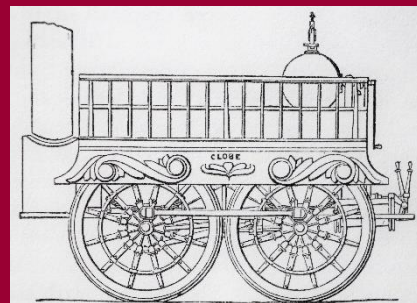


The Globe

The Journal of the Friends of the Stockton & Darlington Railway



Issue 8

April 2019

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 12th July 2019.

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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: Oakley Beck culvert in Spring. Photo by John Raw.

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



Dear Friends and supporters

Welcome once again to all our readers and thanks to the team that have put this latest edition of the Globe together. I am looking forward to reading the contribution by Jonathan on the impact of the S&DR abroad, Brendon's on 'forgotten folk' and Jane's on S&DR house plaques. I think we can all agree that our members are making significant contributions to research on the Stockton & Darlington Railway.

I am also delighted to share with you an article on the recent Gaunless Workshop that was held by the S&DR HAZ, with the Friends of the Stockton & Darlington Railway as lead partner.

This shows how the HAZ and our membership of it is having an immediate impact and helping us in our drive to protect this important piece of world heritage. Over seventy people attended the workshop, of which 25 were from the local community; all shared their views on what they feel should be done to protect this important element of the S&DR. Durham County Council and Historic England have responded immediately to some of the challenges raised at the workshop which will help to secure the future of the Gaunless abutments.

Hopefully we will have lots of 'good news' stories to share with you over the next few months as the plans for 2025 develop and unfold. Members of the Friends can find regular updates in the Chair's Report made each month at our regular meetings at the Cricket Club in Darlington on the first Thursday of each month. New members are always welcome.

Trish Pemberton, Chair

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.

FROM THE ARCHIVES

In this case, from The National Archive. A brief note of expenditure for 1832-3 mentions 'enlarging occupation bridges. Bridge for Croft Branch x 2 under Brusselton Incline Plane.' (RAIL 667/8). It is worth remembering that not all accommodation or occupation bridges were built for 1825 (or in the case of Croft 1829). There was a notorious one which went under the lane at Brusselton Incline – could that be one of the bridges referred to here? Notorious because passengers in the train often had to duck because the bridge was so low!

Caroline Hardie

BUILDING BRIDGES AT THE RIVER GAUNLESS

Richard Starrs and Caroline Hardie

The Friends, together with their S&DR Heritage Action Zone Partners held a really successful workshop event in West Auckland on the 1st of March, the focus of which was centred on the Gaunless Bridge site in St. Helen Auckland. The primary aims of the workshop were to firstly raise awareness of how important this location is to the S&DR and secondly to work with the local community and local partners to find solutions to not only protect the abutments, but to create an attractive well used area which will lead to increased visitors and a decreased anti-social behaviour.

The event attracted over 70 people and included partners from Historic England, Durham County Council and Tees Valley Combined Authority. Local groups and organisations were really well represented, and it was great to see representatives from the Police and Fire Brigade and the local M.P. There was also a really positive turnout from members of the local community which was incredibly encouraging and demonstrated the passion that locals have for this area.



Positive thinking and creativity at work looking at options to better appreciate the S&DR's heritage at St. Helen and West Auckland (photo: John Wilson)

The first half of the event included presentations from Caroline Hardie of the Friends who talked about the significance of the site and the importance of the abutments. Richard Starrs, the HAZ Project Manager talked about Heritage Action Zones and the upcoming priorities for the S&DR HAZ. A presentation was also given by Peter Nailon of the Wear Rivers Trust who

talked about priorities to the Gaunless River and some of the excellent projects that have already been delivered there by the Trust.



And fantastic support and advice from the local police (photo: John Wilson)

Following a short break the session moved onto a workshop style discussion in which each group was asked to think about the key priorities for the site and how these might be addressed moving forward over the short, medium and long term. The discussions were incredibly fruitful and the passion and enthusiasm to deliver a really good project here was very apparent. An incredibly wide range of ideas were discussed ranging from delivering a community clean up and tackling anti-social behaviour in the short term to delivering projects to increase site usage over the medium to longer term, this would of course include the return of a beautiful bridge to the abutments.

Progress has already been made, a big community clean-up operation is to be held in June in partnership with DCC and the Environment Agency; at the time of writing the actual date has yet to be finalised – however, alongside our partners we will endeavour to promote it as much as we can once confirmed. DCC have already secured the stonework that has fallen from the abutments and stored it in a secure compound for future restoration works. The access point currently used by fly tippers has been blocked and a huge amount of material has already been cleared by the DCC Clean and Green Team. We will be working closely with DCC's landscape architects over the coming weeks and months to develop a vision and scheme for the site. These projects are just the beginning, the Friends and HAZ partners are determined to make this a project we can all be proud of and something that the local community can get involved with and really cherish.

So, what is special about the Gaunless Bridge?

The Gaunless Bridge was a key part of the S&DR's trackbed between the two inclines of Etherley and Brusselton. It was designed to carry the railway over the river Gaunless and was located on relatively level ground between St. Helen Auckland and West Auckland. It was designed by the S&DR's engineer, George Stephenson.

Stephenson submitted designs for the bridge to the directors of the S&DR on the 28th December 1822. Having obtained the board's approval, the casting of the metalwork was carried out by Burrell and Company of South Street and Orchard Street in Newcastle.¹ George was a partner in the firm of Burrell and Co.² and would go on, along with Edward Pease, Michael Longridge and Thomas Richardson, to found Robert Stephenson & Co next door on Forth Street in 1823.

The bridge was completed by October 1823. It was an innovative combination of cast iron and wrought iron with stone abutments. It had been built with three spans across the river, but heavy snow followed by flooding when the thaw came, damaged the bridge and so Stephenson rebuilt it with four spans to allow more space for floodwater.



The Gaunless Bridge before 1901

Technologically it was an innovative design. It was the first railway bridge to use an iron lenticular truss which is extremely unusual.³ This construction technique used two curved girders in a lens shape, one above and one below. The upper girder was in compression, as for an arched bridge, and the lower in tension, as for a suspension bridge. The idea was that

¹ Rolt 2012 and contra <http://www.engineering-timelines.com/scripts/engineeringItem.asp?id=15> which states that it was complete by October 23rd 1823.

² Tomlinson 1987, 93. His son Robert was also managing director

³ J. G. James in the Transactions of the Newcomen Society vols 52 and 59 and cited in Addyman and Haworth 2005, 13; Addyman and Haworth 2005, 13

this formed a balanced truss, where the sideways forces in each girder cancelled out, being equal but opposite in direction. The vertical members connected the two girders and further supported the load carrying deck of the bridge by transferring the weight between the girders. This clever design was quite literally a balancing act!



One of the surviving abutments (photo: Niall Hammond)

This meant that it didn't really need the stone abutments to stay upright, but of course they were required to support the access ramps leading up to the parapet. The stone abutments were ornate with string coursing and sweeping wing walls that terminated in circular piers.⁴

The bridge remained intact until 1901 when the ironwork was dismantled to be replaced by new decking; the trestle legs were cut off at river level and the superstructure moved to Brusselton Colliery for storage. The remains of the trestle legs can apparently still be seen on the river bed when water levels are low. The two stone abutments remained, but they were altered to accommodate plate girders and the bridge continued in use until the 1960s. Today the 1901 decking has also been removed and only the stone abutments remain.

But what of the original ironwork?

The original ironwork was eventually moved to a private collection, however when a railway museum opened in 1928 at Queen Street, York, the bridge was one of the exhibits. The ironwork was then moved to its current position at the National Railway Museum (NRM) in York in 1975, which represents its fifth re-assembling. Meanwhile the ironwork from the

⁴ https://en.wikipedia.org/wiki/Gaunless_Bridge#cite_note-Chrimes.2C_Gaunless-2 [accessed 14122015]

bridge has now spent longer on display as a museum artefact than it did in service as a bridge.



The original ironwork at the National Railway Museum in York (photo: Caroline Hardie)

Over the last decade or so, there has been some correspondence with the NRM in York to explore whether the ironwork can be moved to the NRM at Locomotion in Shildon and readers of the Globe will know that the NRM are extremely sympathetic to this and are looking at the costs for doing so.⁵

Meanwhile the remaining bridge abutments are subjected to vandalism to such an extent that conservation works in 2017 had to be called off. The workshop therefore explored what the long-term options were for the bridge, its abutments and the surrounding area and how it could better reflect the international significance of the S&DR and its amazing balancing bridge.¹⁶

A BAD CASE OF BRIDGE BETTERMENT AT BRUSSELTON

John Raw

When planning the route of the Stockton & Darlington Railway in the remote fields under Brusselton Woods, in addition to the bridge to accommodate the road between the parishes of Shildon and Redworth to the south, an additional bridge was required, just yards from the road bridge (1825-1959) on the insistence of the then land owner, Sir Philip Musgrave of Edenhall, Penrith, who was at this time a sitting member of Parliament .

This architecturally noteworthy Accommodation Bridge with its abutments, string course, pilaster, parapets and pier was vastly superior to its nearby neighbour and was built to allow the free movement of the farmer's livestock below the trackbed.

The Musgraves were a long-established family with records going back as far as the 13th century. By 1825 they had considerable lands and property in Cumberland, Westmorland and south west Durham. However, the terrible disease, consumption was rife within the family and by 1825 it had taken hold of Sir Philip just as it had of his father and an aunt before him. He died in July 1827 and the estate passed to his next brother, the Rev Christopher John Musgrave. However, he also died of the same disease in 1834. Both had been in their mid-thirties at the time of their respective deaths. The title and lands then passed to the third brother George Musgrave (1799- 1872). Today there is a Musgrave Street in nearby St Helen Auckland.

Source: History of Parliament, House of Commons 1820-1832 Howard Spencer and Philip Salmon.

⁵ See The Globe Issue 7, December 2018, 34



The two S&DR bridges at Brusselton, side by side. The one in front is the simpler road bridge. The one to the left (behind the tree) is the more ornate accommodation bridge, presumably requested by Musgrave. The road bridge was demolished c.1959. The accommodation bridge has fared better having been lovingly restored by Durham County Council and the Brusselton Incline Group (photo courtesy of Jane Hackworth-Young)

FEATURED S&DR ARTICLE – GETTING THE WORLD ON TRACK: THE STOCKTON & DARLINGTON RAILWAY AND THE BIRTH OF THE AMERICAN RAILROADS*

Jonathan Ratcliffe

This article is part of ongoing research into the international influence of the Stockton & Darlington Railway that has been informed by our archiving project. There are still gaps in our knowledge that we're trying to fill which will require further study into archives both in the United Kingdom and abroad and I hope to keep updating through this publication as the research progresses. If you're interested in getting involved in research and archiving activities, please let us know as we'd love to hear from you.

*In this article I will in general use the British English term "Railway" as opposed to the American English "Railroad", except when referring to a title of an American line. (e.g. Baltimore & Ohio *Railroad*, Stockton & Darlington *Railway*.) In the early days of rail transport the terms were used interchangeably as witnessed by the bell carried by Locomotion No. 1 bearing the title "*Stockton and Darlington Railroad*", with American English settling for railroad and British English speakers plumping for railway.

The opening of the Stockton & Darlington Railway on the 27th September 1825 was of world-wide significance as it was to be the first railway to put together many of the fundamental requirements that formed a recognisable format of railway operations such as we would recognise today. It was run by a public company, designed as a network of lines to serve local communities as well as the export trade, powered by locomotives and open to the carriage of passengers and a variety of loads on payment of a charge to the company.¹ While it was not the finished article and was soon eclipsed by better financed and more ambitious works such as the then embryonic Liverpool and Manchester Railway and the

subsequent London & Birmingham Railway,² the Stockton & Darlington Railway can be seen to have proved the concept of a profitable, public railway network which was to be further developed through later railway projects.³ From 1825 to 1835 there were no fewer than fifty-four railway acts passed⁴ and although this burst of activity was not at the same level as the 1845-7 “railway mania”, at the close of 1825 there appears to have been a tangible sense that there was a new age dawning. News of the success of the Stockton & Darlington Railway was spreading far, *The Times* recording in December of 1825 that:

*“The success of the Darlington railway experiment, and the admirable manner in which the loco-motive engine does all, and more than all that was expected of it, seems to have spread far and wide the conviction of the immense benefits to be derived from the construction of new railways.”*⁵

Newspapers, books and journal articles were playing a big part in the dissemination of information regarding English railway development in America,⁶ as well as engineering reports taken home by visitors such as William Strickland.⁷ Through these channels, investors and engineers in the United States were keeping a close eye on the developments across the Atlantic.⁸ As an example, the Baltimore publication, *Nile’s Weekly Register* of February 18th, 1826, recorded:

*“The Stockton and Darlington rail-road company are making preparations for supplying the London market with coals upon an extensive scale, and at least one third cheaper than the prices which have heretofore been paid. The company have established a coach on the railroad, which carries passengers at the rate of 6 or 7 miles per hour, for a penny a mile inside and 3 farthings outside. The coaches are propelled by a steam engine, which carries sixty tons of coal, besides passengers.”*⁹

