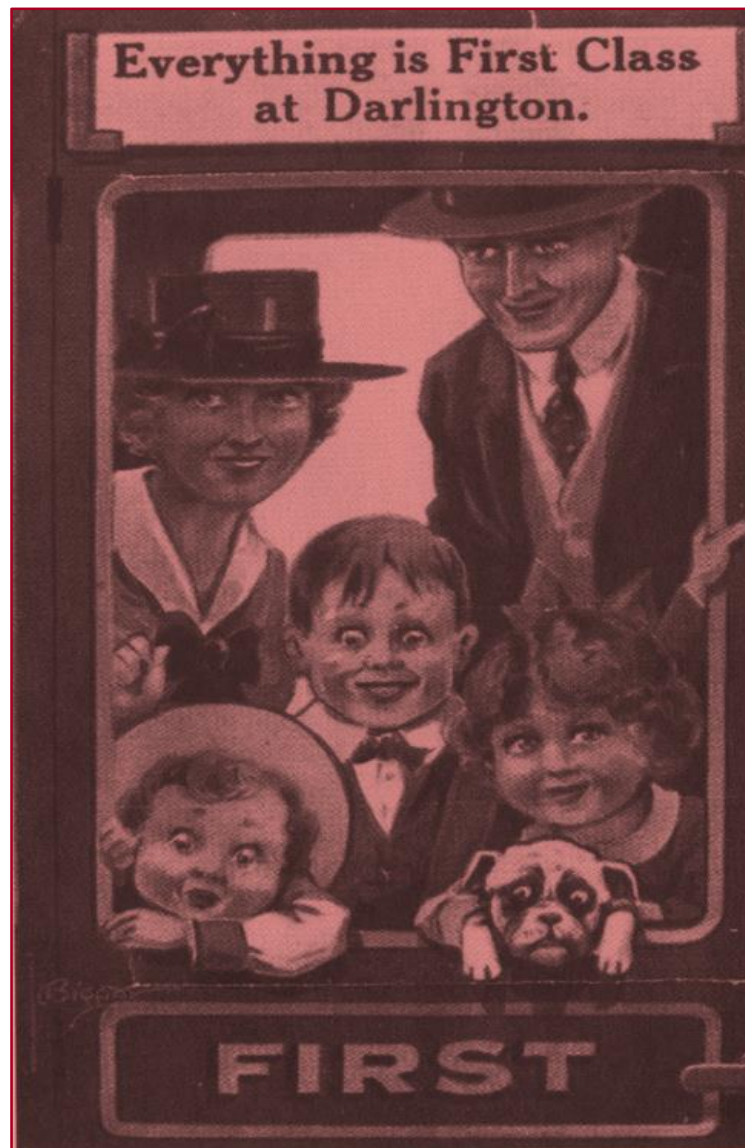


THE ROUTE OF THE S&DR 1825:

The Darlington Circular

Stockton & Darlington Railway Walk No.5.



Friends of the Stockton & Darlington Railway.
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The Friends of the Stockton & Darlington Railway were formed in 2013 to bring together all those with an interest in the S&DR to ensure that by the bicentenary in 2025, the 1825 Stockton and Darlington Railway line will have received the recognition and the protection it deserves as the birthplace of the modern railway. This booklet is part of a series along the 26-mile stretch of line from Witton Park to Stockton and represents the first stage in improving the interpretation and access to the line. We also aim to ensure that the standing remains are conserved and have proper legal protection including pursuing a case for inscribing the line as a World Heritage Site by 2025.

WWW.SDR1825.co.uk

Other booklets in the series include:

-  S&DR Walk No.1 Witton Park to West Auckland
-  S&DR Walk No.2 West Auckland to Shildon
-  S&DR Walk No.3 the Shildon Circular:
-  S&DR Walk No.4 Shildon to Heighington
-  S&DR Walk No.6 Darlington to Goosepool via Fighting Cocks
-  S&DR Walk No.7 Preston Park to Stockton

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Ordnance Survey "Explorer" Map 304 is a very useful resource for exploring the remains of this part of the S&DR. Ordnance Survey Grid References are used in this booklet.

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*

THE ROUTE OF THE S&DR 1825: S&DR Walk No.2 WEST AUCKLAND TO SHILDON. SELF GUIDED WALK BOOKLET

This self-guided walk explores the pioneering Stockton & Darlington Railway heritage of Darlington. It can be used to link with the self-guided walk routes along the line of the route opened on the 27th September 1825, when the Stockton & Darlington Railway was formally opened. Allow 2 hours if walking as part of a large group, less for smaller numbers.

