



**STATEMENT OF  
SIGNIFICANCE FOR  
THE FORMER NORTH  
ROAD STATION,  
DARLINGTON**

**APPENDIX A**

**CHRONOLOGY TABLE**

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## Appendix A: North Road Station Chronology

1821	The S&DR is incorporated by Act of Parliament	Fawcett 2001, 11	
1825	The S&DR formally opens	Fawcett 2001, 11	
1826	The S&DR embark on building its first goods warehouse east of the North Road level crossing. Works also start on the construction of the Railway Tavern on North Road to provide passenger accommodation	Fawcett 2001, 17	
1827	Building works finish at the first goods warehouse, but it is not as popular with carriers as expected and is superseded by the construction of the Merchandise Station in 1833 and the first goods station is converted into cottages, a shop and for use by passengers.	Fawcett 2001, 17	
1831-53	The S&DR develop North Road as the focus for railway development	Listed building description	
1830s	S&DR construct carriage sheds at principal railway stations including Darlington. Although intended for overnight carriage stock they were also used by passengers.	Fawcett 2001, 20	
1832	Contracts are let to construct a new Merchandise Station Company dividends rose from 2 ½ % in 1826 to 8 % in 1832	Listed building description  Whelan's Trade Directory 1897, 453	
1833	The Merchandise Station (Goods Shed), designed by Thomas Storey is built Horse haulage is abandoned on the S&DR line	Listed building description Fawcett 2001, 17  Emmett 1999, 6	
1836	John Harris (a pupil of Storey) takes over as Stockton & Darlington Railway Company's chief engineer	Listed building description	
1838	A clock tower is planned for the Merchandise station.	Listed building description	
c.1840	Lime cells are constructed south of the Goods Station and close to the branch line providing lime for the	Clarke 2006, 7	

	developing housing market between the historic core of Darlington and the thriving railway buildings. GNER build a goods station on the north side of the tracks on land leased from the S&DR		
1841	Company dividends rose to 15 %	Whelan's Trade Directory 1897, 453	
1841	Contracts are let on the 3 <sup>rd</sup> September 1841 to build North Road Station designed by John Harris (1812-69) who served as S&D resident engineer from 1836 to 1847.	Fawcett 2001, 116 <a href="http://www.railwayarchitecture.org.uk/Location/Darlington/Darlington%20North%20Road%20Station.htm">http://www.railwayarchitecture.org.uk/Location/Darlington/Darlington%20North%20Road%20Station.htm</a> . Accessed 13.10.14	
1841	A temporary station is built at Bank Top which opened on the 31 <sup>st</sup> March	<a href="http://www.disused-stations.org.uk/d/darlington_north_road/">http://www.disused-stations.org.uk/d/darlington_north_road/</a> . Accessed 13.10.14	
1842	The S&DR's new station was completed, probably by April. It consisted of a spacious trainshed, roofed with timber queen post trusses and fronted with a plain classical Italianate facade built of sandstone rubble and covered by render.	Fawcett 2001, 116	
1845	Refreshments are offered to passengers – possibly the first recorded station to do this	Chester 2010, 5, quoting Clark 2006. Wall 2001, 95	Contra - the old station paid Mary Simpson in 1833 to clean and maintain the fire in the waiting room and a shop was also referred to which could have been for refreshments (Fawcett 2001, 18).
1853	Modest extensions were designed by Joseph Sparkes in 1853 and constructed by John Harris (ibid). These included lengthening the 'departure platform 'at both ends suggesting that the trainshed must have been lengthened too. The extended platform provided an opportunity to add rusticated sandstone piers on the end walls.	Fawcett 2001, 116 Chester 2010, 5 <a href="http://www.railwayarchitecture.org.uk/Location/Darlington/Darlington%20North%20Road%20Station.htm">http://www.railwayarchitecture.org.uk/Location/Darlington/Darlington%20North%20Road%20Station.htm</a> . Accessed 13.10.14	Contra see Sowerby plan which occupies much the same area in 1847
1853	Hopetown Carriage Works are built SW of Kitching's Foundry to provide facilities and repairs to passenger carriages	Clarke 2006, 7	
1855	The first detailed map of	OS 1 <sup>st</sup> ed 25 inch 1855	

