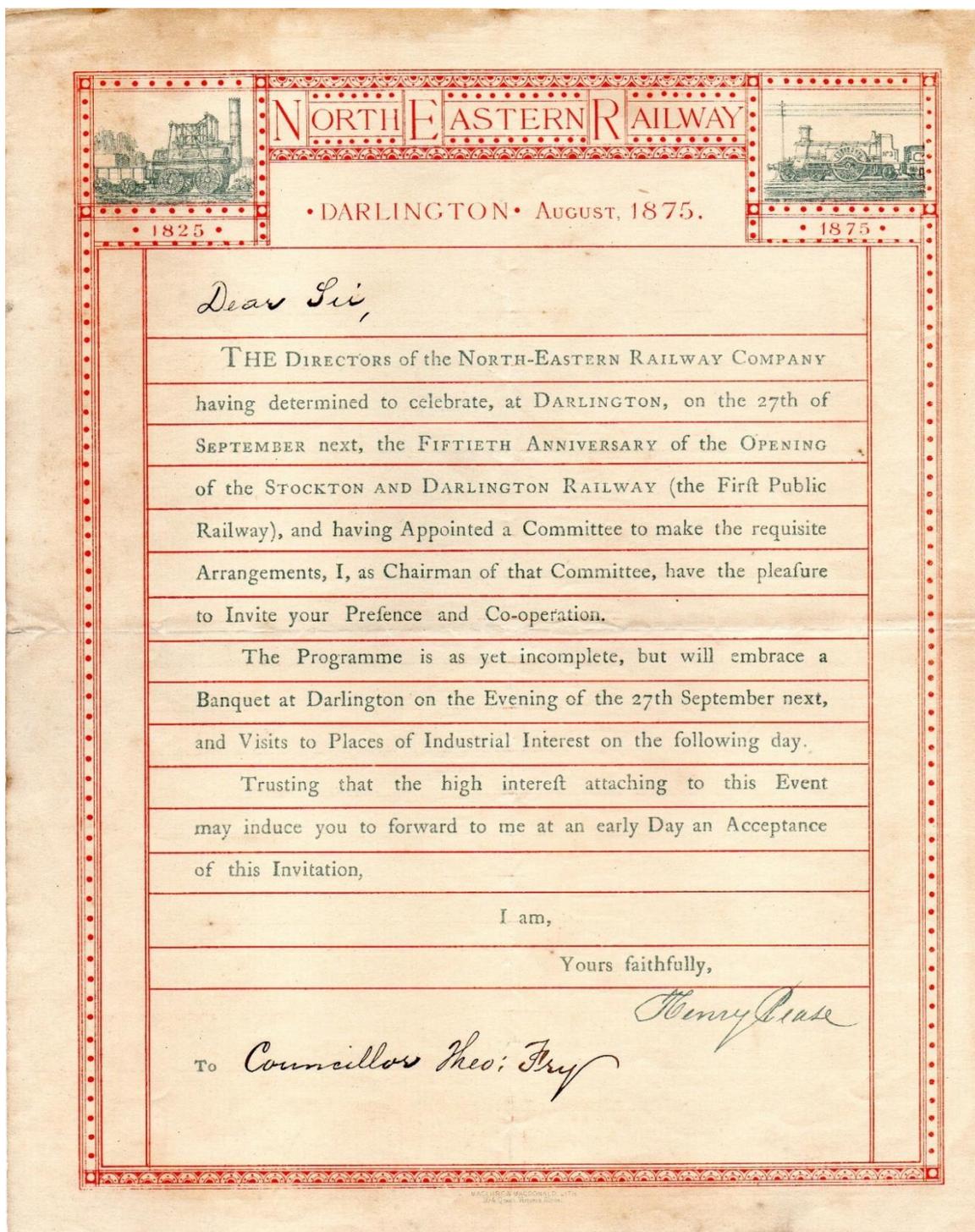
Trish Pemberton, Chair

The Friends of the S&DR. Who we are and what we do

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.

The S&DR's 50th Anniversary in 1875



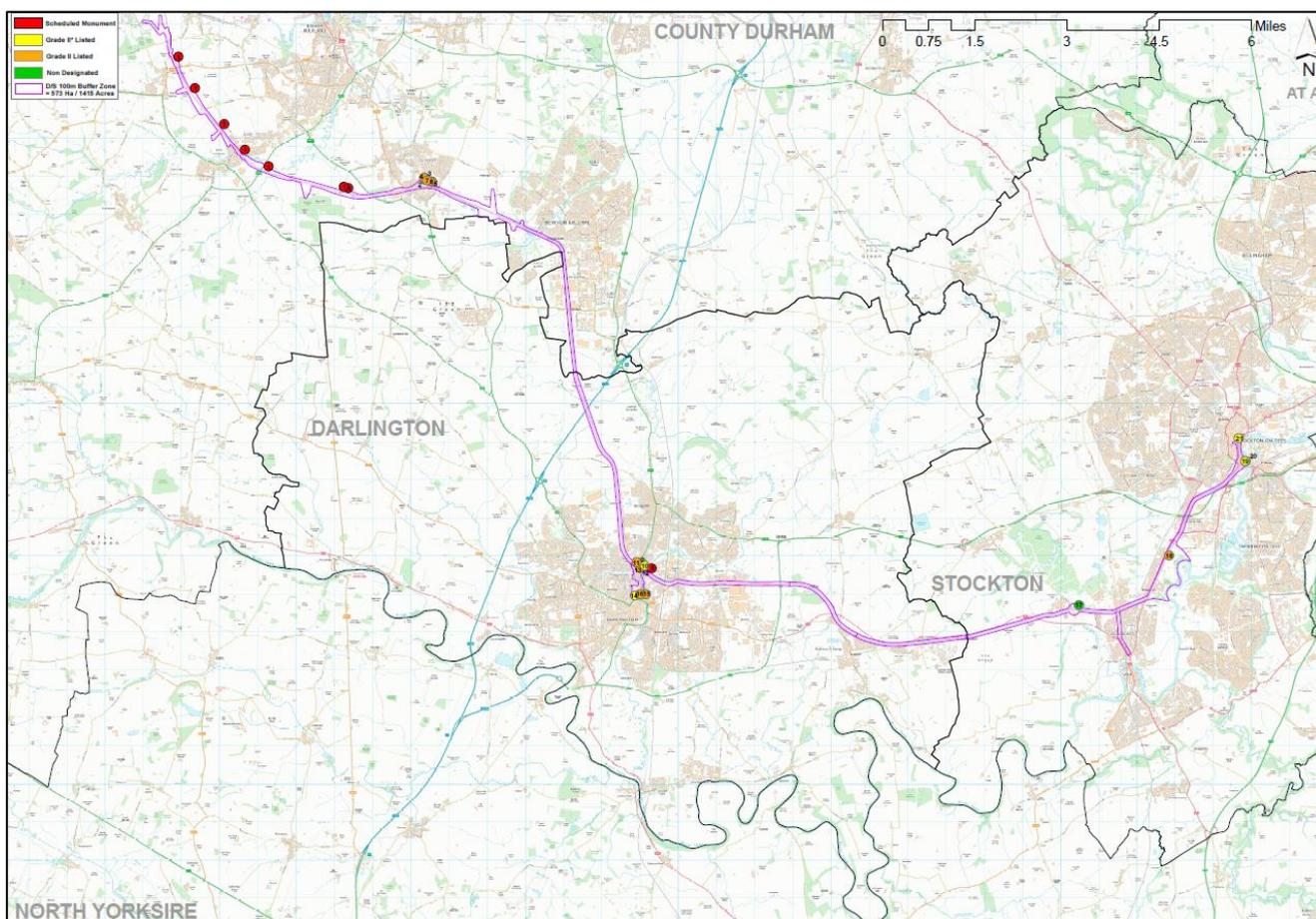
This invitation from Henry Pease to Councillor Theo Fry for the S&DR Jubilee 1875 celebrations is part of a fine collection of S&DR material collected by Andrew Stoves. Here we see that a series of events was proposed on the 27th September 1875 in Darlington, but one month earlier, the programme was not fully finalised, but the date needed to be saved. However, the events would include a banquet as well as visits to places of industrial interest. This is not unlike Trish Pemberton's request in her foreword above, to keep the 30th September free while further work is carried out on the exact nature of the celebrations in 2018! Andrew Stoves will be submitting further examples of his collection in the next editions of The Globe.