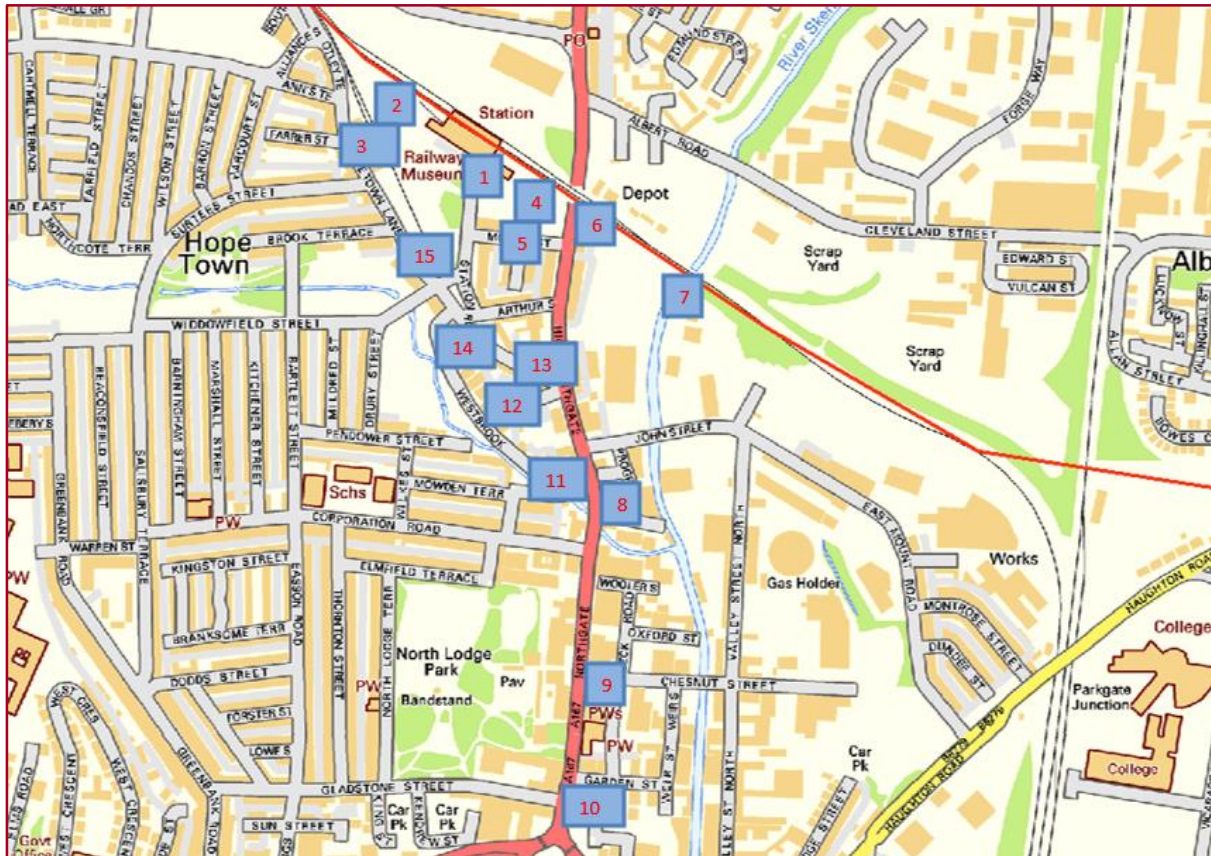


Figure 1. The walk route and stopping points

Historic Background

At seven in the morning, on the 27th September 1825, twelve waggons of coal were led from the Phoenix Pit at Witton Park to mark the start of the formal opening of the Stockton & Darlington Railway. A stationary steam engine drew the waggons up Etherley Ridge incline and then fed them down Etherley South Bank, where they met the road to West Auckland.

From West Auckland, the train was joined by another waggon filled with sacks of flour, and then led by horses across the level to the foot of Brusselton West Bank. Here thousands of people were waiting on the slopes of the ridge to see the sixty horsepower stationary engine at work. The waggons went on to be coupled with the pioneering train, 'Locomotion No.1'

**THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.**

and twenty-one other waggons, as well as the first railway passenger carriage 'Experiment' at Shildon on their way to Darlington. The train would reach Darlington nine miles away, after two hours, at twelve o'clock.

At Darlington the train halted for half an hour. Locomotion No.1 was taken to the company's reservoir to replenish her water barrel. Six waggons of coals and twenty-three of the horse waggons, laden with workmen, left the main line, and were taken down to the coal depot. The horses were fed and watered and the coals were distributed to the poor of the town. Workmen were entertained to a *'right good dinner, washed down with copious libations of ale in various public houses in the town. No. 1 having filled her water barrel, the six waggons of coal having been taken off, and the waggons containing Mr Meynell's famous Yarm band, having been coupled on, the train started'* (Heavisides 1912, 65).