	<p>the station was the Ordnance Survey 1st edition 25 inch surveyed in 1855 showing some modest extension work at the west end (curved area) and the lean to sheds of 1853. The first sets of rusticated stone pillars which terminated the sheds were in place. The station had two platforms and a central siding which joined a further line east of the station which approached the Goods Station from the north with additional sidings to its west. At that time, the GNER Goods Station on the north side of the main line was simply a shed with four bays and associated rails.</p>		
1856	<p>The Darlington &amp; Barnard Castle Railway opened necessitating further platforms; but space was constricted by the GNER Goods Station on the north side of the line. Short lean-to roofs, which already covered the main platform outside the trainshed, were further extended and finished off with high masonry walls matching the end walls of the shed. Five rooms were added on the east side. The men's toilets were demolished and rebuilt in the eastern extension.</p>	<p>Fawcett 2001, 116  <a href="http://www.railwayarchitecture.org.uk/Location/Darlington/Darlington%20North%20Road%20Station.htm">http://www.railwayarchitecture.org.uk/Location/Darlington/Darlington%20North%20Road%20Station.htm</a>.  Accessed 13.10.14</p>	<p>CMP states that lean to canopies provided at this point 2004, 31. If they are lean-tos they must be leaning against something so this range of buildings must also be 1853-6  <b>Toilets demo more likely at this stage</b></p>
1857	<p>The S&amp;DR acquired a building north of the main line from GNE and the site of this was subsequently developed as Hopetown Goods Station. The S&amp;DR increased the length of the main platform and office range of the station. They also took out a carriage siding and created an island platform, separated by only a single track from the main platform. A new bridge was built on</p>	<p>Listed building description  Fawcett 2001, 19, 116   CMP 2004, 31</p>	

	Northgate to replace the level crossing. Locomotion was set outside North Road Station on display and conserved for future generations	Ibid, 32	
1860	S&DR built a three road carriage shed on to the rear of the station in 1860 to house overnight carriages	Fawcett 2001, 116	
1863	The Stockton & Darlington Railway amalgamated with North Eastern Railway on 13th July 1863 on generous terms. This became part of London & North Eastern Railway in 1922. The North Road Shops open as the new location for the locomotive works.	<a href="http://www.engineering-timelines.com/scripts/engineeringItem.asp?id=1136">http://www.engineering-timelines.com/scripts/engineeringItem.asp?id=1136</a> [accessed 110813]	
1864	Alterations are carried out to the station under the supervision of William Peachey who also designed glazed verandah roofs for the island platform (removed 1932).  Plans of this date show proposals to extend the men's toilets into their current form	Fawcett 2001, 116  1864 plans in Ken Hoole Archive	
1864	Darlington's first Merchandising Station on North Road is demolished in September. The earliest ground plan of the station dates to this time, but may show proposals which were never implemented	Fawcett 2001, 18  Chester 2010, 5	
1865	Peachey's island platform verandahs are completed	CMP 2004, 42	
1868	The station is renamed North Road Station (it had been Darlington (North Road))	Chester 2010, 5	
1870	The railway Inn on North Road is put up for auction by the railway company	Listed building description  Fawcett 2001, 17	What is it between 1898 and 1951?
1872	Another eastwards extension created more	Chester 2010, 5 CMP 2004, 43	

	room for the yard master. A bay window is removed from the old east elevation and re-sited on the new south elevation.		
1873	Men's toilets opened	On site interpretation panel	
1870-1895	Kitching's foundry was partially demolished in 1870-1895 to make room for more sidings possibly as part of the Royal Agricultural Show held in Darlington in 1895	DBC 2006, 11	
1876	An upper floor is added above the central part of the station to accommodate telegraph equipment. Girders and decking are renewed on North Road Bridge	Chester 2010, 5  CMP 2004, 44	Presumably also the spiral stair?
1887	A new permanent station called Darlington Bank Top was built slightly to the west of an earlier temporary station opening on 1st July 1887. Rumours circulate around town that North Road Station might close	<a href="http://www.disused-stations.org.uk/d/darlington_north_road/">http://www.disused-stations.org.uk/d/darlington_north_road/</a> . Accessed 13.10.14 Northern Echo – Thursday 01 December 1887	
1890	In 1890 the station was renovated in an attempt to attract more passengers.	<a href="http://www.disused-stations.org.uk/d/darlington_north_road/">http://www.disused-stations.org.uk/d/darlington_north_road/</a> . Accessed 13.10.14	
1892	Locomotion is placed under cover at Bank Top Station to protect it	CMP 2004, 45	
1893	A footbridge is constructed for passengers to cross to the island platform. The two bay platforms are linked together to form a second through line	Chester 2010, 5  CMP 2004, 45	
1895	The Royal Agricultural Show is held at Darlington. This used the area that was to become a scrap yard by building earth and timber platforms for the occasion	DBC 2006, 11  CMP 2004, 45	
1897	The waiting room on the island platform is constructed and cosmetic alterations are made to a number of rooms	Chester 2010, 5  CMP 2004, 46	
1899	The parcel office expands into the 1st class Gents and the partition wall removed.	Chester 2010, 5	
1908	Ticket office windows are	Chester 2010, 5	Remain in situ