In the following years after opening, the Stockton & Darlington Railway was to receive visiting engineers from proposed railways in Britain and also from around the world. Most notably there were visitors from the Liverpool & Manchester Railway, Prussian mining engineers Von Oyenhausen and Von Dechen,¹⁰ Brothers Marc and Camille Seguin of the St. Etienne Railway,¹¹ along with delegates from American companies such as the Baltimore and Ohio¹² and the Delaware and Hudson Railroads.¹³

It was to be in the United States that the development of the railway was to reach its apogee. Within 15 years of the opening of the Stockton & Darlington Railway, American lines had more than doubled the route mileage than those of Britain with 3,228¹⁴ to 1,498¹⁵ miles respectively, eventually reaching a route mileage of approximately 200,000 miles by the start of the twentieth century, substantially more than any other country in the world.¹⁶ The railway was essential to the growth of the United States from a recently liberated British colony into the industrial and political superpower of the 20th Century. It allowed the country to grow out westwards towards the pacific coast, connecting both sides of the continent together and allowing the vast mineral and agricultural wealth of the United States to be tapped.¹⁷

At the centre of the birth of the American ‘Railroad’ was the Stockton & Darlington Railway and the first of the American projects to come to fruition was the Baltimore & Ohio Railroad. One man who had been paying attention to the goings on in the North East of England was William Brown, brother to George Brown, who in partnership with Philip Thomas was to promote the Baltimore & Ohio Railroad. Brown had been resident in England since 1809 running the Liverpool branch of the family banking business, Alexander Brown & Sons. He had written effusively of the success of the Stockton and Darlington Railway to his father and brother back in Baltimore in 1826, having read the reports of the opening and progress of the line in the London papers and technical journals.¹⁸ The same year, Evan Thomas, the brother of Philip Thomas, George Brown’s fellow promoter, was also in England visiting the

Stockton & Darlington Railway, giving a vivid review of its operations at a dinner party at the home of Col. John Eager Howard in 1826.¹⁹

The Baltimore & Ohio Railroad was to get its charter in 1827 becoming the first American public railroad. The influence of Stephenson and the Stockton & Darlington Railway was strong, with it adopting Stephenson's 4'-8" gauge that had its origins in the wooden waggonways of the Tyne valley.²⁰ Alexander Brown sent a trio of engineers, Jonathan Knight, Captain McNeill and Lt. George Whistler (who was future husband to the famous Whistler's Mother) to study Stockton & Darlington Railway practices and to view the Liverpool & Manchester Railway, then under construction.²¹ Interestingly, despite lifting a number of features from the Stockton & Darlington Railway the Baltimore & Ohio Railroad decided against the locomotive on the advice of none other than Robert Stephenson, who felt that the locomotive at the time could not handle the sharp curves of the American line. Knight, McNeill and Whistler however after visiting the Stockton & Darlington Railway in January 1829 wrote in their letter back to the board of the Baltimore & Ohio Railroad:

*"Before concluding this, it may be satisfactory to add that we have seen both locomotive and stationary engines operating with much less disadvantage than we had apprehended, and that the admission of curves in inclined planes is almost as common as in other parts of the road."*²²

The lack of rolling resistance due to friction on curves seemed to have caught the engineers by surprise, they wrote the next month that:

"Some of the curves are nearly as quick as ours on the Patapseo; the retardation on their account was perceptible, but not so great as we expected." [original emphasis]²³

From this it can be seen that the smaller than expected increase of friction due to curvature of the line and the use of locomotives on curves that nearly matched those of the Baltimore and Ohio Railroad had come as a surprise to the three engineers and contradicted the advice of Robert Stephenson. The Baltimore and Ohio Railroad would by the May of 1830 have built their first locomotive, *The Tom Thumb*.²⁴

The Baltimore & Ohio Railroad was to continue this cordial relationship with the Stockton & Darlington into the 1830's. A letter from the Kitching archives finds Thomas Evans sharing information about locomotive and wheel developments on his line with his fellow Quaker, Edward Pease, in 1833. This letter was of significant enough interest for it to be loaned to Alfred Kitching (also a Quaker), whose family's foundry had just begun the manufacture of locomotives - primarily intended for the Stockton & Darlington Railway, for him to copy.²⁵

As Max Weber described in his seminal work *The Protestant Ethic and the Spirit of Capitalism*, Quakers moved towards manufacturing and finance as a result of being locked out of high office due to their belief that oaths, often required to take up legal and political offices, should not be sworn. They also formed a close knit worldwide community that provided a support base through bonds of marriage and faith.²⁶ These strong bonds played a significant part in facilitating the development of railways through the presence of influential Quakers on many railway boards of directors, the strength and stability of Quaker financial houses and the effect of their close financial ties and networks in disseminating knowledge between their members.²⁷

Most notable among the American visitors to the Stockton & Darlington Railway during the years immediately after 1825, was the noted railway engineer and manager, Horatio Allen during the spring of 1827. He had just been released from employment on the Delaware and Hudson Canal Company. He had been working under the tutelage of another famous

American railway engineer, John B. Jervis. Jervis and Allen were looking for a way to feed anthracite down to the canal and having heard of the success of the locomotive on the Stockton & Darlington Railway through newspaper reports.²⁸ Allen travelled to England in the spring of 1827 to make a study of the operations of locomotives and view the progress of the Liverpool & Manchester Railway then under construction.

After his arrival in Liverpool in February 1828, Allen had spent some time with George Stephenson observing the construction of the Liverpool & Manchester Railway and also with Henry Booth,³⁰ a director of the company, discussing boiler developments (Allen's diary gives us an early insight into the development of the multi-tubular boiler that was to prove crucial to the outcome of the Rainhill trials in 1829). However, it was from the Stockton and Darlington Railway's superintendent engineer, Timothy Hackworth, that Allen was to get the necessary information that led to his order for the first locomotive to run in America.³¹ Hackworth shared his operational figures, taken from a ten-month period covering 1826-7 with Allen and it was from these, as well as his study of the Stockton & Darlington Railway operations, that Allen was to get the proof he needed to prove to Jervis that the locomotive was the most efficient method of haulage on railways.³²



Horatio Allen

Allen's writings clearly show that his information on the use of locomotives was primarily based on that of the Stockton & Darlington Railway, writing in a contemporary letter to Jervis back in New York:

*"I have found that the Stockton and Darlington Railroad was the best place for judging of their (locomotives) performance and have accordingly derived nearly all of my information from that quarter."*³³

Another near contemporary, Frances Whishaw had noted this too, writing in 1846:

*"The Stockton & Darlington Railway afforded the first opportunity, on a sufficiently large scale of testing the extraordinary powers of the steam engine."*³⁴

And Henry Booth of the Liverpool & Manchester Railway called the Stockton & Darlington Railway *"The great theatre of practical rail operations."*³⁵

At the time Allen was visiting England, the Hetton Railway had given up their locomotives in favour of stationary engines and horse traction,³⁶ the Liverpool & Manchester Railway was

still in the early phase of construction and both the Bolton & Leigh and the Canterbury & Whitstable Railways hadn't opened. The Middleton Railway had persisted with the Blenkinsop rack and no more locomotives were to be built on this system, which although workable had been proved by Hedley, Foster and Hackworth's experiment with the hand cranked test car of 1811 to be an unnecessary complication especially after track construction had improved to the point where it could support a heavier locomotive. The rack system proved ultimately to be a dead-end development for level lines, the increased pull mitigated by the complication and expense of the rack system, but developments of the idea, did find use in steeply graded mountain lines. In the mid to late 1820s, the Stockton & Darlington Railway was the only place where locomotives were regularly hauling a significant amount of traffic over a distance. Allen's use of observations made on the Stockton & Darlington Railway were to prove vital in his promotion of haulage by steam locomotive in the United States in the late 1820s.³⁷

Allen's positive comments about locomotive use in his reports diverged from some other accounts that during the first years after the opening of the line, the early Stephenson locomotives did not put up a convincing performance and that the company in 1826 and 1827 was ready to abandon locomotives in much the same way that the Hetton Railway, (which had similar locomotives to the original four Stockton & Darlington locomotives) did. Maurice Kirkby and Robert Young both point to Pease's nervousness in his substantial investment in Robert Stephenson & Co and to the Stockton & Darlington's early losses to suggest that the locomotive wasn't making the economies that had been predicted by Stephenson.³⁸ This pessimism had also been shared by the Prussian engineers, Von Oyenhausen and Von Dechen, who were also visiting around this time. Writing in their report they comment when quoting haulage cost figures:

*"From this statement it appears that the immediate expense of transport with locomotive engines is only half as much as with horses. If, however the interest on capital expenditure is brought into account, as well as the very considerable cost of repairs to the locomotive engines, which at present does not admit of being arranged on a fixed basis, it will be seen that a large part of the saving is absorbed."*⁴⁰

They had also noted that at the time of their visit; *"Opinions were divided on this point [whether locomotives had any economic benefit], and exact figures were not yet available."*⁴¹

During Allen's visit to the Stockton & Darlington Railway, Hackworth had furnished him with his running figures for 1826 and 1827 which Allen was to pick apart and compared them with his own observations. Allen in his letters casts doubt on Hackworth's figures (which were likely to have been gathered for the company's annual report for the year ending June 30th 1827 as the total savings tally at 30% between the two reports) as he felt that they were far too conservative and failed to take into account a number of indirect expenses incurred by the use of horses.⁴² Allen noted that Hackworth failed to include the cost of managing the horses and the men who led them in his figures and that the price of horses and fodder was at an all-time low. Consequently if the prices went up, then they would cease to provide a profitable means of power. Allen also noted that Hackworth's figures were based on the first Stephenson locomotives and not his own, then brand new, six wheeled locomotive, *The Royal George*, which he observed steamed much better than the Stephenson locomotives and was more efficient hauling a considerably larger load for little extra cost. Allen also noted that the Stockton & Darlington Railway was failing to utilise its locomotive assets as efficiently as they could, with the locomotives only making one return trip a day instead of the potential two.

Between his own observations of the operations on the line and Hackworth's figures, Allen recalculated a figure of nearly 3:1 in favour of the locomotive.⁴³ Contemporary figures were

also recorded in Jean's *Jubilee Memorial* that were taken from a series of trials undertaken in the first half of 1827 that demonstrated a saving of over 2.3 :1 in favour of the locomotive.⁴⁴ There is a substantial difference between these three sets of observations which were all purported to be taken within a year of each other and future research will be required to pick through the company's accounts thoroughly to discover the true figure. It must be remembered at this point that Allen was trying to prove the validity of bringing the locomotive over to the United States and potentially may have been taking a more optimistic view of the economic benefit of the locomotive.

Allen's findings seem to contradict the popular opinion that the Stockton & Darlington Railway was largely horse drawn during these early years and that it was considering moving entirely over to horsepower until the success of *The Royal George*, reporting back to Jervis in New York:

*"From the foot of the inclined plane to Stockton the waggons are conveyed by locomotives, horses only being used because they have not locomotives enough, the trade having increased more rapidly than had been expected."*⁴⁶

Allen expanded on this statement in his diary where he noted that:

*"Horses, sometimes are still used on the road, but the great bulk of the transportation is by locomotive steam engines."*⁴⁷

In an interesting passing comment, Allen recorded in one of his letters taken "word for word" from Hackworth's report that over the winter of 1826 and 1827 "Engines did travel last winter when the horses could not"⁴⁸ suggesting that for a short moment in time, the Stockton & Darlington Railway, may entirely have been given over to mechanical traction, although certainly not on a permanent basis as noted by Allen and later observations.⁴⁹

Both Allen and Jervis were sufficiently impressed with the information regarding the use of locomotives on the Stockton & Darlington Railway to order a series of locomotives for the Delaware & Hudson Railroad. Allen ordered 3 from Foster, Rastrick & Co. on a similar pattern to the Shutt End Colliery, *Agenoria*, now preserved in the NRM and one from Robert Stephenson & Co. that Allen claimed was an immediate pre-cursor of the famous *Rocket*.⁵⁰ Allen famously was to drive the first of the finished locomotives, the *Stourbridge Lion* and made history as the first man to drive a steam locomotive in the United States on the 8th August 1829, several months before the Rainhill trials.⁵¹

Unfortunately, Jervis had ignored the importance of the use of wrought iron rails which had been pioneered on the Stockton & Darlington Railway and which were at that time being implemented on the Liverpool & Manchester Railway and used 6"x12" wooden rails 4'-3" apart.⁵² The *Stourbridge Lion* caused much damage to the rails, being well and truly over the weight limits specified by Jervis, and the Delaware & Hudson was to proceed for the next few years with horse and stationary engine power, not because of the inadequacy of the locomotive, but as a result of the inadequacy of the rails it ran on.⁵³ As a result of the failure of the track to support the weight of the locomotives, they were converted to stationary engines and the *Stourbridge Lion* survives in part today as a collection of components in the Baltimore & Ohio Railroad Museum.⁵⁴

By now a free agent, Allen moved to consult for another influential railway, the South Carolina Canal & Railroad Company, where he was also to prove influential in the uptake of locomotives. In September 1829, Allen was to report to the board of the South Carolina line an estimate of the comparative costs of locomotive power against horse power.⁵⁵ In his 1884 article Allen confirmed that it was once again the information gathered from visiting the

Stockton & Darlington Railway that led to the employment of the locomotive on the South Carolina line:

*“The estimate of cost by locomotive power was based on facts obtained on the Stockton and Darlington Railroad. The result of that comparison was in favour of locomotive power and the report contained a decided recommendation that locomotive power should be the power to be used on the South Carolina Railroad”*⁵⁶

Allen made his decision based on what he saw as a combination of the capacity of improvement in the locomotive, taken in consideration with the figures obtained while at the Stockton & Darlington Railway, which led him to the decision that steam locomotives were the best form of railway traction for public railways.⁵⁷

While in Liverpool viewing the works of the Liverpool & Manchester Railway, he had taken the opportunity to speak at great lengths with George Stephenson and Henry Booth and in his diary he made repeated mention of the promises of the multi-tubular boiler that he discussed with Booth (who may have picked up the idea from Marc Seguin) and the improvements he saw between the original four Stephenson locomotives of the Stockton & Darlington Railway and Timothy Hackworth’s Royal George.⁵⁸ He was also looking at the locomotives then being planned by Robert Stephenson and Co. for the Liverpool & Manchester Railway with much interest.⁵⁹ Allen could see that the locomotive was a nascent piece of technology with much gains to be made as opposed to the horse in which *“in the future there was no reason to expect any material improvement in the breed...”*⁶⁰ The South Carolina Railroad was to become the first railway in the United States to regularly operate steam locomotives on public steam hauled services and the first company to run a locomotive designed and built in America. This vertical boiler locomotive had been designed by Allen and the parts were made at the West Point Foundry in Cold Spring, New York. Allen assembled it on site and named it *The Best Friend of Charleston*.⁶²

To summarise, Allen has left us in no doubt as to how influential he regarded the Stockton & Darlington Railway as being in the birth of the modern railway. Writing in 1884, a few years before his death, he opened his article in the Railroad Gazette, *The Railroad Era, the First Five Years*, with this definition of what he classified as the beginning of the Railroad Era:

*“By Railroad Era, is meant the era commencing with the permanent and successful use of the locomotive on the Stockton & Darlington Railroad, in England, in the year 1825, that has seen within less than sixty years, the iron track laid in so many lands, on which locomotives are performing their great work in the transportation of passengers and freight.”*⁶³

For Allen and other contemporary engineers, the main significance of the Stockton & Darlington Railway was that it was the first example of the profitable and successful use of locomotives on iron edge rails.⁶⁴ Allen regards the five years that followed the opening of the Stockton & Darlington Railway as being absolutely crucial to the future spread of railways across the world. During this period the Stockton & Darlington Railway held an important position as the main test bed of railway operations for the world. While the construction of the Liverpool & Manchester Railway was demonstrating the grand scale that could be achieved in railway civil engineering, through the second half of the 1820s, the Stockton & Darlington Railway remained the only line where useful observations could be made by prospective railway companies on the operation of a reasonably long-distance public railway. The Prussian engineers Von Oyenhausen & Von Dechen echoed these sentiments in their 1827 report:

“This railway [The Stockton & Darlington Railway] is at present unquestionably the best in Great Britain; it will soon be surpassed, however by the new Liverpool and Manchester

*Railway, a great and practical undertaking which is now being built. Also, this great railway is being constructed on essentially the same principles as those adopted at Darlington and by the same engineer, Mr. G. Stephenson of Newcastle”*⁶⁵

The use of all three of the common methods of haulage, horse, locomotive and stationary engine made the Stockton & Darlington Railway the ideal testbed for comparing these three competing methods of haulage. Allen was able to directly compare horse and locomotive haulage along the same route and from this he was able to draw conclusions that led to the locomotive being widely adopted in the United States. Crucially, Allen was able to discover, from talking to Stephenson, Booth and Hackworth and observing the pattern of development from Locomotion, via the Royal George and onto the latest products of Robert Stephenson & Co., that there was a great potential in the increase in efficiency of the locomotive in comparison to horse haulage where there were only miniscule evolutionary gains to be made through breeding. The first five years after the opening of the Stockton & Darlington Railway up to the opening of the Liverpool & Manchester Railway were to prove critical in setting the pattern of railway operations that were to become standard practice on railways across the world.

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We have two members who live in the USA - Thomas Hoback & Carlos Schwantes.

Trustees Niall Hammond, Alan Macnab and myself had the pleasure of meeting them in 2017 when they visited the UK and they may be coming in 2019, possibly on the occasion of the 194th Birthday of the S&DR.

This photograph is of Thomas and is taken outside of the pub which he has incorporated into his home. The photograph was taken by Carlos.

Thomas Hoback was the founder, president and chief executive officer of The Indiana Rail Road Company, an Indianapolis-based 500-mile regional railroad with routes from Chicago to Indianapolis, Louisville and central Illinois.

In 1986 he founded the Indiana Rail Road, whose original route between Indianapolis and Newton, Illinois, he acquired from the Illinois Central. In May 2006, the company acquired the Indiana assets of the Canadian Pacific Railway, extending its route system to the Chicago gateway and Ohio River ports at Louisville, Kentucky.

A native of Peoria, Illinois, Hoback attended Golden Gate University in San Francisco, where he received a Bachelor of Science degree in transportation and economics. In 2012, he received an honorary Doctor of Engineering degree from Rose-Hulman Institute of Technology, for revitalizing Indiana Rail Road's infrastructure. During his early career, he held senior marketing positions for major rail carriers in San Francisco and Chicago.

Carlos Schwantes is the St. Louis Mercantile Library Professor Emeritus of Transportation and the West. He holds a doctorate in American History from the University of Michigan. In total he has authored or edited twenty books about various facets of the American West and about transportation. His most recent book is called *The West the Railroad Made*, co-authored with James Ronda. Before coming to the University of Missouri - St Louis he taught at the University of Idaho. He is an avid landscape photographer.

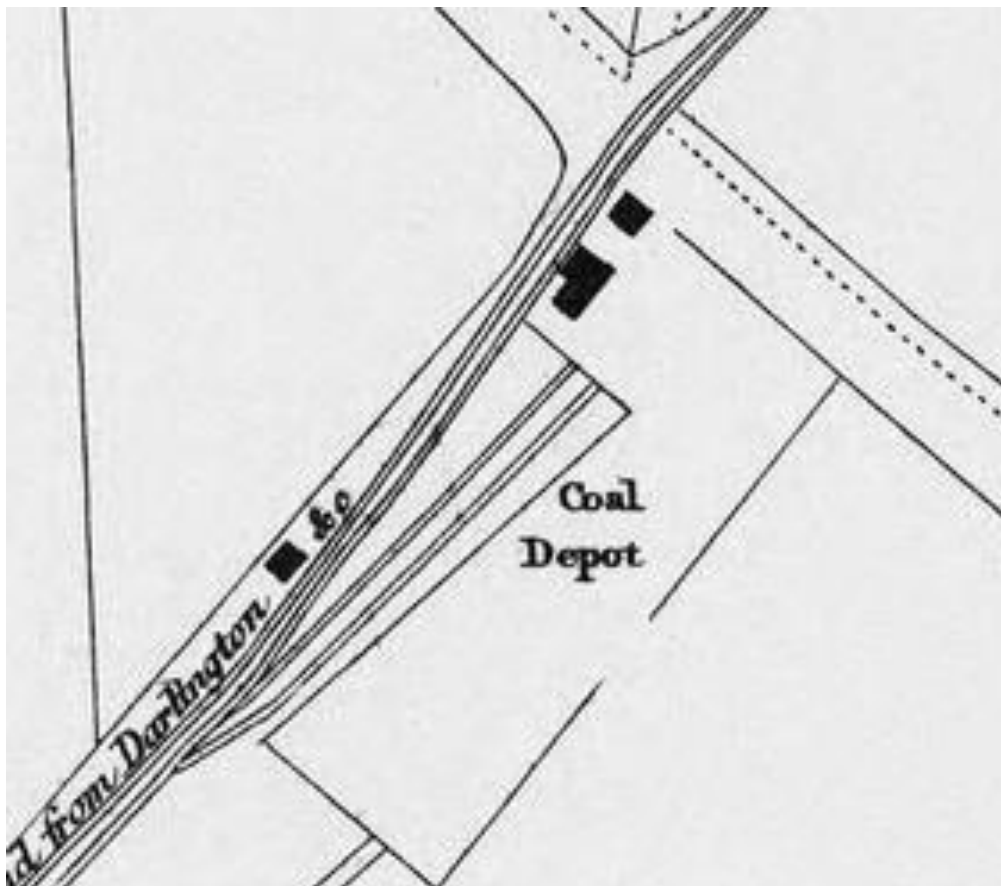
FEATURED S&DR ARTICLE – S&DR HOUSE PLAQUES: STOCKTON Jane Hackworth-Young

This article by Jane Hackworth -Young is the fourth in a series looking at the Stockton & Darlington Railway House Plaques; ceramic identification plates added to residential buildings owned by the S&DR in 1857 which used a mixture of letters and numbers to identify area and properties. From its opening, St John's Crossing (or Bridge Road as it was known) was the railway centre in Stockton. In 1857 the S&DR House Plaque D6 was placed under

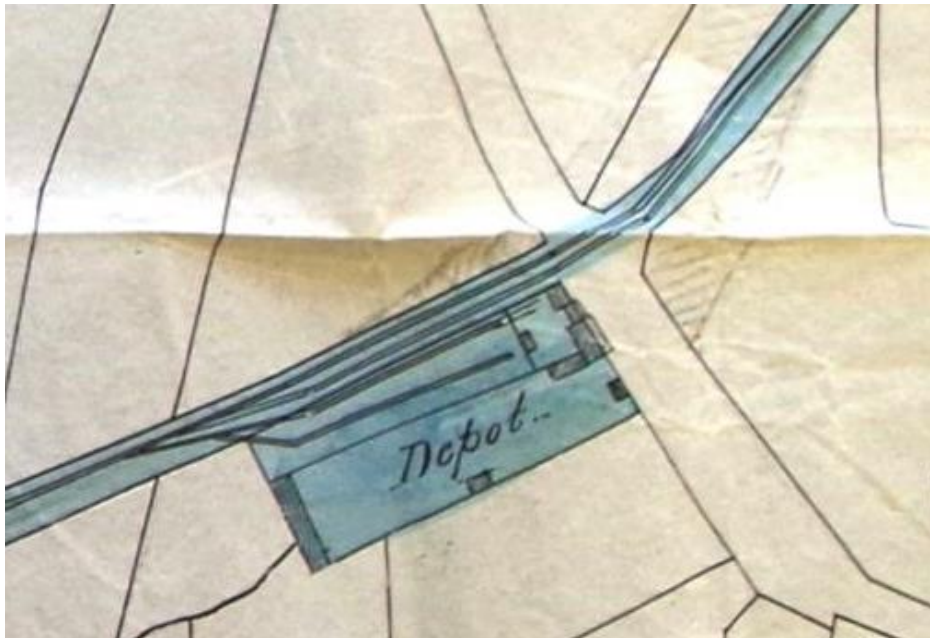
the gable on the south west end of the St. John's group of buildings and covered all the residential properties on the site owned by the S&DR and in which its employees lived. The plaque has since been lost.

My first article (The Globe: Issue 5 – April 2018) looked at the properties and people who lived on Brusselton Incline, the second (The Globe: Issue 6 – July 2018) concentrated on S&DR properties and its employees in Darlington and the third (The Globe: Issue 7 – December 2018) told the story of Etherley Incline and those who worked there.

The first rail of the Stockton & Darlington Railway was laid at St. John's Crossing in Stockton in 1822; an event that was commemorated in 1922 with a plaque erected on the buildings here. St. John's Crossing had long been the location of a fresh water well and so it is likely that there had been buildings there before. Indeed, George Stephenson's survey of 1821 does show buildings at St. John's and when Mr Meynell, the S&DR's Company Chairman, oversaw the laying of the first rail, he apparently stood outside the small brick house adjoining the line not far from the window that looks towards the crossing (Tomlinson 1914, 81). The water from this well was considered to be of the best; people came to sample it for decades, and it was an important part of Stockton's water supply. The S&DR added to this group of buildings at St. John's (and may have re-used some of the existing) with a weigh house, a depot, an agent's office to oversee the depot and his accommodation, and the Railway Tavern of 1826-7 to provide refreshments for depot workers and customers.



Extract from John Wood's map of Stockton dating to 1826



Extract of an undated map, but which must be pre-1830 (it sets out what land the S&DR wished to buy from the Bishop of Durham in order to build the Middlesbrough branch line) showing the addition of the Railway Tavern and agent's house forming the cluster of buildings we are familiar with today (Durham University Special Collections DCD/E/CC/box/P9 (temp ref))

It is believed there were 20 houses, some in terraces, which would have been allocated a plaque bearing the prefix D, but we do not know how many of these properties were in Stockton (Thornaby Houses on the corner of Bridge Road and Station Street bore the plaque D4). Sadly, the road development 50 years ago swept all the rest away, but St John's Crossing is a gem.

In 1825/6 S&DR employee, Percival Tully, was put in charge of the coal depot and weigh house and he had a house provided there too. His duties included charging for parcels sent on the railway, examining wagons as they passed the weigh house to see the axles were properly greased and generally keeping everything in order. Soon the whole site became known as 'Tully's' over which Percival reigned supreme. Even after Tully had moved to work as an agent for the railway at Darlington's depot, the name of Tully's was retained.