All passengers who had alighted in Darlington were replaced with new (and more) eager passengers. No further stoppages occurred until the locomotive reached Goosepool, where it had to refill with water before continuing the journey to Stockton (Heavisides 1912, 64-5). This eventful train journey, which was to change the face of the world, was to end at Stockton with much celebration and more dinners and libations at the Town Hall.

A passenger service between Darlington and Stockton was to commence on Monday 10th October 1825 using the new coach 'Experiment' which had accommodated Committee members on the opening day. The departure points for passengers were North Road in Darlington and at St John's Crossing in Stockton. The journey in Darlington would commence at 7.30am or 3pm and would take two hours.

The lessons learned in the creation and running of the Stockton & Darlington Railway in the 1820s-30s were to be copied and improved upon across the country and, soon, across the world.

This walk visits some of the key features which reflect those pioneering days of the very early railway.

When the railway was opened in 1825, most of this area was outside what was then the town of Darlington. This was a rural landscape. With the coming of the railway, more development took place in this area, more jobs were provided and so more houses were built to house the growing workforce.

Soon, Darlington would grow outwards to this area and beyond, where railway locomotive works were built.

Railways were to change the face of the world, but first they changed the face of Darlington.

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*




The walk route

The walk starting point is North Road Station (NZ28907 15710), now the Head of Steam Museum. The museum is devoted to the area formerly served by the North Eastern Railway, with particular reference to the Stockton & Darlington Railway, and the railway industry of Darlington. Exhibits include Stephenson's 'Locomotion No. 1', built for the opening of the Stockton & Darlington Railway, and 'Derwent', the earliest surviving Darlington built locomotive, on loan from The National Railway Museum Collection. The museum also houses dedicated research in the shape of The Ken Hoole Study Centre, which has an extensive collection of documentary material, photographs, plans, books and periodicals. Entrance to the museum is £4.95 for adults, but there are discounts for older and younger people, family tickets and annual passes, and under-fives go free. There are separate summer and winter opening hours, but generally the museum is closed on Mondays. Check the web site before visiting at <http://www.darlington.gov.uk/leisure-and-culture/head-of-steam/admission-and-opening-times/>.

(1) North Road Station

John Harris, the S&D resident engineer from 1836 to 1847, was instructed to design a new station and contracts were let in September 1841 for its construction; completion probably being around April 1842.

It consisted of a spacious train shed, fronted with a single storey, plain classical Italianate facade built of sandstone rubble and covered by render.¹ The station that you see today has been expanded on several occasions.

-  The east and west wings were added in 1853-5, with further additions in 1864. An additional extension, on the east side, was added in 1872. The central second storey was added in 1876 to house telegraph equipment. In the 1920s a number of internal improvements were made, such as the provision of new waiting rooms and ticket barriers.
-  The left hand side (west) of the building was originally constructed as the station master's house in 1842, and included housing and yards. Note the S&DR ceramic railway plaque E9, showing that this end was used for domestic purposes. Such plaques were added to all domestic properties by the S&DR, in 1857.
-  The basement door led into the porter's mess. Apparently, in the 1850's, a ghost was seen there!

¹ Fawcett 2001, 116

**THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.**

- 🏠 It is not clear if the original 1842 layout had separate entrances for passengers of different classes, but the 1864 alterations did do so, with a first class entrance on the west side of the portico and second and third class entrances to the east side of it.
- 🏠 Later alterations were to get rid of this class-based separation for the entrance, but to retain it for waiting rooms and toilets. This change probably had more to do with increasing traffic, than with a greater egalitarian approach to travel.²
- 🏠 To the left of the building and around the corner you can see some **stone sleepers** laid out along with their rails. These have been brought from elsewhere on the S&DR line, but are useful in showing how the earliest railway lines were constructed.

Plate 1. Photo of Brian Wastell's grandfather leaving work at North Road Station c.1910. Note the decorative vent flues and street lamps. The rough cast appears to be quite a dark colour, as opposed to the white of today. Towards the back, the train shed roof can be seen. (Photo courtesy of Brian Wastell and made available by Barrie Lamb)