Caroline Hardie

THE S&DR IS A HERITAGE ACTION ZONE!

One of the many recommendations in the S&DR Historic Environment Audit produced on behalf of the three councils which have land containing trackbed remains, was that the whole of the S&DR 1825 mainline should become a Heritage Action Zone (HAZ).

Thanks to the hard work of council staff and Friends of the S&DR, we are now one of eight Heritage Action Zones to be declared in the last round of applications to Historic England. Heritage Action Zones first came into being earlier in 2017; the nationwide scheme supports local authorities to unlock untapped potential in places that are rich in history and historic fabric to help them thrive and improve quality of life for communities and businesses. The Friends have been pushing for heritage led economic regeneration along the S&DR since our formation in 2014 and here it is!



The boundary of the Heritage Action Zone

The Stockton and Darlington Railway HAZ will be led by a partnership including: Darlington Borough Council, Durham County Council, Stockton on Tees Borough Council, the Tees Valley Combined Authority, the Friends of the Stockton & Darlington Railway and Historic England. The aim is to achieve economic growth through the increased management, preservation and utilisation of our world class heritage which is currently at risk along the Stockton & Darlington Railway. This historic environment will be used as a catalyst to boost the visitor economy whilst educating and up-skilling volunteers, residents and visitors. In particular, it aims to refurbish heritage features, like bridges and old railway buildings, along the 26 mile route in order to attract new visitors and boost the local economy for the railway's bicentenary in 2025.

Being a Heritage Action Zone does not guarantee funding, but it will make the S&DR a priority for Historic England. Individual applications will still need to be submitted and the details of this will be worked out over the next month or two. However estimates based on the successful application to become a HAZ indicates that just over £800k of Historic England resources (a combination of hard cash and staff time) will be made available, plus other sources of match funding. Historic England will review designations and listing for the line and its structures and as part of familiarising them with the area, a group of Historic England staff visited the S&DR on 7th March, where a tour was provided by Niall Hammond, our Vice Chair and the local authority staff. More details of the HAZ project and additional publicity will take place in May and a HAZ project officer appointed a little later.

Caroline Hardie

FEATURED S&DR ARTICLE – S&DR HOUSE PLAQUES: BRUSSELTON

This article by Jane Hackworth Young, the first of a series, describes her family connections with the Brusselton Engineman's House which has a surviving S&DR house plaque H1. This was the home of her great, great grandfather Robert Young and, for a short time, of her great, great grandfather, Timothy Hackworth.

My research with John Proud (1925 – 2008) began in 2004. His photographs, dating from the 1960s, of houses and terraces bearing S&DR house plaques evoke memories of a lost age and form part of the S&DR's important heritage. There are 20 houses/terraces still standing bearing the plaques, 12 where plaques have been removed and a number of plaques in private/museum hands. The house plaques were black and white ceramic plaques placed on groups of domestic properties owned by the company, presumably in or after 1857. Each plaque allocated each house or terrace with a unique number and letter combination that allowed the Company to keep accurate records for each grouping. These plaques were positioned above doors or on gable ends. Many researchers have looked at the records at the Public Records Office to try to find further minutes of the Traffic Committee, or indeed any other committee, where the matter of the plaques was discussed, but nothing has (so far!) been found.

John and I decided to trace the families who lived in these properties and their work on the railway and this article concentrates on the engineman's house at Brusselton (which was originally two houses, the other probably for a blacksmith). One remit of the S&DR was to carry coal from the pits west of Shildon to the domestic markets at Darlington and beyond, and for export to London from the port at Stockton. The coal had to be taken over two ridges in the landscape at Etherley and Brusselton. Locomotive power was not yet strong nor reliable enough to carry the laden waggons over these ridges, so rope pulled inclines, powered by stationary engines were constructed to a design by Robert Stephenson.

The engineman's house on Brusselton Incline and the adjoining houses bear the S&DR house plaque H1. Timothy Hackworth resided here for some months in 1824. Robert Stephenson had left for Colombo and his father, George, was left without anyone to oversee the completion of the S&DR. He asked Hackworth to come as 'a borrowed man' to assist in, amongst other things, improving the new haulage system on the incline. Timothy may also have played some part in the building of Active (Locomotion No 1).

William Moutrey was the first engineman at Brusselton but on becoming a locomotive driver in 1828, he was succeeded by Robert Young who had followed Timothy Hackworth down from the Tyne to work at Etherley Colliery.

The Hackworths and Youngs were united in their Methodist faith and helped to form and fund many of the Wesleyan chapels in the area. It was said of Robert 'He stood in his engine house for 20 years without taking a holiday'.¹



Left: a photograph from John Proud's collection of the Engineman's House in 1975 with a red circle highlighting the location of the house plaque. Right: a detailed image of the house plaque still in situ today. Below right, George Edward Young (1823-1889)

Robert and his wife, Jane, had one son, George Edward, and three daughters. Two did not marry but the third, Elizabeth, married John Pickering, a school teacher, and they too lived at Brusselton. George Edward was 5 years old when the family moved into the Brusselton engineman's house. George Edward subsequently became office boy to Timothy Hackworth and worked up to the position of office manager at the Hackworths' (Thomas & Timothy) Soho Works in Shildon. He saw many locomotives built there including the first locomotive for Russia and three for Nova Scotia. However, he was

not going to stop there. Through Hackworth's influence, George Edward Young entered the Methodist ministry.

Robert Young died at Brusselton in 1848 and was succeeded by his brother, Ralph. Although the Prince Edward (Shildon) Tunnel opened in 1842, for some time it was cheaper to take goods over the incline. The equipment at Brusselton was finally sold in 1859 but Ralph, his wife and family of 7 children were still living there in 1861 (the eldest son, another Ralph, died at Brusselton aged two).

Timothy Hackworth had died in 1850 and at the end of December 1853 George Edward Young married Hackworth's youngest child, Jane. As a Methodist minister, George Edward and his family had to move every three years but were back in Etherley when the new chapel opened in 1861 with George Edward as minister. His and Jane's second son, another Robert, was born in Etherley, becoming a prominent engineer, based for many years in Malaysia, and wrote the definitive biography of Timothy Hackworth entitled 'Timothy Hackworth & the Locomotive'. G. E. Young died in 1889 in Batley and Robert Young (jun) in 1932.

Today the care of Brusselton Incline is undertaken by the Brusselton Incline Group which has now been incorporated into The Friends of the Stockton & Darlington Railway and the Engineman's House is privately owned.

¹ 'Timothy Hackworth & the Locomotive' by Robert Young.



The photographs used in this article either belong to the author, Archaeo-Environment or to the John Proud Collection (The author and the Friends of the S&DR have permission to use photographs from the latter collection).

Jane Hackworth-Young

STOCKTON & DARLINGTON RAILWAY LIST OF ACTS

Peter Bainbridge has put together this useful list of Acts of Parliament which relate to the S&DR.