A letter written in 1829 by William Kitching of the Darlington engine builders, W&A Kitching, refers to the locomotive Experiment, known as 'Old Elbows' (6th engine on the S&DR (built by Robert Stephenson & Co.):

'When standing at Tully's a few days ago it started off by itself when the steam was shut off and all that Jem Stephenson [one of George's brothers] could do he could not stop it – it ran down the branch with such speed that old Jem was crying out for help, everyone expecting to see them dashed to atoms; this would have been the case had not one of the teamers thrown blocks in the way'.

After Tully left the S&DR, he became innkeeper of the Crown & Anchor in St Andrews, Auckland, where he lived with his wife, Jane, and seven children (census return 1841).

The regular driver of 'Experiment' was Michael Laws who followed Tully to live and work at the weigh house. John Wesley Hackworth wrote of Michael Laws, his 'wits and physical powers were vigorously exercised in keeping 'Old Elbows' in operation; both pistons required packing afresh after each trip and the engine was looked on as a general nuisance which got in everybody's way' (cited in Young 1923, 165).



The St. John's Crossing group in 1971. The D6 plaque may have been located on the gable end where a small rectangular hole can be seen (circled). This end building was probably built as the Agent's House (photo from the John Proud collection)

The weigh house has often been credited as 'the first ticket office in the world' and a plaque unveiled here in 1925 bore the inscription: 'Here in 1825 the Stockton and Darlington Railway Company booked the first passenger thus marking an epoch in the history of mankind'.

This claim has been disputed and the method of booking and purchasing tickets in those pioneering days is not well understood. Tickets could be purchased at the depot to transport goods by rail and tickets were issued at depots for collecting coal and lime to take away by cart. Tickets were also given to staff and contractors so they could travel by train between depots, but these were probably issued at S&DR offices.

The S&DR's first passenger timetable or advert probably dating a little after the 10th October 1825 stated that the coach Experiment (not the locomotive 'Experiment' referred to above) would set off from the *depots* at Darlington and Stockton. Further it stated that Mr Tully at Stockton would receive parcels and book passengers. So, assuming Tully was already based at the depot (and we can't be certain that he was at such an early date), it also appears that journeys could be booked there too (Jeans 1875, 81 reproducing the first timetable).

The process of booking and paying for journeys began to change. The S&DR introduced changes to the passenger service in June 1826 and this included requiring the drivers of railway coaches to deliver to the weigh house at Stockton, a ticket giving the name of the coach, the place to which it was going and other particulars (Tomlinson 1914, 126) However, the Stockton depot was outside the town centre and not very convenient for passengers wishing to alight or indeed book a journey, although the S&DR had another inn at Cottage Row near the staithes at Stockton (Boyle 2017, 11). It is therefore no surprise that setting off points from October 1826 were the town centre inns as they had been for the stage coach service (The Bay Horse, The Black Lion, the Custom House Tavern for example) and that inn owners were behind many of the passenger coach provisions (ibid, 130). It is also recorded that fares could be collected by the guard or driver once passengers had alighted.



The weigh house at Stockton was eventually used as a passenger ticket office as Stockton's oldest resident in 1908, Frank Hunter, who was born in 1820, was able to recollect buying tickets for Darlington there (Heavisides 1912, 84).

Ten years ago, the 1925 commemorative plaque claiming that the Stockton building was where the S&DR booked the first passenger, was torn from the building. Subsequently it was found in Middlesbrough badly damaged. Local historians, railway enthusiasts and the Friends of the S&DR worked with Stockton Churches Mission, Stockton Borough Council and the Rail Heritage Trust to make a replica which was placed on the building on 27th September 2018 (the anniversary of the opening of the S&DR – see The Globe December 2018).

In 1830 the Middlesbrough staites, designed by Timothy Hackworth, were opened along with a new branch line and so much of the coal traffic bypassed Stockton and left Middlesbrough for export. This reduced the St. John's crossing site to a branch line, although the depot would continue in use for domestic sales. The Railway

Tavern lost much of its custom and it eventually closed in 1861 (Boyle 2017, 11-14), but continued in use as housing.

Further railway buildings and cottages were built on the site between 1836 and 1856 but were demolished before 1925. In the 1841 census the male inhabitants were employed as Railway Goods Agent, Railway Gate Keeper, Horse Keeper, Porters etc. The strong presence of domestic accommodation by 1857 therefore led to the provision of the plaque D6 on the St. John's Crossing group.

A letter held in the Fitzhugh Library and written by a Mrs Jack, when she was 79 years of age, gives us an insight into life at this group of buildings at St. John's in the early 20th century. She tells of her family moving into 32/34 Bridge Road in 1901 when she was three months old. She states that this had been the *first* Railway Tavern (during the time her family lived there, the numbers of the properties were changed). Mr Morgan, who was a railway mineral agent, lived next door. The weigh house was again a house where the station master lived. An old lady called Mrs Sawmby lived in what had become the ticket office 'she was very small and looked so dainty as she always wore a little white lace cap and apron and lived to a very great age and used to tell us about the old railway'. At no. 30 down the bank there was a spring where people came from far and wide to bathe their eyes – 'My Mam

used to send bottles of the water to people far off'. Her father's name was Jack Clarke who ended his days (owing to being invalided) at work in the signal cabin.



The 1825 commemorative plaque at St. John's Crossing (photo: Barry Thompson)

In 1969, the weigh house became a railway museum run by Teesside County Borough Museum Service. By 1976, the weigh house was in a poor state of repair and by the end of the decade there was a plan to demolish it and the other buildings at St John's Crossing. There was a public outcry and in the 1980's British Rail sold the buildings to the Stockton Churches Mission which turned the buildings into a hostel for single homeless men. Finally, in 1995, the weigh house was restored by the Stockton Churches Mission with the support of Stockton Council and other funding bodies.

Note: The locomotive 'Experiment' was completely remodelled in 1830.

In 2004 John Proud (1925 – 2008) and I worked on discovering the people who lived in the S&DR Properties. His photographs together with his 'The Chronicle of the Stockton & Darlington Railway' published by the North Eastern Railway Association 1998 have been an invaluable source. I have been assisted by Susan McLaurin (formerly of Stockton Local History Group), Barry Thompson (Trustee of the Friends of the S&DR) and the Fitzhugh Library in Middleton in Teesdale

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Stockton Local History Group 2009 Railways in Stockton on Tees

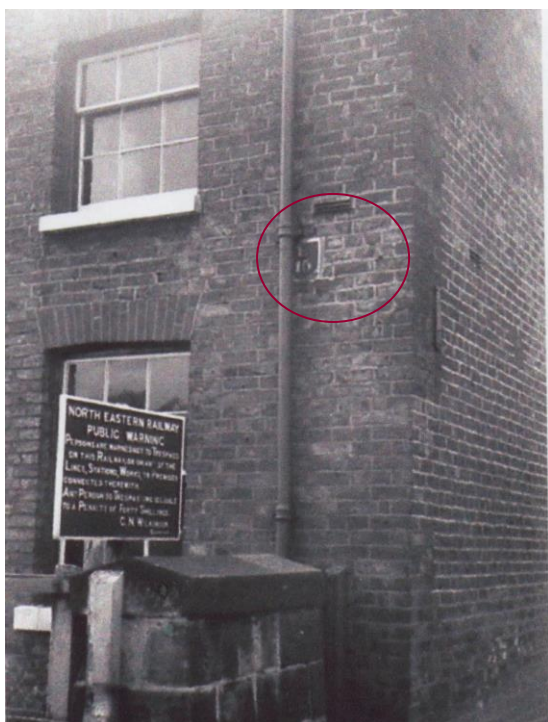
HOUSE PLAQUE HOSPITAL

The black and white S&DR house plaques are ceramics and many of the original batch fixed on to the ends of S&DR domestic houses in 1857 have long since disappeared; victims of demolition, damage or theft. It is therefore great to hear about one recently restored. This plaque featured in Jane Hackworth-Young's article on Darlington house plaques in the July 2018 *Globe*. E15 was from a row of S&DR properties on Whessoe Road; this particular plaque was fixed to no.41 Whessoe Road. It has since found its way into Andrew Stoves' private collection but arrived in several pieces. The plaque has now been expertly restored by Nicholson Restoration & Framing of 54 North Road Darlington.

Before.....



After.....



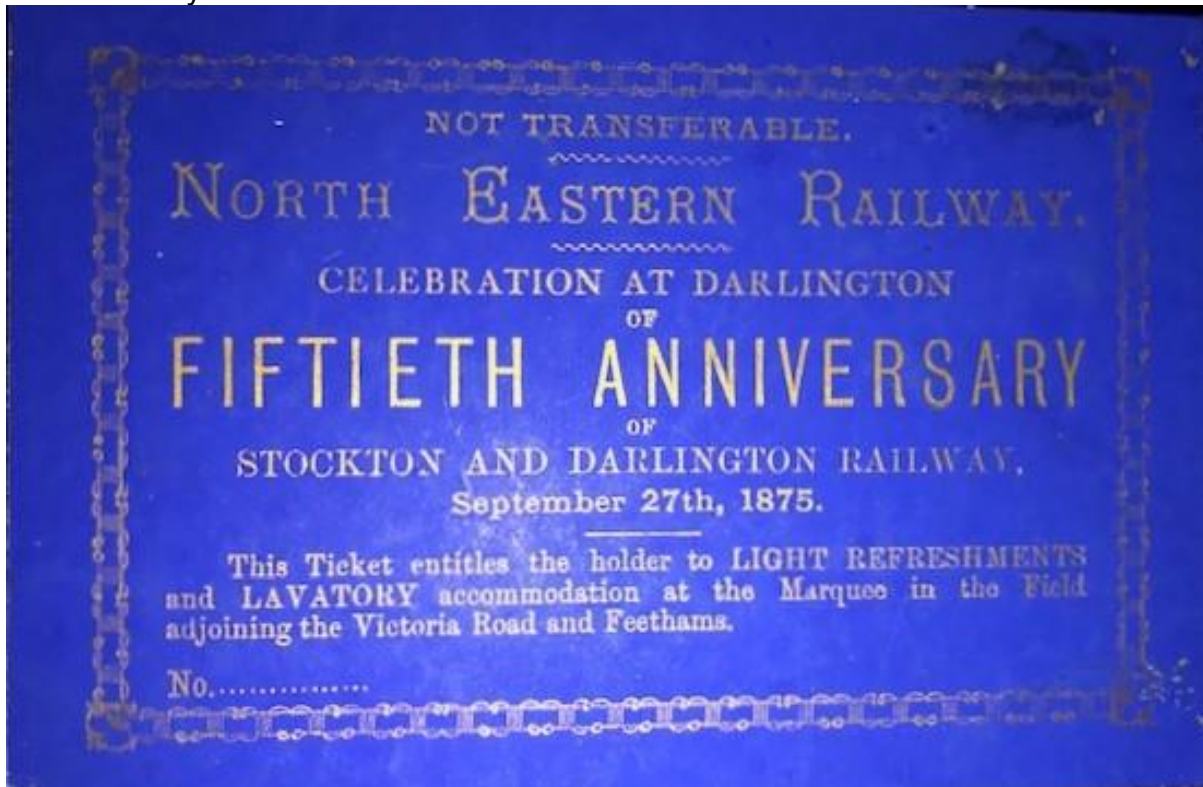
41 Whessoe Road in Darlington in 1967 – the original home of S&DR plaque E15 (circled). By 1970 the plaque had been removed. (photo copyright: Frank Tweddle)

Caroline Hardie

50th BIRTHDAY CELEBRATIONS 1875

In the last three editions of The Globe, Andrew Stoves has kindly provided images of various invitations and tickets connected with the 1875 S&DR celebrations. In this edition we have a rather fancy blue and gold ticket entitling the holder to the essentials in life, namely LIGHT REFRESHMENTS and LAVATORY accommodation at the Marquee in the field adjoining Victorian Road and Feethams. That could be Sainsbury's today!

The S&DR amalgamated with the North Eastern Railway in 1863 and so the hosts in 1875 were of course the NER. Perhaps the blue colour of this ticket reflected the blue sashes, ribbons and scarfs worn on the opening day in 1825 and in 1830 when the Middlesbrough extension was opened. 'Blue ribands' were signs of quality in the 19th century, but this antiquated spelling now survives only as a chocolate biscuit in a blue wrapper. You can buy them at Sainsbury's too.



Caroline Hardie

THE FIRST PUBLIC RAILWAY

Transcribed by Peter Bainbridge

Peter Bainbridge has transcribed the following letter headed 'The First Public Railway' from 1875, a copy of which is in the Fitzhugh Library in Middleton in Teesdale. It is a very poor copy and so many parts are illegible. However, as a personal account of the early days of the S&DR, Globe readers may wish to enjoy the fruits of Peter's labours and guess what the illegible pieces of text may have said (in red).