² Archaeo-Environment 2014, 18

**THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.**

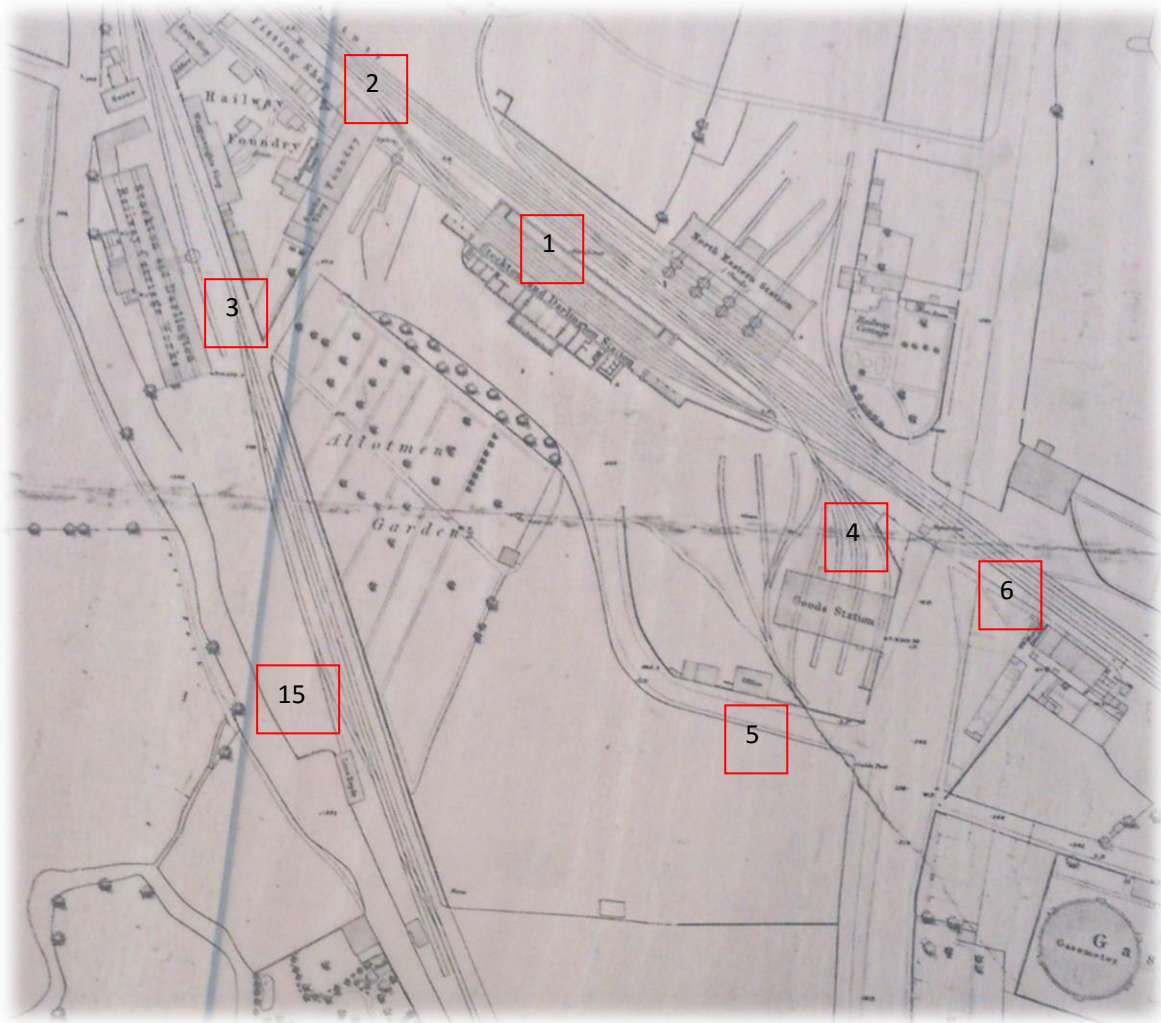


Figure 2. The S&DR North Road station (Stop no. 1) shown on the 1st ed OS map of 1856 (surveyed 1855) on the south side of the tracks. Kitching's Railway Foundry (stop no.2) is located to the west, and the S&DR Goods Station (no.4) and Offices (no.5) on McNay Street are also shown. The S&DR Carriage works (stop no.3) can be seen with a turntable to the front and sidings that go on the lime depot (stop no. 15). The original (and first) purpose built station can be seen on the east side of North Road (no.6) but is not annotated, presumably because it was now used as cottages for railway staff and their families.

(2) Kitching's Ironmongery and Foundry (site of)

From 1831, Kitching's iron foundry was located here (NZ 28852 15754). Their decision to move here, from the town centre, was linked to the potential for future work which the new railway would bring, as well as the line providing good transport links for export. Indeed, their foundry was later to become the locomotive works for the S&DR.

By 1829, William Kitching was a committee member of the S&DR, and so the family was clearly well informed regarding the future prospects on North Road. Kitching's foundry was partially demolished in 1870-1895 to make room for more sidings, possibly as part of the

**THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.**

Royal Agricultural Show which was held in Darlington in 1895. The remainder of these buildings were removed as recently as 1975.