Royal Assent	Authorising	Opening Date
19 April 1821	Stockton to Witton Park Colliery and Yarm Branch Darlington Depots branch Black Boy branch Evenwood Lane branch Stockton branch	27 September 1825 & 11 October 1825 27 September 1825 1827 Not made Not made
23 May 1823	To alter main line and deviate Black Boy and Darlington branches. Also to construct Croft Branch.	27 September 1827
17 May 1824	To abandon Evenwood Lane branch and replace by Haggerleases branch.	1 October 1830
23 May 1828	Bowesfield Junction to Middlesbrough	27 December 1830
13 July 1849	Diversion to alongside Leeds Northern Railway at Egglecliffe Take over Middlesbrough Dock	25 January 1853

20 May 1851	Additional Capital	
28 May 1852	Additional Capital	
3 July 1854	Tunnel branch (north end of Shildon Tunnel to West Auckland)	13 September 1856
16 July 1855	Stooperdale curve Waskerley deviation Curve at Wear Valley Junction Stanley branch	1861 23 May 1859 Not made 1858
23 July 1858	Amalgamation of Stockton & Darlington; Wear Valley; Middlesbrough & Redcar; Middlesbrough & Guisborough; and Darlington & Barnard Castle companies.	
23 July 1858	Fieldon Bridge to Bishop Auckland Improvements at Crook	1 February 1863
23 July 1858	Redcar – Saltburn Rifts House branch	19 August 1861 Not made
13 August 1859	Hartburn curve	1 May 1863
15 May 1860	Additional Capital	
12 June 1861	To abandon Rifts House branch and replace by Marske Hill branch.	Not made
22 July 1861	Additional Capital	
3 June 1862	Tow Law to Crook deviation	10 April 1867
30 June 1862	Amalgamation of South Durham & Lancashire Union; Eden Valley; Frosterley & Stanhope companies with Stockton & Darlington Railway.	
13 July 1863	North Eastern Railway Amalgamation Stockton & Darlington Railway with N.E.R. Setting up of Darlington Committee to run the former S&DR lines.	

Peter Bainbridge

S&DR BIRTHDAY CELEBRATIONS



The Friends will be celebrating the 193rd birthday of the Stockton & Darlington Railway with a series of events in Darlington. Further details to follow, but please put the 30th September 2018 in your diary.

Scruton under Scrutiny



Volunteers at Scruton Station bring railway life of the early 20th century to life

Courtesy of the Heritage Education Officer, Virginia Arrowsmith, and volunteers at the award-winning Scruton Station (near Northallerton) on the Wensleydale Railway, the Friends paid an official visit to learn about the restoration and education programme there.

Scruton Station is an authentically-restored Victorian station, with ticket office, waiting rooms and an original signal box. The station has been redisplayed as it would have looked in 1916.

The purpose of the visit was to look at the £180,000 restoration of the station and the extension of the platform to comply with modern railway use; what the challenges were, how it was funded and what research was carried out in advance to inform the restoration. We too will have

a number of small conservation and restoration projects to carry out and fund along the S&DR before 2025 and so this visit resulted in fascinating discussions about the

overlapping areas of our work and throw some light on the challenges ahead.

Friends attending were also able to discuss the award-winning KS 1-2 education programme. This was also potentially useful and important for us on the S&DR in enhancing the education offer that is already provided at Locomotion, the Head of Steam and Preston Park.



Scruton Station

Friends were hugely impressed with the restoration and the development of the education programme and so we hope to organise another meeting to the Wensleydale Railway to look at their more ambitious project at Leeming Bar which is the principal hub of the Railway where maintenance to rolling stock is carried out. The listed station here is now in the development phase of a Heritage Lottery Funded programme to improve the amenities and expand facilities at Leeming which includes the restoration and refurbishment of the station. This future visit will be combined with an optional train ride (diesel or steam).



A very big thank you to Virginia and the team of volunteers at the Wensleydale Railway. We look forward to seeing them again.

Caroline Hardie (photos by Peter Bainbridge)

NEWS

The S&DR Historic Environment Audit made a number of recommendations for surveys and reports to inform our way forward towards 2025. This included the conservation of the S&DR remains, their protection and their interpretation so that we will be ready to welcome to the world to the place where the modern railway network started. In addition to the S&DR being declared a Heritage Action Zone which will start many of these processes, the councils have recognised that there is some urgency in achieving this and so some of these surveys and reports are now being specified or commissioned ahead of the HAZ:

- 🏰 An S&DR Interpretation Plan is about to be commissioned. This will look at the best way of interpreting the S&DR remains in a harmonious way across the whole 26 miles
- 🏰 A 2025 bicentenary business plan is about to be commissioned which will look at the events of 2025
- 🏰 Work is taking place on a Heritage Lottery Resilient Heritage grant application. This is particularly relevant for establishing a S&DR co-ordinating position to help drive forward the action plan. This programme is available to organisations in the UK who want to build their capacity or achieve strategic change to improve the management of heritage. Grants can fund activities to help acquire new skills or knowledge, or new models of governance, leadership and business to put organisations in a better position for the future. Resilient Heritage grants of £3,000-£250,000 can strengthen organisations and build the capacity of staff and volunteers to better manage heritage in the long term
- 🏰 A S&DR Access Group has been established which includes representation from the Friends. A specification for an Access Audit is currently being prepared by Mike Ogden of Durham County Council in consultation with access officers from the other local authorities which will look in detail at what access already exists along the 26 miles and where there are opportunities for additional

access and what resources will be required to achieve this. This will build on the work already outlined in the six appendices to the S&DR Historic Environment Audit

- 🏰 A masterplan for Locomotion has been developed which has recommended that the site should better promote its associations with the S&DR



The Coal Drops at Locomotion

- 🏰 A Conservation Management Plan was completed for Locomotion. This was carried out by Alan Baxter Ltd and commissioned by Locomotion – the National Railway Museum at Shildon. The report unsurprisingly found that (New) Shildon is a place of international importance to railway history and the first town in the world to be created by the railways. It is also of national interest for its associations with Timothy Hackworth and as the site of the first and one of the largest company railway works, and as the UK's first overhead electrified railway system. The report also flagged up the poor state of some of the historic structures and the urgent need for conservation work. All of this is in line with the findings of the earlier S&DR Historic Environment Audit
- 🏰 Following on from the above, conservation works to the coal drops at Locomotion is now underway. This is part of a £1.6 million development to conserve the important historic structures at Locomotion
- 🏰 Niall Hammond, our Vice Chair, has delivered a S&DR training session for Darlington Councillors at Darlington Borough Council emphasising the importance of the S&DR and the positive benefits of preserving the S&DR heritage
- 🏰 We were quoted in the Financial Times on the 25th March. Chris Tighe, the North East Correspondent wrote an article about the significant investment now being made in the National Railway Museum and its plans to highlight the country's rich railway heritage and to encourage a new generation of engineers. "*People here two centuries ago were at the cutting edge of technology,*" said Niall Hammond, vice-chairman of the Friends of S&DR heritage group. He added that the lack of local regard for the line is like "*the people of Cairo ignoring they have a big pyramid*". Anthony Coulls, senior curator for railway transport and technology at York and Shildon, believes regard for Britain's railway history is rising: "*We're at a fantastic turning point in the fortunes of the railway and industrial heritage.*" The full article can be seen online at <https://www.ft.com/content/39cd3376-1721-11e8-9e9c-25c814761640>