I was one of the thousand and more boys of Stockton who assisted, half a century ago, in laying the first rail of the first passenger railroad. It was in the time of my apprenticeship, and on the 23rd of May 1822. Shops were closed, work was suspended. All the town went, in procession or out of it, to take part in the ceremony. The authorities walked in state. Richard Jackson was Mayor, and had the Law-advisor of the corporation, Leonard Raisbeck, by his side. The no less portly form of John Wilkinson I also well remember, thrice Mayor in

succession immediately afterwards. The rail was laid at the back of St. John's Well, then outside the town, and with no South Stockton beyond. Silently it was placed on the ground by the chairman of the company, Thomas Meynell of Yarm. No speech was made; not a word was said; and one of the juveniles present, improving the opportunity, rushed away from the spot, and got a number of slips of white paper. Matthew Madison, an "old standard," had remained in the town among the few **?????? (exceptions ??)**, and was crossing Thistle Green, when he heard in shrill treble a cry of "Mr. Meynell's speech in laying the first rail." **A????i?ing** the **??larity** of the printer, and curious to know what had been said, he beckoned the boy to bring him a copy, and gave him his small change of one halfpenny. "Why you little rascal," he exclaimed, "there is no speech here!" "No," replied the young speculator from a safe distance, "**cause he my'ad ney'???**" The buyer shook his head and turned away to hide his laugh. He had lost a halfpenny, but gained a story, and told it so often that he had ample interest on the investment.

I was not at home on the opening day of the railway, but rode in it repeatedly not long afterwards, and my experiences yearly travelling on the iron road may be read in Smiles ?? Life of George Stephenson, and among my canal and railway collections. They need not be told over again here. **B ?????** in one of my drawings a sheet of notes jotted down, long years ago, in conversation with brother William, some of them so imperfect that memory can make but little of them; still, I do my best keeping myself going, and providing a page of history for some who come after me. William worked at Darlington for some time subsequent to his apprenticeship, and was continually revisiting Stockton (where he eventually established himself in business, and was succeeded by his son Eugene). He went backward and forward on the railway, which was as open to the public as an ordinary road. No objection was made to its use by foot passengers, nor were they hindered from riding on the coal-trains. A passenger would jump on to a waggon or **????** a "dandy cart," and be helped on his way. The dandy cart was attached to the coal-waggons; and when **?????** client need no horse-power, the horse, set free from the traces, would turn round, watch his opportunity, and string into the cart, thus becoming a railway passenger.

Some coal-trains had an engine, but the motive-power chiefly used was the horse. Not uncommonly the train pulled up at the Green Tree by the wayside, and the "yal-house" enabled the grateful rider to given the waggon train (??) a glass and thus requisite his **coi??stery**. Tradesmen occasionally ran their merchandise along the rails, hiring a waggon from the company, or finding one of their own. There was a dealer in corn who placed a low truck on the line, yoked his pony, went to Stockton Market, and returned to Darlington with a load. He was an acquaintance of my brother's and gave him a ride when he wanted one, nobody taking any exception to such passenger traffic. It was considered quite legitimate.

Coaches were then running on the rails. The earliest stations in Stockton were at B'rells Open (west of Finkle Street) and at the Bay Horse (still further west). The landlord of this public house, Joe Buckton, had one coach, the Black Lion and the Red (the latter afterwards the Vane Arms) had another; and till the bay horse chose to go on, the Lion could not move. Buckton, bringing his coach from the siding to the main line in good time, had command of the pass.

Has not my memory, however, tripped in my story? The Red Lion, I am disposed to think, had become the Vane Arms before the railway was opened.

Railway-passengers booked themselves for places on the coach, as in the old coaching times. They secured their seats at Stockton and at Darlington, but there were no tickets. Inside and out the fare was all the same. Each passenger paid his shilling. "Nips," however more continued, according to stage-coach usage; and what the privileged passenger paid was best known to himself and the driver.

There was no license as to number of passengers, for there was no need of restraint. The horse had an easy life of it on the rail. When once he had brought the coach into motion, his chief difficulty was in keeping up with it, as it ran so readily. Dickens has said in illustration of the wanting thought in man and woman-kind, that the consideration is never how many a horse can draw, but how many a cab can hold. The horse proffered from no such recklessness on the rail. Load was of no moment to his mind, or his muscle either. On the occasion of the South Durham contest of 1832, when Joseph Pease was a candidate for a seat in the House of Commons, sixty-three passengers crowded into and upon one of the coaches, clustering about it like a swarm of bees; and the horse trotted off to the full with perfect unconcern, not caring how many votes there were behind him.

Next year (the year in which the railway Hotel was built on the New **????**, near St. John's Well), the company began, on the 7th of September, the substitution of engines for horses in the trains. **Post** of coaches and waggons between the two towns and took the whole traffic into their own hands. Private coaches, paying for the use of the line, were laid aside; and now, for a season, the company ran merchandise and passengers together; the latter being kept waiting when the former required delay.

One memorable incident on the railway **????? ???** record of brother William to reminiscence. A coach and coal-train met. The coach would not go back, nor the coal-train retreat; and each carried its point. The war of words ran high; but the coach was no match for the coals, and was driven into a side-wise escape. It would not retire; but if it could not go forward, it would go off. Unable to force the train from the field, driver and passengers alighted; lifted the vehicle from the line; and the triumphant train went on. The coach was then restored to the rails, and so saved its honour.

The pertinacity of the passengers and the doggedness of the driver, who lost so much time to save far less, such to his amused dear William; and he told with great zest his **???????sative** of **??? ??** time on the rail, and **???????tive .///**, of the **????? ould ????????**, where men do not always know when to give way and when to stand fast. The "committee" of the company (there was no "board of executors" at the beginning) wisely legislated afterwards for the promotion of peace. Poles were erected along the line at intervals, and a rule laid down that in case of a meeting he who first passed the post would proceed, and the other go back to a siding. But the time soon came when the old stage-coaches were lifted off the line altogether, and the horse was set aside by steam; and if there be any of the removable stages yet in existence, it would have a place beside the Rocket in Kensington Museum, as a connecting link between the road and the rail.

The last 13 lines of text in red are in some instances an educated guess based on some of the text which is legible.

THE S&DR DOWN-UNDER

When I visited Darlington in Western Australia, I found that their church was called St Cuthbert's and they had this Darlington plaque on show depicting Locomotion No.1 and the Bulmer Stone. None of the residents there were from Darlington in the UK or knew anything about the plaque, but everyone knew about the S&D Railway. Perhaps one of the Globe readers might have more information? The town did have a railway (The Eastern Railway opened in 1890) where the track came up the hill by a series of zig zags, although there is nothing left to see now.

Barrie Lamb



FORGOTTEN FOLK- HE MADE THE RAILWAY, AND THE RAILWAY MADE HIM

Brendan Boyle

This is the first in a series of articles, long and short, promoting the lesser known individuals associated with the S&DR. Further contributions for future Globes would be very welcome.

YOU PROBABLY WON'T have heard of him, even though he built that icon of the Stockton and Darlington Railway, the Skerne Bridge. And the sturdy Stockton staiths from which the railway's cargoes of coal were shipped. And then the branch line to the Company's new port and town of Middlesbrough.

Never too busy, he - Francis Peacock the name - also built the first railway-owned pub in the world, the S&D's Railway Tavern at Stockton. He was so pleased with that he took the tenancy for its first 12 years. After that he enjoyed the fruits of another of his labours, becoming one of Middlesbrough's earliest 'colonists', owning and running probably the town's top inn, opposite its first railway station.

Clearly a shrewd entrepreneur, masterminding a busy building business alongside his innkeeping, when the S&D's line was further extended he retired to the coast as a member of the gentry. A significant step up for a humble country carpenter.

The Early Years

Francis Peacock may have become a comfortably-wealthy and respected man eventually but he had to wait a good while for it to happen. And, as always with history, it owed much to being in the right place at the right time.

Francis was the fifth son of a weaver, Matthew Peacock of Rainton, near Topcliffe in Yorkshire; and of Ann Peacock, who did the important bit, giving birth on 1 April 1782.¹ He had travelled 25 miles north to Yarm by 1806 when he married Jane Cooper of that parish.² The couple settled a short walk across the Tees bridge and county boundary in Egglecliffe, where Francis pursued his trade as a carpenter.³

By 1820 they had seven children (two of whom died young) and lived in a property rented from the Richardson family.⁴ Their abode, cited at their children's baptisms, was habitually specified as 'Bridgend'.⁵ but at the baptism of George Cooper Peacock in 1820 Francis's occupation was given not as the usual 'carpenter' but as 'inkeeper'.

Egglecliffe had only one inn near the county bridge - the Blue Bell (which trades to this day). So if the baptism register was correct then that is where the family was in 1820. An inn, with its spacious yard and outbuildings, would have been a good base for a carpenter requiring a workshop. Jane and a servant or two could look after the inn while Francis was at work.

The growing family's cash flow was bolstered by a rented smallholding of five acres of pasture 'adjoining the high road leading from Yarm to Darlington'. And it was from those two fields 'contiguous to the Darlington and Stockton Railway'⁶ that Francis would have seen first-hand in the early 1820s the laying down of the Company's 'Yarm' branch.

(Which never actually reached Yarm because of the cost of crossing the chasm of the Tees. It terminated at Egglecliffe, which in S&DR terms was forever 'Yarm'.⁷ The three-quarter mile long branch was one of the first sections of the S&D line to be completed, by summer 1823, but could not be brought into operation until the rest of the railway was in late 1825.)

Francis would have been well aware of the purpose of the branch - to carry coal, lime, stone and other items to Egglecliffe's 'Yarm depot' for sale to merchants, farmers, builders and householders coming over the Tees from the populous North Riding. And he would know that that depot would require the erection of structures and buildings, including an inn with a smithy and stabling, to serve the needs of its sometimes far-travelling users.

Uniquely on the S&D railway, the Yarm depot and its support facilities were not owned by the Company but privately by the land owner (none other than the Company's chairman, Thomas Meynell, squire of Yarm) so records are hard to come by, and we don't know for sure if Peacock undertook any of the construction. But he would surely have tendered for such a bounty of work just 200 yards from his doorstep.

The Railway Years: Skerne Bridge

What we do know for sure, because the S&DR *did* keep good records, was that he successfully tendered for a great deal of railway work over the next few years. And despite routinely being described as a 'joiner' it is clear he developed into much more than that - in present-day terms he became a building contractor, employing workmen with other skills whenever a job called for it.

The best example of this was his first recorded work for the S&DR, which turned out to be his most prestigious and most highly praised. It was the building of the Skerne Bridge in Darlington and demonstrated both his self-confidence and his skill, and in due course his happy knack of being in the right place.

The Company invited submissions to build the foundations, pier abutments and flank walls of the bridge in May 1824, but their newspaper advertisement was specifically directed 'To Masons'.⁸ Peacock, by now an experienced 42-year old, was not to be put off and submitted a winning low proposal of £305. (The other five tenders ranged up to £630 19 shillings.)⁹

At the same meeting in June 1824 that awarded the contract for the bridge's approaches to Peacock, the Company expressed (not for the first time) doubts about George Stephenson's planned cast and wrought iron central span (restating that 'the Bridge should be properly and securely built') and requested he seek the professional assistance of Ignatius Bonomi, the county surveyor of bridges.¹⁰



Skerne Bridge: "ingenious centering"

Stephenson's reluctance to take the advice of Bonomi became an increasing concern to the Company. The Skerne Bridge was the most important and most vulnerable section of the whole railway, linking the mines and quarries in the west with the depots and wharves in the east. And yet by the beginning of November 1824 - four months after the laying of a foundation stone - the central span was no nearer completion.

The Company had had enough and commissioned Bonomi to design a traditional stone arch instead of Stephenson's somewhat experimental iron bridge. Expert at designing stone road

bridges, he was able to produce detailed proposals within days, and on 19 November 1824 the contract to build this second phase of the bridge was awarded on Bonomi's advice (possibly without competitive tendering) to Francis Peacock, at a price of £550 8s 10d.¹¹ Bonomi had already been impressed with Peacock's expertise, as he told the Company:

*"I have received your Letter containing Peacocks plan for the centering which I think is very ingeniously contrived and will probably answer very well. ... I think it is not necessary for Ralph Day [the inspector of works] to come over, Peacock's plan is sufficiently explanatory."*¹²

The bridge must have been completed by June 1825 as Peacock's final bills seem to have been settled then.¹³ All in good time for the famous 27 September 1825 opening day scenes of Locomotion No. 1 and its train crossing 'Bonomi's bridge'. The bridge still stands today, of course: a testimony to fine design - and sound construction.

No Job Too Small

In between the two phases of building the Skerne Bridge, Peacock was awarded a smaller bridge job by the Railway Company. And that modest Throstle Nest bridge (possibly designed by George Stephenson, with similar curving flank walls to those originally built at Skerne Bridge) also still stands in Darlington. It funnels pedestrians from Arnold Road towards Haughton Road, no longer beneath a railway line but under the bleak modern Tornado Way. The S&D's minute of September 1824 reads:



Throstle Nest bridge in Darlington

"This Meeting being informed that a Bridge is needfull in Geo Coates Land at Throstle Nest ordered that the erection of the same be immediately commenced and that the Proposal of F

*Peacock to build the same for 31£ for Labour only be agreed to.*¹⁴

Francis's next recorded work for the S&DR didn't require masonry skills: in January 1826 he was paid £48 8s for 'Waggons, etc'. Remarkably, months after the opening of the railway the Company was still short of waggons (now spelled 'wagons'), and had not even finalised their design - incorporating opening bottom boards that used gravity to drop loads into cells at depots - until 21 October 1825.¹⁵ Existing waggons had to be altered and additional ones commissioned: an advertisement for the making of 110 was ordered on 28 October.¹⁶ Peacock, with his joinery background, was most likely to have been involved in altering rather than building waggons.