(3) S&DR Carriage Works (NZ 28777 15708)

At this point, turn your back on North Road Station and look across the expanse of grass towards a long low white building. This is the **S&DR Hopetown Carriage Works** built in 1853. It was designed by Joseph Spark, who also designed alterations at North Road Station, and completed by architects Ross & Richardson of Darlington. The works were supervised by Thomas McNay, the S&DR's Engineer and Secretary (who we shall meet again on this walk). The building was used for the manufacture and maintenance of railway carriages, all of two axles. There were two internal rail tracks running the length of the building, and wings connected to the main network via small turntables, located in the central two storey building. Carriages entered the building from the turntable outside (where the arch is) and were then manoeuvred into position and sent down the long ends for repair or maintenance. The central building included lifting facilities (later removed). All carriage manufacture was transferred to the York Railway Works after 1863 under the NER. Construction on the site ended about 1884 when longer wheelbase bogie vehicles were introduced, for which the works were unsuited. The building was later used as a store, and for repairing waggons, as well as being used as a rifle range by the railway company.³ The buildings are now home to the A1 Steam Locomotive Trust, and have been recently renovated with a fresh coat of lime wash and renewed windows. The Trust has recently built a new steam-powered locomotive from scratch – 'Tornado'. North East Locomotive Preservation Group are also located here – they purchase and restore historic locomotives.



Plate 2. Hopetown Carriage Works.

(4) The Goods Shed/Merchandise Station (NZ28995 15632).

Walk back towards the main road entrance and you will see, standing in the yard south east of the station, the once attractive arched windowed Merchandise Station. Designed by Thomas Storey, it was built on farmland on the opposite side of North Road from the original station in 1833 (Fawcett 2001, 19). The contract for its construction was let in 1832. It was

³ https://en.wikipedia.org/wiki/Hopetown_Carriage_Works [accessed 280116]

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*

the first railway building to be constructed on this side of North Road and would form the focus of considerable subsequent railway development by the S&DR.



Plate 3. The Goods Station

As demand grew, the new Merchandise Station was doubled in size, by extending it westwards between 1839 and 1840. A clock tower was added in 1840.⁴ The building was approached by sidings leading from the main S&DR line. These sidings brought waggons into what was an open fronted building divided into four bays initially, and then eight after its extension, where they could unload their goods. Goods at that time could consist of a variety of products; parcels and packages were brought in from the wider area, but coal and limestone would go to separate depots. Carts from town approached the building from the other side, at McNay Street, having paid their dues at the Goods Agent's Offices, and loaded their goods before heading back to town. This approach is no longer possible due to massive earth moving operations which took place to replace a former level crossing on North Road with a bridge. This Goods Station is the earliest surviving example, in the world, of a railway warehouse built on one level; although its layout has little bearing on the subsequent development of goods sheds, which went on to evolve.⁵ Its experimental design proved to have deficiencies; in particular later goods sheds in the rest of the world had access arranged from the narrow ends, rather than across their broader frontages.

Thomas Storey was originally appointed as assistant engineer to George Stephenson⁶ to construct the S&DR as early as 1822.⁷ After 1825, the S&DR no longer required the services of George Stephenson (although it did sometimes consult his son Robert Stephenson) and Storey became its Chief Engineer.⁸ He lived at St. Helen Auckland, until his death in 1859. He became a member of the Institution

⁴ Clarke 2006, 6

⁵ Fawcett 2001, 19-20

⁶ Bill Fawcett pers comm

⁷ [http://www.gracesguide.co.uk/Thomas_Storey_\(2\)](http://www.gracesguide.co.uk/Thomas_Storey_(2)) [accessed 11.8.13]

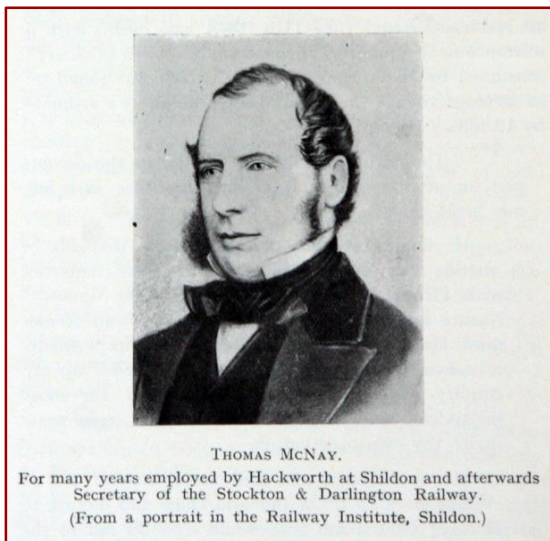
⁸ Bill Fawcett pers comm

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*

of Civil Engineers in 1829 and oversaw the construction of the Goods Shed in 1832-3. He left the S&DR to take up his appointment as Engineer in Chief with the Great North of England Railway in 1836 and was replaced by his former pupil, John Harris. He had an important role in projecting and forming both the Great North of England Railway and the Bishop Auckland and Weardale Railway.