- 📰 Some bad news..... the Tees Valley bid for up to £4million pounds of cultural regeneration funding which was to have helped develop North Road and the facilities of the A1 Trust has been unsuccessful; the funding has instead gone to Bradford, Blackpool and the Lake District. We were surprised by this as we thought our case was a strong one, but we will now be exploring alternative sources of funding
- 📰 In case you missed it, The Friends of the S&DR are now a registered charity (registration no.1177252) which will help us to raise funds to carry out our work and to take advantage of gift aid
- 📰 And in case you missed the article in this edition of The Globe, the 1825 S&DR is now a Heritage Action Zone. Our Chair Trish Pemberton has been providing presentations to local town councils about the HAZ
- 📰 The public house at Heighington Station has been up for sale at auction again with a reduced guide price of £210k. It failed to sell. The future of one of the world's earliest railway stations/inns is therefore still under threat. A local town councillor and the Friends are looking at other funding options which could help secure a sustainable future for this building
- 📰 The HLF/Arts Council funded Great Places Schemes are intended to promote heritage and arts projects. There are two Great Places Schemes covering the S&DR – The Northern Heartlands and the Tees Valley. A small project on the North Road out to Fighting Cocks stretch has a budget of about £108,000 and Niall Hammond is working with this project to hopefully fund two small community excavations, one at Fighting Cocks waiting shed and one at North Road on the site of the early goods station/warehouse, as well as an historic map and signing project at Red Hall.

The News in 1825

The official opening of the S&DR on the 27th September 1825 was reported across the world. Peter Bainbridge has transcribed this article from the Zion's Herald - Boston, November 23rd, 1825.

'The first trial of a locomotive steam engine was made on the Stockton and Darlington Railway, on the 27th of September, in the presence of an immense number of spectators. The whole length of the rail road is twenty- five miles. The procession set out from Brussleton and proceeded thence to Stockton, twenty and a half miles. It consisted of:

1st – the locomotive.

2nd – the tender with coal and water.

3rd – five wagons loaded with coal, one with flour, and one with engineers, surveyors, & c.

4th – the company's coach Experiment, fitted up so that the passengers may sit on two long seats facing each other, and containing sixteen to eighteen inside passengers. In this coach were the committee and other proprietors.

5th – six wagons with strangers.

6th – fourteen wagons with workmen and others.

7th – six wagons laden with coal.

They were all attached to the locomotive engine, and were set in motion by it. They stopped at Darlington, when it was found there were on the several wagons, part of which were filled with coal, 553 persons. After a short delay at Darlington, where the engine was replenished, and the load differently arranged, they proceeded to Stockton, a part of the way at a rate of fifteen or sixteen miles an hour, and entered that town with near 700 persons in and upon the wagons attached to the locomotive engines, six of which were loaded with coal and one with flour.'

Peter Bainbridge

STOCKTON AND DARLINGTON RAILWAY PAYBILLS

During research for my forthcoming book on New Shildon I accumulated, piecemeal, a lot of data concerning the early accounts of the S&DR. Because of the haphazard way the information was gathered I have no wish to present the results as a comprehensive record of monies paid out during the forty or so years of the company's independent existence, but I thought the Friends might be interested in ten nuggets of which they may not have previously been aware:

- 1) The first construction work in preparation for the railway conducted at Stockton and West Auckland was carried out by one Robert Otley. Although an independent contractor at the time, by 1830, he had become a full-time employee of the S&DR. The payments made to him in 1822 covered the period leading up to the 27th December which, rounded up, amounted to £211 for Stockton and £269 for West Auckland.
- 2) Two labourers employed directly by the S&DR were killed during the railway's construction, John Briggs and Mr. Mossom. The widows of both men were awarded a one-off £5 compensation payment.
- 3) John Dixon, in 1824, became the company's first full-time clerk on an annual salary of £70.
- 4) Fifteen men were employed solely in the maintenance of Brusselton and Etherley engines and inclines in 1827.
- 5) Brussleton was spelt as shown in all early Committee reports relating to the Railway and in the Overton plans and survey reports. It only began to be spelt 'Brusselton' from the end of the 1820s, although it occasionally reverted back to its original spelling in 'official' documents.
- 6) Both Timothy Hackworth and Dan Adamson were provided by the S&DR with an allowance of 8 shillings/month in 1827, specifically to be used for 'ale' for employees.
- 7) In 1832, 58 horse drivers (or 'leaders' as they were called) were employed by the company, as compared to 14 locomotive drivers. One of the listed horse leaders was J. Stephenson, which may have been 'Jem' (or James) Stephenson, who was also one of the first locomotive drivers, suggesting that horse and engine operatives were interchangeable dependant on work available. The same could also be said of employees Knox and Coates who both seem to have 'led' both horses and locomotives.
- 8) The man responsible for the Brusselton engine in 1832 was Robert Young (see the article by Jane Hackworth Young in this edition of The Globe), while the Etherley engine was under the control of John Greener (see the last edition of The Globe (December 2017). They were both paid £17 for this work each month.
- 9) Timothy Hackworth was initially appointed on £150 per annum. By 1832 his annual salary was £240.
- 10) The names of female employees of the S&DR do not appear on paybills until 1840, by which time Bouch and Gilkes were running the railway as opposed to Timothy Hackworth.

The above is just a snapshot of the payments made by the company during its early years. Further research, specific to this subject, may of course throw a completely different light on some of the above.

George Smith

EVENTS

May – September 2018 - Steam Season at Locomotion

Locomotion, Shildon, invites you to explore the power of steam with Steam Season – a programme of inspiring events, exhibitions and activities from May to September 2018.

Steam Season will begin with the Festival of Steam at Locomotion from **Saturday May 5 to Monday May 7**.

Steam Season will then continue with events, exhibitions and activities throughout the summer, ending with the Autumn Steam Gala on **Saturday September 22 & Sunday September 23, 2018**, which will mark the 50th anniversary of the end of steam on British Railways.

The first event in Steam Season, the Festival of Steam from Saturday **May 5 to Monday May 7**, will showcase a range of steam power – from steam locomotives to traction engines.

Visitors to the event will have the chance to enjoy a steam train ride behind No. 7063 Eustace Forth, which will be the museum's guest operating locomotive for Summer 2018. This 1942-built Robert Stephenson & Hawthorns saddle tank locomotive spent its industrial career shunting coal wagons at Dunston 'B' Power Station in Gateshead, before being saved for preservation. Now owned by the 7063 Group, based at the Foxfield Railway, Eustace Forth will see regular service on passenger steaming days at Locomotion over the coming months.

The Festival of Steam event will also offer visitors their last chance at Locomotion for a steam train ride behind Furness Railway No. 20, the oldest standard gauge locomotive still operating in the UK.

After 10 years hauling passenger trains at Locomotion, Furness Railway No. 20 will leave Shildon in mid May, and will return to the Ribble Steam Railway, where the Furness Railway Trust are based, for its final steamings before being withdrawn for major overhaul this summer.

The Festival of Steam will also feature displays of model railways; street theatre performances from Same Difference; and a free, hands-on learning activity from Locomotion's Learning team, suitable for all the family.

For more information on the Festival of Steam event and Locomotion's Steam Season, please visit www.locomotion.org.uk. Locomotion is open from 10am to 5pm daily. Parking and admission are free of charge. Please note that there is a charge for steam train rides. For more information, please call the museum team on 01904 685780

10th May at 1:45pm

Rescheduled Talk - Bahamas, The Story of a Locomotive. A free talk by members of the Bahamas Locomotive Society taking place in the Hackworth Room at Locomotion on May 10, 2018. Places are limited and expected to be in high demand, so book your place now at the Locomotion gift shop or by contacting the museum on 01904 685780. This talk was originally scheduled for March 1, but had to be postponed due to weather conditions. Tickets for the March 1 session are valid for this new date.