And so to Stockton and the First Company Inn

Francis and his family started 1826 in Egglecliffe but by the end were in Stockton. In July his 'proposal of prices' to carry out the 'Joiners Work' for the S&DR's first inn, to serve users of their Stockton depot, was accepted by the Company. (The minute of this is the only instance I have come across of him being called 'Frank'; he always signed himself Francis or Fran^s.) The 'Brick Work' was awarded to Thomas Young of Darlington.¹⁷ (In the 1820s, the construction of buildings was customarily let in these two parts; one of the contractors must have been responsible for carrying out or sub-letting other specialist work like roofing and plumbing.)

The designer of the inn - and the Company's two others at Darlington and Aycliffe Lane - was the ubiquitous John Carter of Heighington (see *The Globe*, July 2017). He had estimated the construction cost to be £480.¹⁸ In the event Peacock alone was paid £320.¹⁹ The inn was later insured for £500 and its outbuildings £200.²⁰

Although it was not yet completed, the inn would have received its licence (probably provisionally) at the Brewster Sessions for Stockton Ward held on 20 September 1826. Proposals for its tenancy were sought immediately. A hesitant Robert Coates offered £40 a year rent²¹ but Francis topped him and was awarded the lease:

*"... at the sum of 50£ p annum for two years to take place on the 23rd Nov Next but an allowance to be made from the Years rent Pro Rata to the 1st Jany next."*²²

This can be taken to mean that the building was expected to be complete by 23 November, with Peacock then given five weeks rent-free to fit it out and stock it up ready for a New Year opening.

Peacock himself must have decided on the name *Railway Tavern* as the S&DR eschewed the opportunity to blow the trumpet for their new-fangled railway by persisting with the anodyne term 'New Inn' for a while.²³

The extensive depot, with its long sidings and multiple coal and lime drops, was to the rear of the inn, partly-enclosing a spacious yard. As with the 'Yarm', and later Croft, depots, it could be easily reached by agents, merchants, builders and others coming across the nearby Tees bridge from the towns, villages and farms of north Yorkshire - in this case around Stokesley and Guisborough - for their newly cut-price supplies.²⁴

George Stephenson had purposely diverted the originally-planned line of the railway - whose ultimate destination was the quayside at Stockton - to place the depot next to the bridge road.²⁵ Almost all of the Tavern's trade would have come from these depot users, some

making round trips of 30 miles or more in a day with horse and cart, or even donkey. The inn provided them with food and drink and somewhere to refresh themselves and their animals. Depot users would have entered by its rear door, direct from the yard, so the steep flight of steps that led up to the front door would have been of little concern to them.

The steps would, of course, not have endeared the Tavern to the residents of Stockton itself, but nor would its distance from the core of the town, clustered around the High Street (a quarter-mile away at its nearest point). The S&DR's slightly-later Darlington Railway Tavern was similarly remote from existing housing, reinforcing the point that the Company was not at all interested in serving the towns - which were in any case already well-supplied with pubs and inns. Its focus was firmly on its depots.

There has been speculation that the Tavern could have served as an early or informal passenger station but there is no evidence of this. Not only was it too remote from Stockton proper to do so, contemporary trade directories are clear that 'railway coaches' (horse-drawn road coaches convertible to running on the rails) departed from established inns on the quayside and in the High Street.²⁶



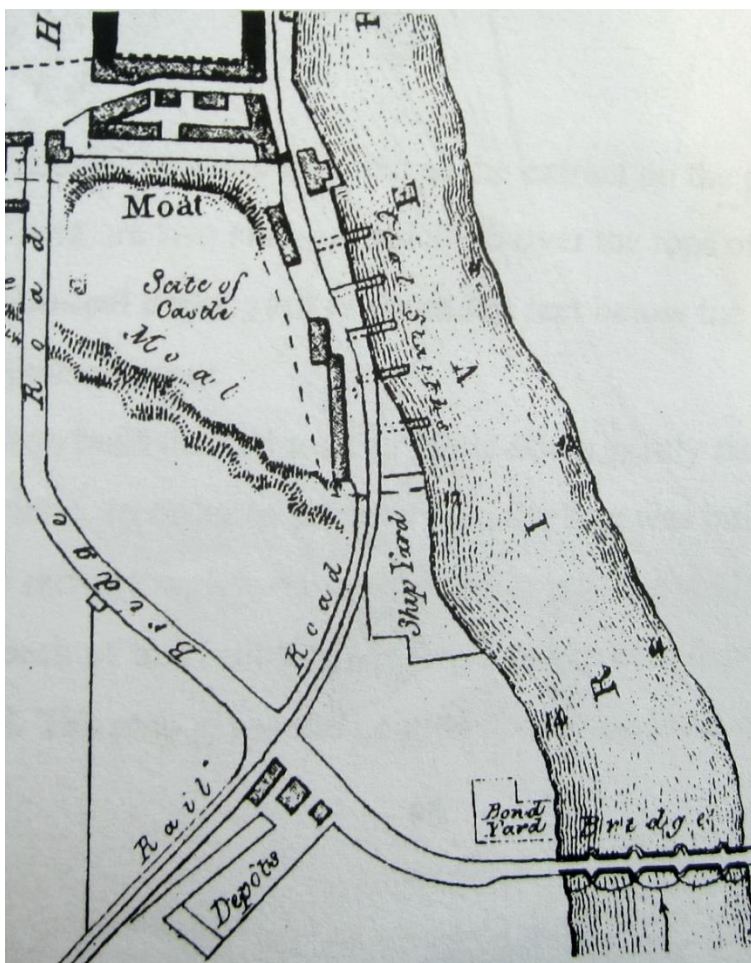
The former Railway Tavern at St. John's crossing, Stockton

Innkeeping Not Enough

The Stockton Tavern, with its yard and outbuildings, allowed Peacock to press ahead with his construction business from a base close to the new focus of the Railway Company, its fast-developing quayside. The S&DR's first staith - a timber jetty projecting into the river, to facilitate the loading of coal ships - was ready in 1826, and on 26 January the *Adamant*, with

a cargo of 168 tons from Old Etherley colliery at the high end of the line, was towed out of the Tees.²⁷

At its inception the S&DR had expected most of the coal it would carry to go to their depots for 'land-sale', so the size of the demand for 'exports' to London and other coastal towns caught them off-guard. A second staith was erected by the end of 1826 but still more were needed to accommodate all the ships sailing into Stockton. And Francis Peacock was the man on the spot to provide them.



Stockton 1828, showing the first five staiths. The Railway Tavern is the central building N of the Depots. (J Brewster, 1829)

In April 1827 the S&DR committee ordered that:

*"... the additional Staith at Stockton be immediately commenced with and Thos Storey is directed to agree with F Peacock to execute the Job finding all Materials on the best terms he can and to be completed the shortest time possible."*²⁸

By 1 May it was done, and Peacock had submitted his bill.²⁹ Impressed, the committee called on him for another staith at the end of September, at an estimated cost of £110 - and payment for a completed job was authorised as soon as 12 October.³⁰ The experience of driving piles into the ground for the Skerne Bridge had clearly been useful.

In April 1828, "in consequence of the increased demand for export coals", the S&DR again resolved:

"to put up another Staith and Edward Pease Junr is directed to look at a proper situation for the said Staith and take a tender from Francis Peacock at what rate he will complete the

same...³¹

Francis's rate was once more an acceptable £110. In October 1828 he enlarged one of the earlier staiths for £29.³²

We have evidence of Peacock openly using the outbuildings of the Railway Tavern for his business from a progress report by John Carter on expanding the depot:

*"I should recommend to the Company instead of raising the Office at Stockton to divide the Chamber over F Peacock's stable used by him as a workshop into two rooms [for the use of Geo. Applegarth] and make a shed in the yard for him in lieu thereof where his present sawhorse stands."*³³

In all, Francis built at least three of the four post-1826 staiths at Stockton. He then resumed tendering for bridge work, being minuted as the second-lowest bidder (£275 to £250) for the construction of the Bishop's Occupation Bridge in Stockton in 1829.³⁴

He can't have been too disappointed at not winning that as a ten-month period over 1829-30 provided a major boost to his fortunes, when he became the biggest-earning contractor for the S&DR's line extension to Middlesbrough, where the Company's coal waggons could access deeper water, nearer to the sea.

The Middlesbrough work was essentially civil engineering - excavation, embanking, cutting and laying the way, pile-driving, installing gutters and even transplanting quicks (young hawthorns, used for line boundaries). Nine separate payments brought Francis and his 'navigator' employees a total of £1,084 7s 1d.³⁵ It's hard to equate that to today's prices but it's somewhere between £100,000 and £4.8m.³⁶

Ever on the lookout for work, no matter the size, later in 1830 he got the job of providing a handrail - at 15s 6d a yard, and presumably carpented in the Tavern yard - for the ill-fated suspension bridge that for a short time carried the Middlesbrough line over the Tees.³⁷ He even tendered to paint its 'chines' (chains?) for just £17.³⁸

Port Darlington

The branch to Middlesbrough began the slow decline in the fortunes of Stockton as a coal port (and also of the depot as a focus for supplying north east Yorkshire).³⁹ The line, which opened in December 1830, led directly to the S&DR's purpose-built Port Darlington with its remarkable double-height staiths, from which six vessels could be loaded at a time.

Although still at the Railway Tavern (and still competitive, winning an 1832 tender to widen Bowesfield Lane bridge for the doubling of railway lines),⁴⁰ Peacock kept an eye on the burgeoning opportunities at Port Darlington (increasingly referred to by the S&DR simply as Middlesbrough, or Middlesbro'):

- in 1831 he submitted a tender of £714 10s for the mason and joiners work for 'Building the Engine & Boiler House at Middlesbro' for the Ballast Cranes';⁴¹ and,
- in 1833, in partnership with a Joseph Bulmer, he was awarded the contracts to erect two new staiths and drops there.⁴² As mentioned, these were more complex structures than the simple staiths at Stockton (and, unlike those at Stockton, considered worth insuring).⁴³



Port Darlington staiths and drops, the S&DR's vision (R Otley, 1830. Original plan at Teesside Archives)

1835 Onwards

October 1835, when Peacock had turned 53, may have come as a shock to him, and the next two years weren't any better.

The S&DR invited proposals in 1835 for building a 'Coach Shed' at Stockton - just down the road from the Railway Tavern. But despite submitting the lowest of seven tenders for the carpenter's work, including ironwork, Peacock was not given the job. Nor was the second-lowest tenderer, his partner at the Middlesbrough staiths, Joseph Bulmer. It was the third lowest proposal that won the day.⁴⁴ Had Peacock and Bulmer made a mess of the Middlesbrough work, or lost the Company's confidence in some other way?

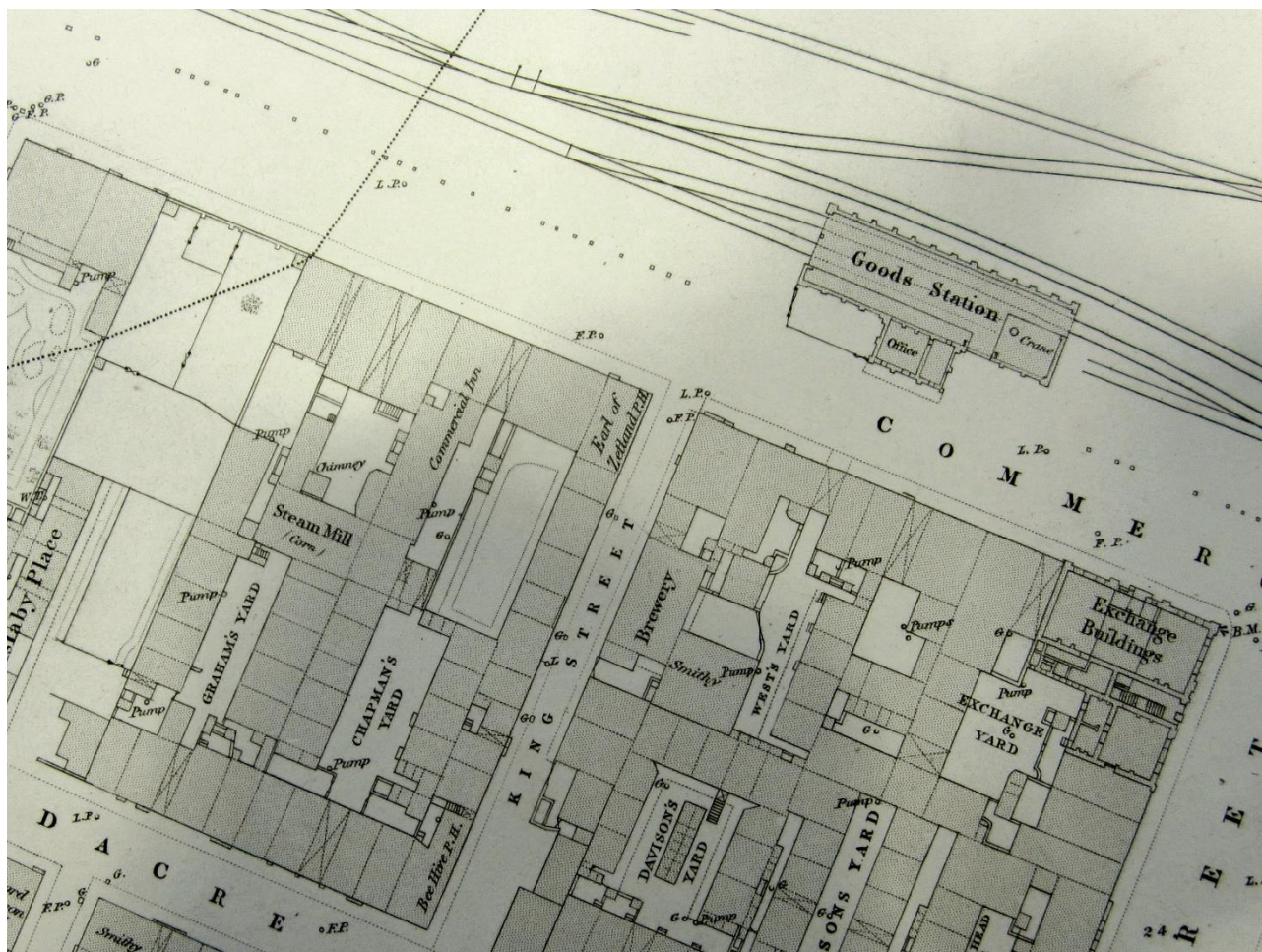
Perhaps, because two years later Francis was served with a notice to quit the Tavern by the Secretary of the S&DR, Samuel Barnard. No reason was given in the letter.⁴⁵

In between, in June 1836, came a personal tragedy, the 'sincerely regretted' death of his sixth daughter, Johanna, at the age of 11.⁴⁶ (Francis and Jane had had ten children in all, between 1807 and 1825.)