'In person, Mr. Storey was tall and athletic, and capable of undergoing great fatigue. He possessed great decision of character, and was deservedly respected for his strict integrity and honesty of purpose. He was as scrupulously just, as an employer, towards those who served under him, as he had been when an agent, to those under whom he served. During the last few years, he lived in retirement, his health not permitting him to undertake any great public work.' (Obituary in Proceedings of the Institution of Civil Engineers 1860).

In 1857 the goods station ceased to be the main point for goods handling on the Stockton & Darlington Railway. Sometime between 1870 and 1898, the west half was converted into a fire station serving the growing complex of railway buildings around the North Road area. It is now the home of the Darlington Railway Preservation Society which carries out locomotive repairs in this building.



(5) McNay Street

Walk out of the station area and turn left on to **McNay Street**. This was the original approach to both the Merchandising Station/Goods Shed from 1833 and the passenger station from 1842. It was named after the S&DR's Engineer and Secretary, Thomas McNay.⁹ The stone building half way along this road was the **Good's Agent's Offices**, built in 1840 (NZZ28973 15600). Staff here controlled the use of the Goods Station behind. It is now the home to the North East Railway Association. As you walk along McNay Street you will notice Stephenson Street, named after George

Stephenson, but it is not clear if this was the Engineer George Stephenson or the local station master, George Stephenson. Two very different people!

At the end of McNay Street you will see the entrance to the modern North Road station on the left. This is on the original 1825 route, and from here you can catch a train to Shildon, Heighington, Aycliffe, Dinsdale, Eaglescliffe or Thornaby – all providing access to other parts of the S&DR line.

⁹ Image from Grace's Guides http://www.gracesguide.co.uk/Thomas_McNay [accessed 280116]

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*

At the end of McNay Street, carefully cross High Northgate and head left towards the railway bridge. Just before you reach the bridge, there is a piece of derelict land on the right which abuts the railway line. This is the site of the first purpose built railway station in the world.

(6) The First Purpose Built Railway Station in the World?

Here was a demolished building (see plate 4), designed as a goods station at a time when no such thing had yet been invented for the railways. It was to be the inspiration for the later 1830 goods station at Liverpool Road Station in Manchester, which is surviving. The station was completed in 1827, and its loading bays were let to individual carriers at varying rates.¹⁰ Waggon would run alongside the top floor of the building and off load their contents. Presumably the contents were then moved to the ground floor so that carts from town could collect their goods. The station was operated by the carriers themselves, but it proved to be less popular than anticipated by the S&DR, and so by 1830 the ground floor was partially converted into two cottages.¹¹ Subsequently, in 1833, it was remodelled and dedicated as a passenger station, dwelling house and shop, with additional cottages being created from bays in 1835 and 1843.¹² The residents of these cottages were railway staff and their families, according to the 1841 census. This building was demolished in 1864, although fragments of it may survive on the edge of the live railway line adjacent, and below ground. It is not clear if the blocked doorway facing High Northgate is a feature of the station, or something later.

Plate 4. The first goods station on the S&DR line, painted by an unknown artist after 1827. The original painting is now at Preston Park Museum, not far from Stockton.



¹⁰ Fawcett cites PRO 667/ 31

¹¹ Fawcett 2001, 17

¹² *ibid*, 18

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*

Before heading back down High Northgate have a look at the **railway bridge**. This was built in 1856 for the S&DR, but altered several times since. Prior to the bridge being constructed, there was a level crossing here which suggests that there has been a massive amount of earth moving in this area.

Through the other side of the bridge to the north west was an area that was dominated by the S&DR's Railway Works after 1863. These works produced their first locomotive in 1864 and went on to cover a substantial area and included paint and boiler shops. The creation of these new Railway Works in 1863 (in the same year as merger with the North Eastern Railway) resulted in the Shildon Works having to concentrate on the manufacture of waggons instead of locomotives. The Darlington Works closed in 1966 and the site redeveloped in the late 1970s. Only the clock survives from the Darlington Works – re-erected outside Morrison's supermarket.