Saturday 19 May 2018

NERA at Darlington Head of Steam Railway Museum. At 1.30pm Sam Woods will give a talk entitled 'A creative tourist eclipses the scout cruise', three short talks covering 1) The CTAC Scottish tours express, 2) The LNER's arrangements to deal with the huge passenger traffic to see the 1927 solar eclipse and 3) A pre-war cruise train for Boy Scouts.

2nd – 3rd June 2018

Shildon Model Railway Club Open Exhibition. Discover a world of carefully crafted railway miniatures alongside the full-size engines in our Collection Building. Admire club members' handiwork and take a closer look at the wide variety of model railway layouts—many of which are based on local railways, giving you the chance to explore the area from the comfort of the museum. There will also be the opportunity to browse trade stands and our gift shop for all the essentials you need to build your own model railway. The museum reserves the right to change the programme.

22nd June to September 2018

The Great Exhibition of the North showcasing great art, culture, design and innovation across the North of England, with exhibition hubs at the Great North Museum: Hancock, BALTIC Centre for Contemporary Art and the Sage, Gateshead. Stephenson's Rocket will be returning to Newcastle for the event.

Thursday 6 September to Sunday 9 and Thursday 13 to Sunday 16 2018

Heritage Open Days this year will be extended over two weekends. Look out for S&DR related events.

30th September 2018

The Friends 193rd S&DR Anniversary event at Darlington. Save the date!

FEATURED S&DR ARTICLE - THE DAYS OF THE RAILWAY

THERE IS an intriguing line in the Stockton & Darlington Railway Company minutes for 17 December 1824:

'R Day dismissed for disorderly conduct'.¹

We may never know what Mr Day did to deserve dismissal from his job as Inspector of Works on the newly-developing Skerne Bridge, but he came to mind recently when the Friends' Facebook page received an enquiry from a Janice Clark:

"Please does anyone know how I could find out more about my great grandfather, Ralph Day's, life as a locomotive driver in the 1840-60s? He lived in Darlington all his life."

The Skerne Bridge's 'R Day' was indeed a Ralph Day. Was there a family link? It seemed likely given that 'Ralph' was not the most common name at that time, and the pool in which to fish for Ralph Days was very much smaller than today: Darlington, for instance, had a population of less than 6,000 in 1824 compared with some 90,000 today. Could Janice's loco driver have been the Inspector's son?

To add to the intrigue, the Company minutes also recorded that on 25 September 1826 a partnership of Day and Gibbon were awarded the contract 'for the brick and stonework' for the S&D's first goods station (called 'three warehouses' by the Company).² That is, to build it. It opened just east of the Durham road (now North Road) in 1827 and was converted in part in 1833 into the North East's first dedicated passenger station.³

Had the dismissed Ralph Day - who as an Inspector would have been an experienced stone mason - been reprimanded so soon and been granted more Company work? Let's find out...

Ralph the Driver, and his Father Ralph

The starting point was to look up census records for Ms Clark's loco-driving great grandfather.⁴ That should be quite easy as the UK's ten-yearly censuses started in 1841. But - there was no such matching person in 1841. Nor in Darlington in 1851. Nor in 1861...

At last, 1871 produced a result: a 26-year old Ralph Day was a railway engine fireman, living in South Street, Hopetown (within feet of the Stockton and Darlington line) with his wife Catherine, 22, and children Joseph P (4) and Margaret (1). Ralph originated from Bildershaw, near West Auckland. By the 1881 Census he had indeed risen to the position of engine driver. His family had also grown, with the addition of three more daughters: Mary A, Annie and Kate. They now lived in Sheraton Street, off Whessoe Road.

Ralph was still driving a locomotive in 1901 and with his family, now settled in Neasham Road. By 1911 he was retired and at Hurworth Terrace, the census recording that he and Catherine had by then been married 44 years. He died, aged 69, in late 1914.⁵

Now I needed to work backwards and find a link between this Ralph Day and a stone mason of the same name. Armed with the basic facts about her great grandfather I was able to find Ms Clark's Ralph's baptism on 11 May 1845 in the parish records for St Helen's Auckland: 'Ralph, junr, 2nd son of Ralph Day and Mary Hodgson of West Auckland'.⁶ (The couple were married; citing the mother's maiden name as was the convention.) Father Ralph's occupation was stated nice and clear: 'mason'.

Unfortunately... he seems to have been too young to have been the Skerne Bridge Inspector! I say 'seems' because he wasn't at home at young Ralph's first census, that of 1851, which would have specified his age. But, looking at all the 1851 census possibilities, I believe he was travelling for work and was the 37 year-old 'journeyman stone mason' - Ralph Day, married, born West Auckland - that was recorded in a master joiner's household in Seaton Carew on census night.

Other Mason Ralphs

Despite the relative scarcity of 'Ralphs' in the early 19th century, whenever I did find the name it was more often than not attached to the surname 'Day'. Moreover, a remarkable proportion of 'Ralph Days' had the profession of mason.

Filtering out the Ralph Days of Cornforth Mill and of Jarrow, the Ralph Septimus Day of Low Moorsley, and two of their offspring (all five too young to have been the Skerne Bridge man⁷), left me with two candidates for the dismissed Inspector within the boundaries of the Tyne and Tees.

Ralph Day of West Auckland (yes, another one from there - not the loco driver's father) seemed a good bet. He would have been about 39 at the time of the Inspector's dismissal, lived relatively close to the bridge site and was a mason (his children's baptism records of 1807 and 1809 said so; you can, of course, guess the name of his son - Ralph). But something didn't feel right: although a mason, he wasn't listed in the trade directories of the 1820s and 1830s; the only Day in the West Auckland area to be recorded in them as a mason was a Thomas Day.⁸ The Land Tax returns also showed that Ralph only rented his house whereas Thomas - who turned out to be Ralph's elder brother - not only owned his own house but also rented a quarry.⁹ The conclusion was that this Ralph Day was a low-key, employed mason, rather than a tradesman / master mason like his brother. As such, he was unlikely to have had the managerial or supervisory experience required by the Railway Company of an Inspector of Works.

Ralph the Inspector

So I was left with one Ralph Day as the probable Inspector. Even if I hadn't eliminated the others he stood out as the likely man. Although his home was some distance from Darlington at Hetton-le-Hole, five miles north-east of Durham city, and he would have been a surely-stately 58 years of age, his profile otherwise fitted. He was experienced as a stonemason, a manager - and crucially - as an inspector of bridges. He also had a very useful connection.

The name Skerne Bridge is invariably tied to that of Ignatius Bonomi, the Durham architect who for decades was also employed as the County Bridge Surveyor. Durham's river bridges were both crucial for movement within the county and its lifeline to the rest of Britain. They were the responsibility of the

area's highest legal powers - the county magistrates sitting at the Quarter Sessions. Bonomi had to regularly report on the state of every public bridge (some centuries' old), let contracts for their repair and improvement, and when necessary design their replacements.¹⁰

He had been in post since 1813, so when the S&DR became uneasy about George Stephenson's design for an iron bridge over the Skerne - the most vulnerable point of their pioneering line - they insisted that Stephenson consult the top local bridge expert, Bonomi, on the foundations of its stone abutments.¹¹ Three-and-a-half months after the laying of the bridge's foundation stone in July 1824 the Company's collective nerve snapped: they cancelled Stephenson's cast iron span in favour of a classical stone arch, to be designed - in very short order - by Mr Bonomi. By the beginning of November he was providing details for the builders.



Ignatius Bonomi

It will have been around the time of the laying of the abutment foundations that the Company took on Ralph Day as their Inspector of the Works. It may have been coincidence (but almost certainly wasn't) that Ralph Day had worked with Bonomi as his assistant - or 'inspector' - on the county's bridge contracts in 1823 and early 1824. Moreover, they will have known each other for years.¹² The biographer June Crosby has described how Bonomi "liked to see employed on his work those whom he knew and trusted", so a recommendation to the S&DR would have been perfectly normal.