The saving grace of the notice to quit was that it was not to take effect until 13 May 1838, which gave Francis time to plan ahead. The new town of Middlesbrough, on raised ground above the port, was fast developing, as the building plots laid out by the proprietors of the S&DR were sold off for houses, shops and pubs. Its first railway station opened in 1837, in Commercial Street, between the town and the river. Almost opposite was the Commercial Inn.

We don't know if Peacock built the inn - although it would be surprising if he didn't have a hand in it - or when exactly it came into use, but it was in existence, and well-regarded by officialdom, by January 1839 when a coroner's inquest was held there, 'at the house of Mr F Peacock'.⁴⁷

Already, since 1830, Middlesbrough's population had grown from virtually nil to approaching 5,000 (Stockton's was 10,000 and Darlington 11,000). There were by then about 25 taverns and public houses but only four inns - that is, sizeable taverns with accommodation, stabling and facilities for dining, functions and the occasional inquest. Because of its facilities and location - not only near the station but to the Coal Exchange of 1835 - the Commercial Inn may have been pre-eminent. And unlike at the Stockton Tavern, Francis Peacock owned it outright.



Commercial Inn, Middlesbrough (Ordnance Survey, 1857)

The Commercial was:

*"... replete with every convenience [with] on the basement a light and airy Kitchen, Servants' Room, Three Pantries, Coal-house, Mangle-house, and Larder, besides extensive Cellarage. On the First Floor, Two Parlours, Bar, large Tap-room, and a Billiard-room; and on the Second Floor, Two Sitting-rooms, and Eight Lodging-rooms. There is also a spacious Yard, possessing a good approach thereto, a right of way into Dacre-street, and an excellent Four-stalled Stable, with Hay-loft."*⁴⁸

But Francis still wasn't one to focus only on innkeeping: trade directories of 1840 and 1841 additionally described him as a timber merchant.⁴⁹ Clearly, he still had a fondness for the

aroma of sawdust.

In 1846 the S&DR's line was extended, with much ceremony, further east again, to Redcar,⁵⁰ and in 1855, at the age of 73, Francis retired there with his wife Jane and their widowed daughter Frances, to live in Bentinck Terrace in Coatham.⁵¹

He would have been pleased to see himself classified in an 1864 directory under 'Nobility, Gentry & Clergy', but sadly he had died, aged 82, shortly before its publication.⁵² He was buried at nearby Christ Church on 23 March 1864.⁵³

Brendan Boyle

Notes

1. **Yorkshire Baptisms; via Find My Past.**

2. **England Marriages, 1538-1973, and Yarm parish register.**

3. The couple's town/village was given as Egglecliffe, and Francis's occupation as carpenter, in their childrens' baptismal records at Egglecliffe parish in 1809, 1810, 1813, 1816, 1818, 1821, 1823 and 1825. Records from the Cleveland Family History Society, via Find My Past website.

4. Property information from **Land Tax Returns, Stockton Ward SW, 1759-1826, Egglecliffe, at Durham County Record Office.**

5. Bridgend was additionally cited as their adobe in the records of 1813, 1816, 1818, 1821, 1823 and 1825. Records from the Cleveland Family History Society, via Find My Past website.

6. Auction notices in the Durham Chronicle and Newcastle Courant, 28 Aug and 4 Sept 1824.

7. The largely (but not wholly) contrived name 'Eaglescliffe' will be ignored in this article. Almost worth a full article.

8. Durham County Advertiser and Durham Chronicle, 22 May 1824.

9. S&D Minutes of 11 June 1824; National Archives (NA), RAIL 667/30.

10. The Company had cause to be nervous: Stephenson had designed on the line an iron bridge across the River Gaunless, near West Auckland. It was completed in 1823 but was almost immediately damaged by floodwater and had had to be rebuilt.

11. S&D Minutes of 19 Nov 1824; NA, RAIL 667/30. And contract letter from Peacock of 9 May 1825, RAIL 667/944.

12. Letter of 10 Nov 1824 from Bonomi to the Railway Office, Darlington; NA, RAIL 667/944.

13. NA, RAIL 667/944.

14. NA, RAIL 667/30.

15. NA, RAIL 667/30.

16. NA, RAIL 667/30.

17. S&D Minutes of 7 July 1826; NA, RAIL 667/31.

18. S&D Minutes of 23 June 1826; NA, RAIL 667/31.

19. S&D Minutes of 8 Dec 1826 and 22 June 1827; NA, RAIL 667/31.

20. S&D Minutes of 7 Oct 1831; NA, RAIL 667/32.

21. Tender letter from Robert Coates of Maltby, 9 Oct 1826; NA, RAIL 667/982.

22. S&D Minutes of 13 Oct 1826; NA, RAIL 667/31.

23. Eg. in the Minutes of *13 April and 22 June 1827; NA, RAIL 667/31.*



24. John Wood's Stockton map of 1826 indicated 'To Stokesly 10 Miles, To Guisbro' 13 Do.'

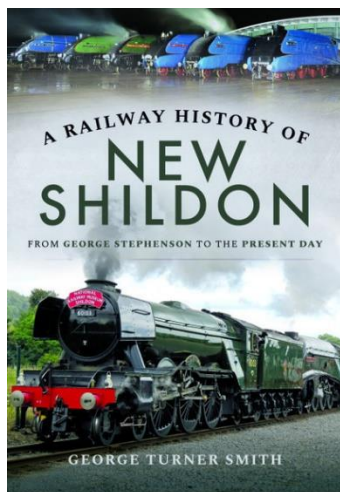
25. "The alteration made at Stockton was by the desire of some Gentlemen at that place who wished that the Line might be brought near to the Bridge end for convenience of coals that might have to pass to the other side of the River ... To accomplish this I found it necessary to deviate from the Post Road a little sooner than the old Line had done." Report of survey for a Stockton & Darlington Railway, George Stephenson, 18 Jan 1822; NA, RAIL 667/166.

26. Parson & White's 1827 directory gave details of four 'railway coaches': the *Defiance* and the *Express* left from the Bay Horse and the *Union* from the Custom House Tavern, both on the quayside, while the *Defence* left from the Black Lion on the High Street. Pigot's 1828-29 named the same three inns for coaches travelling 'by the rail road' to Darlington, Shildon and Yarm. Pigot's 1834 specified that, for Darlington and Shildon, the *Defence* travelled 'by the Rail-way' from the Custom House Tavern and the *Defiance* from the Black Lion.

27. *The North Eastern Railway, Its Rise and Development*, WW Tomlinson, 1914.
28. S&D Minutes of 13 April 1827; NA, RAIL 667/31.
29. Letter from John Carter to Mr Otley of the SDR; NA, RAIL 667/994.
30. NA, RAIL 667/31.
31. S&D Minutes of 25 April 1828; NA, RAIL 667/31.
32. 24 Oct 1828; NA, RAIL 667/31.
33. Letter from J Carter to the SDR of 20 Feb 1829; NA, RAIL 667/1829.
34. S&D Minutes of 21 Aug 1829; NA, RAIL 667/31.
35. S&D pay bills and accounts for 'Forming the Middlesbrough Branch Railway', Aug 1829 to June 1830; NA, RAIL 667/1294 and 1507.
36. See www.measuringworth.com/ukcompare.
37. 'A Proposal...' of 15 July 1830; NA, RAIL 667/289. And S&D Minutes of 16 July 1830; RAIL 667/31.
38. 'A Proposal...' of 22 Nov 1830; NA, RAIL 667/289.
39. The Tavern's trade would have declined commensurately: in the 22 years after Peacock left its tenancy changed hands seven different times. The S&D closed it in 1861.
40. S&D Minutes of 1 June 1832; NA, RAIL 667/32.
41. List of Proposals, dated 13 May 1831; NA, RAIL 667/290.
42. S&D Minutes of 1 and 8 Feb 1833; NA, RAIL 667/32.
43. S&D Minutes of 7 Oct 1831; NA, RAIL 667/32. And 13 March 1840, RAIL 667/11.
44. 'Proposals recd. for Building the Coach Shed at Stockton', dated 2 Oct 1835; NA, RAIL 667/1357.
45. Notice to quit the Railway Tavern, served on 19 Oct 1837; NA, RAIL 667/1089.
46. Notice in the Durham County Advertiser, **1 July 1836**.
47. Report in the York Herald, 2 Feb 1839.
48. For sale notice in the York Herald, 22 Sept 1855.
49. White's 1840 and Pigot's 1841.
50. Locomotion No. 1 headed the procession.
51. 1861 Census. Bentinck was later combined with Portland, Victoria, Cleveland, Vansittart and Theresa Terraces to form Coatham Road.
52. Slater's 1864.
53. National Burial Index for England & Wales, via Find My Past.

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

-  Friends will hopefully have seen the local press announcements that Darlington Borough Council have secured £20 million of funding from the Tees Valley Combined Authority which will go towards development of the rail heritage attractions, which includes a state-of-the-art railway visitors centre. Ben Houchen, the mayor for the TVCA said: "Thanks to our £20m investment, our aim now is to create a world class visitor centre in Darlington to tell the stories of the pioneers and inventors of the Stockton and Darlington Railway – the line itself and the impact it has had on local communities and around the world – as we approach the bicentenary of the Stockton to *[sic]* Darlington Railway, we're planning an exciting programme of schemes, projects and events to celebrate the vision and innovation that led to its creation."
-  A new book which will be of interest to Friends will be published in May 2019. Written by George Turner Smith, it is about Shildon and will be published by Pen and Sword.



This book covers Shildon's years between 1820 and today and tracks its progress from the creation of New Shildon consisting of a set of rails and four houses to a town with a five-figure population; a town that owed its existence to the railway that made its home there - the 'Stockton and Darlington'. Some of the earliest and greatest railway pioneers worked there, including George and his son Robert Stephenson, the Hackworth brothers, Timothy and Thomas, and the engineer William Bouch. Their story is part of New Shildon's story. The locomotive works, created to build and maintain steam locomotives, morphed into the world's most innovative works whose demise had more to do with politics than productivity. The story also includes the war interludes when the wagon works was manned by women and the

output was mostly intended for the MOD. The story of the creation of the town's railway museum and the arrival of Hitachi at Newton Aycliffe brings the history up to date and, to complete the picture, there is also a description of the on-going new build G5 steam locomotive project on Hackworth Industrial Estate, the very site where the S&DR locomotive and wagon works was located. Although the story of a railway town, it is also the story of people who lived there and made it what it is today. If you pre-order the hard-back book you can get it for £20 instead of the full price of £25. <https://www.pen-and-sword.co.uk/A-Railway-History-of-New-Shildon-Hardback/p/16251>

- 📖 Consultants, WSP of Newcastle, have been commissioned to prepare an Access Audit along the route of the 1825 mainline. The purpose is to explore options for enhancing access to the line for walking and cycling.
- 📖 Bauman Lyons Architects from Leeds have been appointed by TVCA and Darlington Borough Council to prepare a Masterplan for the Railway Heritage Quarter in Darlington. Their top team includes landscape architects, architects, built heritage experts, rail infrastructure specialists and tourism specialists. Their report looking at the opportunities around the pioneering railway buildings near North Road is due to be submitted in draft form by June. The Friends will have had an opportunity to have their say before then and hopefully comment on the draft.
- 📖 Archaeo-Environment have been commissioned to write a Statement of Significance for the Lime Cells on Hopetown Lane in Darlington. This listed building operated as a lime depot c.1840 and has been standing empty for some time now. The report will be made public in due course.
- 📖 Archaeo-Environment have also been commissioned to extend the trackbed audit to the S&DR's Croft branch line of 1829. A draft was due in at the end of March and the report will be made public in due course.
- 📖 Highways England apparently have a new policy to remove/demolish all disused railway bridge abutments next to motorways and A-roads across the country to remove their maintenance liabilities. Clearly unless such structures are listed (and very few are), we are potentially looking at a huge loss of built railway heritage. We will post updates on this via Facebook, but Friends may wish to make their views known when such proposals are announced and start letting us know of any abutments at risk.
- 📖 Tony Stowers has republished two of his books. No. 1 is set in Regency England 1810-1825. It draws on the real and the imagined from every region of the North East of England present or instrumental in the true story of the opening of the Stockton to Darlington Railway on 27th September 1825. It is available in libraries in Darlington, Shildon and Stockton and can be purchased at Lulu.com. His other book, Lewis and

No.1 is a time-travelling adventure story that takes the reader back to the opening of the Stockton & Darlington railway on 27th September 1825 as seen through the eyes of Lewis Noble age 10. It is available from the same web site.