Now head back down High Northgate and turn second left into a back lane. Head along the lane, past a large stone wall of unknown date and function (it could be railway-related or it might relate to a 19th century mortuary) where it turns into a grassy path and keep going until you see a large stone bridge on your left.

This is the oldest railway bridge, in the world, to remain in continuous use.



Plate 5. The Skerne Bridge in a painting, of 1875 from recollection, by Dobbin. He had attended the opening ceremony, in 1825, as a child.

(7) The Skerne Bridge (NZ 29166 15543)

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*

This stone-arched bridge (plate 5 above & 6 below) is in a Georgian classical architectural style, which was popular amongst the early railway pioneers.

George Stephenson was commissioned to design this bridge, to carry the railway over the River Skerne. Like another bridge he designed for the S&DR over the River Gaunless near West Auckland, he originally chose to use a combination of wrought and cast iron and stone.

However, there were problems with the design of the foundations, and the directors of the S&DR ordered Stephenson to consult the County Bridge Surveyor, Ignatius Bonomi, which he did reluctantly, having had to be reminded six weeks later by the committee.



Plate 6. Skerne Bridge today

The foundation stone of the bridge was laid in July 1824 ‘with Mr Bonomi’s modifications incorporated’. Further doubts were expressed about the use of iron, and whether it was strong enough, and Bonomi was brought in again. He provided a design and costs for a stone-arched bridge. By November 1824 he was sending very practical advice about the bridge being constructed.¹³ The completed bridge was to feature as a vignette on the S&DR Railway share certificates suggesting considerable pride in its form by the committee.

“There will be about 3000 cubic feet of stone in the arch and I think it might be wrought at the quarry providing a little extra care is taken in putting the blocks when wrought into the carts. As the blocks are large, they need not, I conceive, be piled

¹³ Crosby 1987, 45

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*

upon each other. They should be laid upon straw or turf...straw bass worked up loosely would suit best..." (From Bonomi 2.11.1824 and quoted in Crosby 1987, 45)

"I hope that the offsets of the foundations may be found to project a little within the great arch in order to get a stool for the support of the centring. The two sole trees upon which the uprights are supported should be of oak and it would also be proper to put a piece of oak between the top of these uprights and the beam which reaches from wall to wall...The whole of the arched stones should be prepared and be on the spot before centring is fixed; it is not proper to suffer the weight of the stones to hang partially upon the wood, which weakens the centring...The masons who set the pens should be provided with large mells [mallets] to drive them well up and it is moreover a good plan to wedge them and keep them wedged until the next course comes on and so forward; the arch cannot be too tightly set at first. It will certainly tighten itself when the centring is eased, but if it has too much play, the form of the arch will be distorted..." (From Bonomi 3.11.1824 and quoted in Crosby 1987, 45-6)

Despite Bonomi's advice, only seven years later, the bridge had to be strengthened (you can see evidence of pinning through the structure), but it survives today, despite being widened and alterations made to the decking, and remains in use. In the 1990s it featured on the English £5 note, as a celebration of the technological achievement the S&DR represented.

Now head back to High Northgate, although if you are going to walk the linear route along the line you will need to pass under the bridge and follow S&DR Walk no. 6. When you reach High Northgate, turn left and look up at the inscription below the first floor window sill of an empty terraced building on the left; barely legible and much weathered –'**1857 FAITH HOUSE**'. This land was once given to the Darlington Christian Workmen's Mutual Improvement Society in 1857, by Joseph Pease, one of the leading proponents of the S&DR, to build a reading room. This building is what remains of the much-altered reading room. In the late 19th Century, it was used as a mortuary caretaker's cottage, with the mortuary a little further down the road. Now head downhill until you get to the Railway Tavern on your left, just after the turning into Lambton Street.

(8) The Railway Tavern (NZ 29073 15287)

The S&D Railway Sub-Committee met on the 23 June 1826 and decided to build three inns to serve the new railway line. Joseph Pease had to loan money to the company in July because of cash flow problems (Proud 1998, 20). This inn (plate 7) was one; the others being at Stockton and Aycliffe Lane (now known as Heighington Station). The first to be completed and let was in Stockton in October 1826. The Darlington inn was ready by May 1827, but the alcohol licence was refused by the magistrates (largely due to objections from a nearby landlord, who resented the construction of another inn). It was not until October 1829, on appeal, that the licence was granted. All three inns were designed by John Carter, who worked for the S&DR from 1824-8.

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*

Taking you further: the Railway Tavern.

Darlington's Railway Tavern is the only one to have remained in continuous use as an inn, without even a change of name. Although its frontage was remodelled to make it more 'pub-like' in the late 19th century (the present design is by Darlington's foremost Victorian architect G.G. Hoskins), and although the building is much changed inside, its footprint and structure have remained virtually unaltered since 1827. It is the second oldest S&DR building in Darlington, with only Bonomi's Skerne Bridge being older.