Day appears to have built up a good business by this late stage of his career, owning houses in Hetton-le-Hole and the lease of a pub in nearby Newbottle. Perhaps he regarded the railway bridge job as a 'winding-down' as he moved towards retirement. For someone who had assisted Bonomi with bridges across the county, working away from home wouldn't have been an issue: in fact, one of his jobs in 1823 had been supervising work on the bridge over the Skerne at Burdon, just outside Darlington.¹³

But, if Day did not have an issue with Darlington, the S&DR clearly had an issue with him - he lasted only five months on the Skerne Bridge job. His replacement was none other than John Falcus Carter of Heighington - who regular Globe readers will by now be familiar with as he went on to design the Company's three public houses, its brewery, its famous weigh-house at Stockton (don't call it a ticket office...) and much more besides.

Did Ralph Day Gain Forgiveness from the S&DR, through Day and Gibbon?

In a word: no. Ralph presumably retreated to retirement in Hetton, where he lived on until the age of 75, "much and deservedly respected".¹⁴ One of his sons, James, became a stone mason but it was a different Mr Day who in 1826 went into partnership with a Mr Gibbon to build the S&DR's first goods station.

Thomas Day and Matthew Gibbon were separately listed as stone masons in West Auckland in Parson & White's directory of 1828. Theirs were two of just three masons' businesses named in that area. They were both natives of the village and roughly the same age (51-52), so will have known each other well.¹⁵ By 1826 they would have had good access to the S&DR site along the newly-opened railway. They must have reasoned that the warehouses job was too big for either one of them so combined their resources to put in the lowest tender.¹⁶

Matthew Gibbon had clearly recovered by then from the financial difficulties of 1816 that had caused him to serve time as a debtor in Durham gaol.¹⁷ Thomas Day had seen a different side of financial problems, having been appointed Assignee in 1818 for his brothers-in-law, taking control of their estates and effects on behalf of their creditors.¹⁸

Thomas was the elder brother of the 'low-key' mason Ralph Day who we discounted as the dismissed Inspector, above. More relevantly, as regards the internet query that initiated this whole article, he seems to have been Janice Clark's great grandfather's grandfather! That is, if I'm correct that loco driver Ralph's father was the journeyman Ralph who was in Seaton Carew in 1851. Because I believe that *that* Ralph was the Ralph Day who was baptised at St Helen's Auckland on 22 October 1815 - the son of Thomas Day and his wife Ann Crowder.¹⁹

So, although the North Eastern Railway's engine driver Ralph Day was not related to the Ralph Day dismissed from the Skerne Bridge construction, he was a direct descendant of the 'Day' of Day and Gibbon who built the Stockton and Darlington Railway's first goods station. Undoubtedly a prouder claim.

Brendan Boyle



An extract from a painting of the S&DR's first warehouse/ goods station in Darlington. The original painting is in Preston Park Museum

Notes

1. National Archives, RAIL 667/30, Minutes of S&DR Sub-Committee, 17 December 1824. (Cited by Bill Fawcett in 'A History of North Eastern Railway Architecture, Vol. 1: The Pioneers', NERA, 2001.)
2. RAIL 667/31, Minutes of S&DR Sub-Committee, 25 September 1826.
3. Its remnants remain just about visible, up against the south side of the embankment.
4. My preferred starting point for census information, and other genealogical sources, is FamilySearch; it's normally free.
5. England & Wales Death Registration Index, 1837-2007 (www.familysearch.org). Ralph must have worked long and hard: in 1890 he had seconded a motion "of the railway servants of Darlington" to press the North-Eastern Railway Company for improvements in workers' hours. A speaker at the meeting - held in what is now Central Hall - told of having to work 75½ hours and only getting 2s 7d overtime pay. (Newcastle Courant, 11 January 1890.)
6. Durham Diocese Bishop's Transcripts, Auckland St Helen, 1762-1854 (www.familysearch.org).
7. They were born in 1821-25, 1805-09, 1825, 1837 and 1850 respectively.
8. Trade directories: History, Directory & Gazetteer of Durham & Northumberland, Wm Parson & Wm White, vol II, 1828; Pigot and Co.'s National Commercial Directory for 1828-9; Pigot & Co.'s Commercial Directory of Durham, Northumberland & Yorkshire, 1834.
9. Land Tax returns, Darlington Ward North West, West Auckland township and Auckland St Helen township, 1810-28, Durham County Record Office, ref. Q/D/L 41-45 (www.durhamrecordoffice.org.uk).
10. 'Ignatius Bonomi of Durham, Architect', JH Crosby, City of Durham Trust, 1987. Also 'Bonomi, Ignatius Richard Frederick Nemesius (1787-1870)', Oxford Dictionary of National Biography, Peter Meadows, 2005.
11. 'The First Railway Architect', Architectural Review, May 1964, AF Sealey & D Walters.
12. Bonomi appears not to have had an assistant in his first decade as County Surveyor as, before 1823, his was the sole contact name given in the newspaper advertisements that invited 'proposals' (tenders) from masons for work. On 20 August that year the name 'Ralph Day' was included as an alternative source of plans and specifications to Bonomi. Day was mentioned in three more advertisements up to 20 March 1824. In one, Bonomi was not even mentioned. Day's role may have been a short-term, ad hoc one, as the term 'assistant' or 'inspector' was not used in those advertisements or in correspondence, whereas it was from 1825 when a full time Bridge Inspector (John Simpson of Heighington) was taken on.

Perhaps Day's employment was intended by Bonomi to show his bosses his need for full-time help? What is certain, is that before he took on the role Ralph Day would have been one of the local masons who responded to Bonomi's advertisements, submitting tenders and no doubt winning some. So it is inconceivable that Bonomi and Day had not known each other for some time.

13. Described in the invitation to tender as 'Lengthening of the Parapet at the East End and on the North Side of Burdon Bridge' and 'Other Small Repairs (Durham County Advertiser, 27 September 1824).

14. Newcastle Courant, 3 December 1841.

15. Both were baptised at St Helen's Auckland: Matthew on 9 October 1774, and Thomas on 17 April 1775. (Durham Diocese Bishop's Transcripts, Auckland St Helen, 1762-1854; www.familysearch.org.)

16. The resources required were manpower and skill: as was their custom, the S&DR undertook to 'find all materials'. The warehouses were designed by John Carter.

17. Tyne Mercury, 28 May 1816.

18. Durham County Advertiser, 10 & 17 January 1818.

19. For completeness for Janice, I can tell her that Thomas Day's parents were another Thomas Day (yes, they did recycle names a lot) and his wife Ellen Potter; they had married at Auckland St Helen's on 15 October 1769. The elder Thomas died aged 74 in 1816; Ellen died in 1835 at the age of 87. (Durham Diocese Bishop's Transcripts, Auckland St Helen, 1762-1854; www.familysearch.org.)

Brusselton Accommodation Bridge - A BIG Thank You!

After a long and sometimes painful process, the important conservation work at Brusselton Accommodation Bridge is now complete.

Brusselton accommodation bridge formed part of the Brusselton incline and afforded access for the farmer to the adjacent fields which had been separated by the construction of the incline. The land at Brusselton which was cut through by the proposed incline in 1823 belonged to Sir Phillip Musgrave and the adjacent farm was rented out to John Parker (based on the plans produced by Stephenson for the Act of Parliament).