🏰 The restored and partly replaced Thickley Bridge near Shildon was formally opened on the 28th March. The oldest span dating to 1857 has been restored and the new parts of the bridge have had metal parapets in a criss cross design installed reflecting the earlier lattice work in four of the spans built in 1875. A long ramp now creates an access suitable for walkers and cyclists between Locomotion, the bridge and the cycle path. No more crawling through the bushes to reach the cycle path! Some redundant metalwork from Thickley Bridge is now being stored at the Weardale Railway and some dressed stonework is being stored at Bowes village, while we decide what to do with it.



Thickley Bridge – restored, renewed and much more useful! (Photo: Peter Bainbridge)

🏰 The Friends' web site has had a makeover. Do visit if you haven't been for a while:
<https://www.sdr1825.org.uk/>

🏰 Network Rail at Urray Nook have demolished the signal box. Signal boxes along the S&DR line are being de-commissioned one-by-one; those at Heighington and Shildon are listed; Urray Nook's of 1890 was not listed. However it was significant enough that more should have come out of Network Rail's consultation with Stockton Borough Council and opportunities considered to explore other options or to carry out recording. Friends have met with Network Rail and had discussions with the Council to see if we can ensure that there are more robust systems in place when looking at the future of structures along the line. Some of the contents of the signal box have been salvaged and are in storage with the Friends. Network Rail had also demolished a

stretch of stone wall which had distinctive S&DR pepper pot terminals. They have agreed to rebuild this.

- 🏠 A number of railway buildings have been sold recently. The listed station master's house at West Auckland has been sold to a lucky buyer and Layfield House at Eaglescliffe has also been sold. Both are listed buildings and so are protected from inappropriate alterations.
- 🏠 The Friends held a workshop with the Heritage Action Zone Officer to discuss the Gaunless Bridge and its future on March 1st (see the article in this edition of The Globe). 70 people attended.
- 🏠 The Friends and the Brusselton Incline Group (BIG) were very much in evidence at the Durham County Council launch of this year's 'Big Spring Clean' at Locomotion, NRM Shildon. The task was to clean up the foot/cycle path that links Locomotion to Newton Aycliffe Railway Station. Over 80 bags of rubbish were collected. The Friends also got some worthwhile publicity through Mike Amos of the Northern Echo, who attended the event. BIG were also joined by the Princes Trust on the 14th March to help clean up at Brusselton Incline.



Brusselton Incline Group and the Princes Trust cleaning up at Brusselton Incline (Photo: Paul O'Sullivan, Stockton Riverside College)

- 🏠 Trustees have been busy meeting local businesses to help them take advantage of the opportunities that the S&DR brings, in particular the lead up to 2025. In the last few months they have met with businesses in Teesdale and Darlington and plans are afoot to meet businesses from Newton Aycliffe and the wider A1 corridor.
- 🏠 Our comments on planning application (DM/19/00283/OUT) for an industrial/mixed use development at Newton Aycliffe have been submitted to Durham CC. We remain concerned that development proposals are being considered very close to the 1825

route with no adequate provision for adjacent access and little regard for the impact on the setting of the line. Following extensive discussion amongst the Friends we are of the view that a 15 metre wide green landscape corridor should be created alongside the railway line, whatever type of development is proposed. This corridor should be designed to accommodate the 3 metre wide walking and cycling S&DR Heritage Trail. This is our preferred option and it could be secured by attaching a condition to the permission. We hope that this will be resolved in favour of the S&DR and the opportunities it can bring to the area if we create an attractive walking environment near the line. The process of discussing the development and lobbying has been very time consuming!

Comments on the Pre-Submission Draft of the Durham County Plan have been submitted. These will go on to be submitted to the Inspector appointed by the Secretary of State to hold an Examination in Public into the Plan. We will request an invitation to attend and participate in the Examination in the event of the Inspector deciding to include the policy for the S&DR for discussion. The County Plan sets out policies against which future applications for planning permission will be assessed. It is a really important tool to protect the remains of the S&DR. We are also pressing for policies that protect the route of the line and create opportunities for access.

Our comments on revised plans for application 16/00976/OUT for residential development adjoining Station Road, Middleton St George have been submitted to Darlington BC. We confirmed our earlier comments that the developer be required to contribute towards the cost of S&DR enhancement proposals at Fighting Cocks, in accordance with the policies of the emerging Local Plan.

Our comments on application 19/00138/DC to relocate 30 metres of the stone retaining wall on the north side of Haughton Road have been submitted to Darlington BC. This is work in connection with the replacement of the Haughton Road 'thru-about' with a conventional roundabout. There will be some minor excavation into the embankment. We have requested replacement tree planting and interpretation of where the former S&DR line crosses the footpath and cycleway.

An application ((19/00163/CON) has been submitted to Darlington BC to discharge conditions attached to the permission for phase 2 of the Railway Housing Association development near the former NER Engine Shed near Haughton Road. The documents include a Written Scheme of Investigation describing the Archaeological Watching Brief. This describes the importance and history of the S&DR and a report of the procedures and findings will be submitted. The footpath/cycle route will carry the walking and cycling S&DR Heritage Trail. It would be appropriate to provide an interpretation display and a seat at a point where the continuation of the line following Tornado Way to the east can be viewed. The landscaping plan shows the embankment and verge between the development and Haughton Road to be sown with a wildflower grass mix, 3 birch trees and 4 bird cherries alongside the path. However the existing trees behind the retaining wall are to be removed. We have suggested that these trees are important to the appearance of the area and the ambience of the S&DR and should be replaced. We have also suggested that a ramped path or steps should be provided at the eastern end of the retaining wall. Otherwise an unofficial short cut between Haughton Road and the housing development will appear as an unsightly and potentially dangerous muddy path.

The Friends have asked DCC for clarification regarding the status of the proposed recreational trail which runs along the disused railway lines between West Auckland (part of the S&DR Haggerleases Branch of 1830) and Barnard Castle. It had been noted that this was no longer referred to in the draft Durham Plan and there were concerns that it was being abandoned. The position is that cycle routes are not identified in the Plan. Policy 22 applies to routes identified in Local Cycling and

Walking Delivery Plans. This route (and the D&DR route) will be included. DCC stated:

'The proposals haven't been abandoned. As you are probably aware they are an aspiration rather than a specific proposal, but we will continue to try and open sections for public access as and when opportunities and funding are available. The intention is to formally record sections as public bridleway, enabling use by walkers, cyclists and horse-riders. So far we have had financial support from the Teesdale Action Partnership for a couple of sections.'

We were also informed that the route is identified in the County Green Infrastructure Framework as the South West Heritage Corridor and therefore is protected by Policy 27 of the Local Plan.



Crossing Keeper's Cottage in Barnard Castle complete with S&DR plaque F10. The railway path from West Auckland would link West Auckland and Barnard Castle via the Haggerleases Branch Line. (photo: Caroline Hardie)

- 🏠 Discussions are underway regarding a development proposal at Low West Thickley Farm (Application DM/19/00540/FPA). The proposal is to replace the old cow byre next to the Brusselton Incline with a new storage building. The Heritage Statement made no mention of the S&DR and the plans suggested that the application boundary extended into the incline.
- 🏠 An application 19/0265/FUL has been submitted to Stockton BC for an entrance lobby, smoking shelter and relocated disabled persons parking spaces at the Mecca Bingo, Chandlers Wharf. This is across the road from St. John's Crossing where the S&DR built a coal depot, agents house, weigh house and tavern and near the shipping staithes where coal was exported to London. We are checking to see if this is on the original S&DR route and, if, so will request that a suitable sign be displayed.
- 🏠 The Statement of Significance and Options Appraisal for Heighington Station (Locomotion Number One pub) is due to be submitted in draft form in April with a short consultation until 20th May. This is hopefully a first step in protecting this important and very early S&DR building.
- 🏠 A series of events were held during February half term to ask people what the key stories should be and what events and activities they would like to see as part of the run-up to the 200th anniversary of the Stockton and Darlington Railway in September 2025. Consultants TGAC from London will be reporting back on the interpretation opportunities along the S&DR very soon.
- 🏠 A number of the Friends gathered together for a walk from West Auckland to Brusselton on February 10th. This was also an opportunity to help Jane Hackworth-

Young celebrate her birthday and what better way for Timothy Hackworth's Great Great Great Granddaughter to celebrate than leading a walk with Friends? All good walks include tea/coffee and cake and Broom Mill Farm conveniently located by the side of the S&DR did the honours. All photos from the day are by Chris Lloyd.



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, 2019. Fees can be paid at any time if you have forgotten.

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 (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 have any questions regarding membership, you can contact Peter Bainbridge, the Membership Secretary on: membership.SDR1825@virginmedia.com

Peter Bainbridge, Membership Secretary

EVENTS

Saturday 9th March – Sunday 2nd June 2019

'A Year in the Making'

A selection of local images from 2018 by photographer Peter Giroux. Head of Steam Museum, Darlington. Normal entrance fee.

4th April 2019

Head of Steam Museum, Darlington. 1.45pm, Meeting Room. AGM and 'Railroads and the American Civil War' – A talk by Ray State. Ray State has given a number of talks about railroads in the USA to the Museum Friends. Ray will be returning to talk about the role of the railroads in the American Civil War. FREE to members of the Friends of the Museum, non-members welcome, (please telephone the museum for membership or price details).

11th April 2019

Great North Steam Fair at Beamish Museum. 10am-5.00pm. An amazing collection of steam locomotives, motor vehicles and road steam vehicles will converge on Beamish Museum for the annual Great North Steam Fair. As with all daytime events, you can use your Unlimited Passes or Friends of Beamish membership to enjoy The Great North Steam Fair.

2nd May 2019

Head of Steam Museum, Darlington. 1.45pm, Meeting Room 'The Wensleydale Railway, Beginning to End 1840 to 1960's' – A talk by Dr Christine Hallas. Dr Christine Hallas is a retired Principal Lecturer and lives in Wensleydale. FREE to members of the Friends of the Museum, non-members welcome, (please telephone the museum for membership or price details)

4-6th May 2019

Festival of Steam at Locomotion, Shildon.

The logo for Locomotion, featuring the word "LOCOMOTION" in white, bold, uppercase letters on a black rectangular background.

11-12th May 2019

Enjoy the hustle and bustle of a Georgian Country Fair at 1820s Pockerley Waggonway from 10th to 12th May 2019. Experience a fair like no other as The Squire of Pockerley sets about hiring his staff for the coming months! As with all daytime events, you can use your Unlimited Pass or Friends of Beamish membership to enjoy this special event.

18th May 2019

NERA meeting at the Head of Steam Museum, Darlington 1.30pm, Meeting Room. A pictorial record of Tyneside electric trains – A talk by David I Fraser

19th May 2019

Vintage Vehicle Rally at the Head of Steam Museum Gardens and Field, Darlington. 10.00am – 4.00pm. A variety of rare and unusual vintage vehicles from across the North East and Yorkshire regions gather again for this popular event, activities include mini train ride, arts and crafts and children's entertainer. £2 entrance fee for adults, £1 for children, under 5's are free and family members go free.

May 2019 (date to be confirmed)

Friends' Trip to Stainmore Railway at Kirkby Stephen



4th June to 14th July 2019

NERA Exhibition – "A Grand Day Out". Head of Steam Museum, Darlington - Museum Platform. A nostalgic look at the times when going on holiday to the seaside, and day trips were the highlight of the year for the masses in the North Eastern area. Normal entrance fee.

6th June 2019

Head of Steam Museum, Darlington. 1.45pm Meeting Room. 'Steam in and Around Darlington' – A talk by Chris Nettleton. Chris is a member of the Council of the Friends of the National Railway Museum and has given railway related talks to groups and societies and will be giving a talk on the era of steam in and around Darlington. FREE to members of the Friends of the Museum, non-members welcome, (please telephone the museum for membership or price details)



June 2019 (date to be confirmed)

Ray State talking about the S&DR's influence on American Railroads: June TBC

July 2019 (date to be confirmed)

Friends' trip to Middleton Railway (details tbc)

21st August 2019

Friends' trip to Hitachi (details tbc)

31st August -1st September 2019

Model Railway Weekend at the Head of Steam Museum, Darlington. 10.00am – 4.00pm. Platform, NRAR and Meeting Room, Darlington Model Railway Club, members and visiting layouts from the North East representing a wide range of model railway. Contact museum for admission charge. Included in admission and yearly passes.

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 birth place 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**