	inserted into the timber wall between the Parcel's Office and the Entrance passage		
1920	Station Master's office replaced with a new general waiting room. Seats from previous waiting room refitted. Ticket barriers were installed at the island platform end of the footbridge. This brought to an end the use of the ticket office windows and the south side of the station became openly accessible	Chester 2010, 5	
1897-1925	Sometime in this period, a timber bookstall kiosk is built on the island platform	Chester 2010, 5	
1922	North Eastern Railway became part of London & North Eastern Railway	<a href="http://www.engineering-timelines.com/scripts/engineeringItem.asp?id=1136">http://www.engineering-timelines.com/scripts/engineeringItem.asp?id=1136</a> [accessed 110813]	
1930	The station was threatened with closure. A new internal stair was provided for access to the first floor around this time	<a href="http://www.disused-stations.org.uk/d/darlington_north_road/">http://www.disused-stations.org.uk/d/darlington_north_road/</a> . Accessed 13.10.14  CMP 2004, 68	
1932	Glazed verandah roofs designed by William Peachey for the island platform in 1864 removed as an economy. The land to the south of the station is used for a scar yard	Fawcett 2001, 116  CMP 2004, 45	
1935	A proposal is made to rebuild the electric cable house, a large metal shed that had been located at the east end of the station	CMP 2004, 68	
1948	British Railways is formed out of four nationalised rail companies	CMP 2004, 76	
1951	The fire station (former Goods Shed) was converted into a depot for the maintenance of railway vehicles.		
1963	The Beeching axe in 1963 threatened the station with closure	<a href="http://www.disused-stations.org.uk/d/darlington_north_road/">http://www.disused-stations.org.uk/d/darlington_north_road/</a> . Accessed 13.10.14	
1964	The station was closed to passengers on 30.11.1964. The closure of the Middleton in Teesdale	<a href="http://www.disused-stations.org.uk/d/darlington_north_road/">http://www.disused-stations.org.uk/d/darlington_north_road/</a> . Accessed 13.10.14	

	branch on 30th November 1964 reduced the station from two tracks to one serving the branch to Bishop Auckland.		
1965	The station was closed completely on 5.6.1965	<a href="http://www.disused-stations.org.uk/d/darlington_north_road/">http://www.disused-stations.org.uk/d/darlington_north_road/</a> . Accessed 13.10.14	
1966	The North Road Shops closed	Clarke 2006, 10	
1969	Staff are removed from the station so that it is exposed to vandalism	CMP 2004, 77	
1972	The line is reduced to a single track between Darlington and south of Heighington	CMP 2004, 77	
1973	A collection of concerned people joined forces with the local council, the town's Museums Service and the Tourist Board to restore the station as a museum while retaining one platform through the trainshed to serve the Bishop Auckland line.	<a href="http://www.disused-stations.org.uk/d/darlington_north_road/">http://www.disused-stations.org.uk/d/darlington_north_road/</a> . Accessed 13.10.14	
1975	The Duke of Edinburgh opened the new Darlington Railway Centre and Museum which included North Road station, the goods shed and Hopetown Carriage Works in 1975 in time for the 150th anniversary of the Stockton and Darlington Railway. The old scrap yard was cleared and grassed over to be used for events connected with the museum. Kitching's Foundry may have been demolished as part of the tidying up of the station prior to its opening as a museum	<a href="http://www.disused-stations.org.uk/d/darlington_north_road/">http://www.disused-stations.org.uk/d/darlington_north_road/</a> . Accessed 13.10.14  CMP 2004, 89	
1985	Darlington Borough Council took over responsibility for the museum from the Darlington Railway Museum Trust	CMP 2004, 89	
2008	Museum is refurbished and rebranded as the Head of Steam Museum	Chester 2010, 5	