It is a single span, round arched bridge topped by a plain stone parapet with stone coping and square stone piers. Either side are sloping wing walls with stone copings, which terminate in small square piers. To the east later stone steps, some made of stone sleepers, carry a footpath onto the incline and over the bridge.

The bridge was badly damaged in July 2013 when thieves stole stones from the parapets and coping stones from its wing walls. A group of volunteers, the Brusselton Bridges Preservation Group, was formed but had little success in uncovering who owned the bridge. An article in the Northern Echo in January 2014 raised the profile and encouraged some railway engineering professionals to join. This culminated in the Brusselton Incline Group becoming established in February 2014 with an aspiration to repair the bridge and carry out works to improve the incline and surrounding area. As the bridge and embankments forming the Incline are scheduled as an Ancient Monument, consent had to be obtained from English Heritage before anything could be done. In Spring 2014, the group tidied up the incline, exposing the historic stone sleepers and laid a bed of new ash ballast, during which time it was eventually established that Durham County Council owned the bridge. The Brusselton Incline Group led a campaign to encourage Durham County Council to carry out the repairs, help prevent further damage and to enhance the existing access to the bridge.



The accommodation bridge in 2015 with coping stones missing from the left wing wall and parts of the parapet having been pushed off



Brusselselton road bridge shortly before its demolition and the surviving accommodation bridge to the left. (Photo courtesy of Jane Hackworth Young)

This was a long process and it is hoped that lessons have been learned which will help ensure that local volunteer groups can work effectively with local authorities and contractors in the future on the conservation of S&DR structures. However, the good news is that the repair and conservation works

are now complete and a considerable debt of gratitude is owed to the Brusselton Incline Group for their pivotal role in initiating the works.

The bridge was one of two adjacent bridges under the incline embankment at Brusselton. The other bridge, built on a skew, allowed the road to pass beneath it; this was a much simpler design and was constructed at the same time as the incline embankment between 1822-4 but was sadly demolished in 1954. The distinctively different designs of the two bridges suggests that they were built at different times.

Accommodation bridges were not part of the original design of the line. The 1821 Act of Parliament (para XII) made provision to purchase any small areas of land left stranded by the construction of the line but did not make provision for bridges to reunite divorced sections of land in the same ownership. The general committee presented shareholders with a report on the 9th September 1825 stating that unforeseen expenditure had been incurred building the railway line because of the necessity of purchasing land, paying for damages to tenants, 'exceeding by £18,000 the estimate made as to the value of the land, together with the great expense of erecting occupation bridges, which your committee did not anticipate....'² Clearly, there was an accepted need to build bridges to carry existing roads over or under the new railway and Brusselton road bridge was shown on George Stephenson's 1823 proposal map. Brusselton accommodation bridge may have been constructed later. We know that some accommodation or occupation bridges were certainly being built or replaced as late as 1832³ and both bridges at Brusselton are clearly shown on Thomas Dixon's map of 1839.⁴



The newly repaired bridge with new parapet and coping stones and elegant safety fencing replacing the old temporary railings (photo: Paul Harle).

The repair and conservation work was funded by Durham County Council and the works specified by Blackett-Ord Conservation with a Statement of Significance provided by Archaeo-Environment. However much of the works were informed by the local knowledge of the Brusselton Incline Group who were also able to monitor the works and have changes made to the design. They also helped to

² Jeans 1974, 63

³ RAIL 667/ 1042 Letter from William Burn to Mr Otley in 1832 re the construction of an accommodation bridge at Simpasture and others on the line above Darlington and at Shildon

⁴ PRO 1037/453

complete the works by spreading a new layer of ash ballast over the bridge trackbed and they continue to care for the incline and the bridge. The bridge is now in excellent condition thanks to this team effort, and despite some of the problems encountered during the process, the fact that this nationally important listed and scheduled bridge is now in fine form is definitely worth celebrating.

We need to prepare for the possibility that this bridge and other structures along the S&DR will continue to suffer from vandalism in the future, even after conservation works take place. An account of the accommodation arch in 1966⁵ referred to it as being recently repaired after vandalism, suggesting a long history of such anti-social behaviour. However we need to keep battling on to conserve these structures and eventually the good caring people along the S&DR route will win!

Caroline Hardie

Objections to building a railway

Developments large and small come under scrutiny, objections are raised and answers to these objections need to be rehearsed. It is the same today as it was in the 1820s when the Stockton & Darlington Railway Company sought to obtain an Act of Parliament approving the route. Peter Bainbridge recently uncovered a rehearsed set of answers to objections which are reproduced here:

The following **OBJECTIONS** to the proposed **RAILWAY** between **STOCKTON** and the **COLLIERIES**, by **DARLINGTON**, having been circulated, it is deemed necessary to expose their fallacy.

Objection I. Because the Railway is intended to pass, for thirty-five miles, over a tract of land most valuable and highly cultivated.

Answer. This statement, save as to a trifling extent of land chiefly in the vicinity of towns is not correct, as a survey and valuation prove: but, admitting it to be true, it is submitted that it furnishes an argument in favour of the measure.

Objection II. Because the land over which it is to pass, belonging to the owners and occupiers who dissent, is twenty times more valuable and extensive than the land of those owners and occupiers who assent to this Bill passing.

Answer. The number of land-owners and occupiers who have given their assent to the formation of the new road, is considerably greater than that of those who object to it: although many, who in reality approve of the undertaking, have been obliged by undue influence to express a dissent.

Objection III. Because the owners and occupiers dissenting are convinced that no adequate compensation can ever be made to them for the great damage and inconvenience they must suffer by such a Railway being made over so highly cultivated a tract of country, by the fields of each farm being cut up, divided, and thrown in common, which have been laid out with the greatest care and skill at a vast expense, according to the most approved plans of agriculture and good management, and by the depredations that will be committed on the crops and other property of the owners and occupiers, as well by the trespassing of cattle, as by the acts of persons necessarily employed on such Railway.

Answer. Remuneration will be made to all land-owners for damage done to their estates. Experience has proved that Railways are highly beneficial to landed property: facilities given to the transit of produce & c. contribute greatly to the advantage of the agriculturist. The Rail-road will be well and regularly fenced on each side, little or no cutting will be requisite, farms and fields will be less injured than by a common turnpike-road; carriages must pass with regularity; and as but one-tenth the

⁵ Vera Chapman 2005, 72

number of men and horses now employed will be required, adjacent property will be freed from the serious depredations of persons now engaged in the conveyance of coal, who make a practice of turning their numerous horses and asses into grass and green fields, and from whom no adequate redress for such trespass can be obtained by the sufferer. The Railway will not be a road for drove-cattle.

Objection IV. Because the line of this Railway runs in most places parallel with the turnpike-roads, and therefore will be injurious and unjust to the creditors who have lent their money on the faith of Acts of Parliament creating the tolls of these roads, and pledging them as security for the money lent thereon.

Answer. It is found by experience that turnpike-roads are materially improved by the removal of heavy carriage; and that creditors are thereby benefited and not prejudiced: should, however, the turnpike creditors in this case sustain any injury, they will be amply compensated; the whole amount of interest paid for money lent on security of the tolls on the road with which this new line of communication principally interferes, is but £60 annually, and the Subscribers have offered to take that debt upon themselves.

Objection V. Because the Bill is not supported by any considerable proprietor of property over which the Railway is to pass, but chiefly by bankers, merchants and others, wishing to employ money in this speculation.

Answer. The Railway was first proposed by land-owners and is warmly supported by many gentlemen of this class, highly respectable and of extensive property, and whose land is crossed for a considerable extent by it. The undertaking is much more likely to benefit the public at large than subscribers. And besides it is to be observed, that the subscription was perfectly open, and was advertised in all the provincial papers several weeks, and also in the London papers.

Objection VI. Because it is the opinion of all owners and occupiers opposing the Bill, that it will not be a public good, although it may ultimately benefit some individuals.

Answer. The general support which this measure has already met with, evinces the public opinion of its utility; in fact the advantages likely to result, not only to farmers, manufacturers, and many thousands of industrious individuals, but to the poor in general, are incalculable.

Peter Bainbridge

Membership

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

The membership renewal date is 27th September each year but you can join at any time. Your 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 (soon to be a glossy paper copy) and preferential invitations to events and S&DR related outings. For a copy of the membership form, or if you any questions regarding membership, you can contact Peter Bainbridge, the Membership Secretary on: membership.SDR1825@virginmedia.com

Peter Bainbridge

FEATURED S&DR ARTICLE - LLOYD'S LIST OF DEATH, DISFIGUREMENT AND DALMATIANS

THE Stockton & Darlington Railway can claim many world firsts, but its most macabre claim to fame is overshadowed by the name of William Huskisson.



Portrait of William Huskisson from the National Portrait Gallery

The Rt Hon Mr Huskisson was the former Cabinet minister who was killed when he was struck by George Stephenson's Rocket locomotive at the opening of the Liverpool & Manchester Railway on September 15, 1825 – a full five years, of course, after Stephenson's Locomotion had opened the S&DR.

In a lull in proceedings while Rocket was turning round, Huskisson, who was notoriously accident prone, decided to walk across the track to talk to the Duke of Wellington who was seated in a carriage in a siding.

Suddenly, Rocket appeared coming towards Huskisson. In a moment of terminal indecision, the former President of the Board of Trade went backwards, forwards, then tripped and somehow ended up swinging on a door of the duke's carriage. The swinging motion of the door flung him under the wheels of Rocket as it went past, mangling his legs terribly. Despite immediate medical attention by the best available doctor, it was decided that Mr Huskisson was not strong enough to survive the amputation of his legs, and so he died a few hours later.

Wikipedia describes him as “the world's first widely reported railway passenger casualty”.

Therefore, we need to report more widely the S&DR's rightful claim to this piece of railway history, even if the identity of the world's first genuine railway passenger casualty has never been reported at all.

Now the great thing about this sort of history is that you can make up world firsts as you go along. For instance, the Middleton Railway, in Leeds, claims to be the world's oldest continuously operated railway. It was built to transport coal over a distance of just under a mile, and was operating a rack and pinion steam engine – possibly the world's first commercially successful steam railway engine – which in February 1813, John Bruce, 13, was running alongside when he stumbled and fell beneath the wheels. The teenager may well be the world's first steam railway fatality.

Then there's the world's first railway disaster which happened on July 31, 1825, on the Newbottle Wagonway. The wagonway was a pioneering two-mile piece of track which carried coal from Newbottle colliery to the seaport at Sunderland. It used an extraordinary engine, the Steam Horse, designed in Derbyshire by William Brunton. It had two steam-powered legs which pushed the wheeled loco along at three miles an hour.

Well, that was the theory. On opening day, at Philadelphia, the Steam Horse exploded. “Upwards of 50 persons, men and children, we lament to say, have been wounded or scaled by the destructive accident,” said the Durham County Advertiser. “Three persons have already died, viz Wm Sharp, the manager of the engine, who was blown to a considerable distance and most dreadfully mangled; Wm

Nesbitt, one of the overmen of the colliery, and John Holmes, a pitboy.” In fact, the toll rose to about 16 dead with around 40 injured, which meant that the Newbottle Wagonway Disaster was not surpassed in its awfulness for more than 25 years, when carriages behind a derailed locomotive at Versailles, in France in 1842, caught fire and up to 200 people died.

Usually, though, the most vulnerable people on these early railways were the engine drivers, who were sitting inside a kettle that they kept permanently at boiling point, so any investigation into the world’s first passenger railway fatality on the S&DR would naturally begin with them.

On March 19, 1828, the S&DR’s second locomotive, Hope, blew up at Heighington station. It blew its driver, John Gillespie, 24 yards through the air, and he died of his injuries. Less than four months later, on July 1, 1828, at the same spot, Locomotion No 1 also blew up and so wounded its driver, John Cree, that he died two days later and was buried at St Helen Auckland.

His water pumper, Edward Turnbull, was so badly burned by Locomotion in the explosion “that his face was black and speckled like a Dalmatian dog ever after”.

But Messrs Gillespie and Cree are not the world’s first passenger railway fatalities, because in the registers of Egglecliffe church, we find an older death.

BURIALS in the Parish of <i>Egglecliffe</i> in the County of <i>Durham</i> in the Year 1827.				
Name.	Abode.	When buried.	Age.	By whom the Ceremony was performed.
<i>Ann Sandrich.</i> No. 129.	<i>Egglecliffe</i>	<i>Feb. 12.</i>	<i>4 Weeks</i>	<i>John Brewster Rector.</i>
<i>A Female; Name unknown.</i> No. 130.	<i>Coroner's Inquest accidental Death in the Parish of Egglecliffe.</i>	<i>Nov. 5</i>	<i>Sup: passed 40.</i>	<i>John Brewster Rector.</i>

*N.B.
Killed
by the
Steam
Machine
on the
Railway*

On March 5, 1827, the rector of Egglecliffe, John Brewster, recorded that he had buried “a female: name unknown” whose age was “passed 40” and who had been “killed by the steam machine on the railway”. The inquest recorded a verdict of “accidental death” but “fined the engine 10s as a deodand” – a “deodand” was an ancient punishment whereby an item which had caused a human death was given away in an attempt to make amends.

This unfortunate female was an American. She was blind, and she was a beggar.

Quite how she came to tumble under a locomotive on the S&DR is not recorded; quite what a sightless American beggarwoman was doing in Egglecliffe in 1827 is also not recorded.

But she holds the title of being the world’s first passenger railway fatality – a full two years before Mr Huskisson, so she should be reported more widely.

However, she may not be the definitive, the concrete, the nailed-on, indisputable world first, because there is a very intriguing possibility in the Durham County Advertiser's report of the opening day of the S&DR, on September 27, 1825. It said that a keelman, John Stevens, was clinging to the waggon in front of The Experiment coach which was carrying the railway directors when, at Goosepool (now Middleton St George), he lost his fingerhold. He slipped from the waggon onto the track...

"One of the wheels of the coach passed over one of his feet, which was dreadfully crushed," said the Advertiser, "and, it is believed, amputation must be resorted to save his life."

Frustratingly, there is no report to say whether amputation did save Mr Stevens' life or whether he succumbed under the surgeon's saw and so he should have a unique, if unwanted, place in railway history.

Chris Lloyd

Railway Art

Shoppers at the Aldi and Iceland stores on Yarm Road, Darlington pass by three brick sculptures in the car park. Few people stop to look, most go by without noticing them, but they are worthy of inspection, especially by those interested in the area's railway heritage.



Each of the sculptures, in the form of well-heads, contains a clay relief with a railway theme. One is a front view of what could be S&DR Locomotion No 1, another is a piece of track with the sleepers impressed with motifs and the third is another front end view of an historic locomotive. At the front of the base of all three can be found specially moulded bricks showing various transport related images. True historical accuracy may be lacking but this does not detract from their appeal and their existence needs to be officially recorded.

The works were commissioned through the short lived 'percent for art' policy of Darlington Borough Council whereby a notional one percent of the construction costs of new developments was spent on an on-site work. Northern Arts, now no more, advised on the project. They were designed by sculptor Matthew Jarratt and installed in 1994. There were originally six of them but, sadly, only three survive, maybe the others exist somewhere. It would be worth finding out. Does anyone know?

Ross Chisholm

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