The leading figures in the S&DR were Quakers, and disapproved of alcohol. However, at a time when the quality of water was variable (water treatment and piped supplies became widespread only from the mid-19th century), beer was the drink of choice for most people, and was certainly favoured over spirits by the authorities.

The Railway Tavern had a close relationship with the S&DR's coal depot, which was on the opposite side of the road. This was clear at the licensing appeal, where it was claimed the inn was needed for *"the accommodation of the coal agents and others having business to transact at the depot"*. As well as refreshments and shelter, it would provide *"commodious stabling... and a spacious yard... for the reception of horses and carts, &c"* (Northern Echo 31.10.1829).

Although the ground floor frontage was remodelled in the late 19th century, the distinctive 'lozenge' glazing pattern on the windows may echo the original style used in the fanlights, over the entrance doors, both here and at Stockton. Such a pattern remains in the Stockton building and above the now-boarded side door here (just inside the side lane). It might possibly be original to 1827, as it has distinctively older and different coloured glazing.

Darlington's Railway Tavern remained in the ownership of the railway company until 1870, closing the year before the NER decided to move its coal depot. The 'commodious' stables and most of the 'spacious' yard were lost when the rear service road, 'Progress Way', was constructed in the late 1970s.¹⁴



Plate 7. The Railway Tavern with a Robert Borrowdale-adorned building to the right.

¹⁴ Additional information from Brendan Boyle

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*

Taking you further: Robert Borrowdale.

Before leaving the Railway Tavern, take a quick look at the building on the corner of Leadenhall Street (on the right-hand side of the pub's side lane). Note the large number of stone carvings. These were by a local stonemason, Robert Borrowdale, who worked in Northgate in the 1860s-70s. We will see his work again, on this walk.

(9) Garden Street

Continue down High Northgate and turn left into Chesnut Street, and then first right into **John Dobbin Road**. This back lane is named after John Dobbin, who painted the opening ceremony of the S&DR, shown as Plate 5.

Head down John Dobbin Road until it meets **Garden Street**. This is named after the gardens that were once located here. These gardens belonged to Edward Pease – the founder of the Stockton & Darlington Railway; the main financier and its motivator. The gardens ran down to the River Skerne where they joined the grounds of East Mount, home of Edward's eldest son John from 1838. A rustic bridge led over the stream to an orchard, and this valley was nick-named the Peaceful Valley (Pease-full). The Quakers had a particular fondness for gardening and Pease's garden was renowned especially for its orchards and vinery.

If you look at the back of the buildings that front North Road, you will notice one built with handmade Georgian bricks and a large arched window. This arched window was a stair light, and provided natural light into Edward Pease's stairwell. This is the back of Edward Pease's house and once overlooked his gardens and orchards.

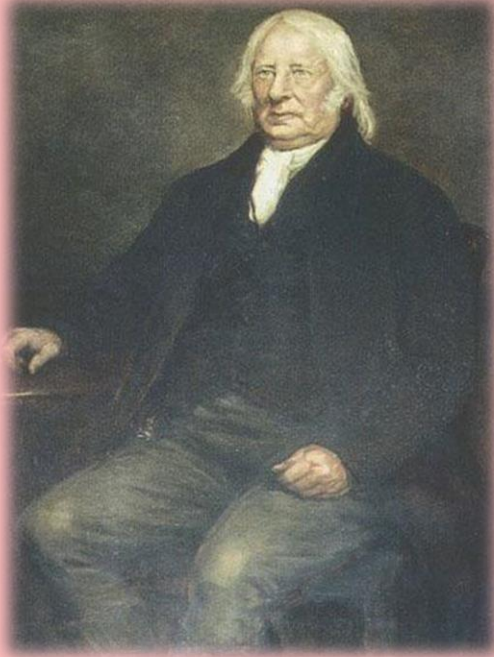
(10) Edward Pease's House, 138-148 Northgate (NZ 29031 14930)

Turn right along Garden Street, and then go back on to Northgate and, carefully, cross the road.

Now look back at the buildings on the other side of the road, which once fronted the gardens.

This was Edward Pease's house which witnessed important events in the founding of the railway.

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*



Edward Pease was born in Darlington in 1767. Like his father, he joined the wool trade. During his time buying and selling wool, he realised that there was a need for a railway to carry coal from the collieries of West Durham to the port of Stockton. Pease, and a group of businessmen, formed the Stockton & Darlington Railway Company in 1821, with the intention of transporting all sorts of goods across the county and beyond.

It would be a public railway which anyone could use, if they were willing to pay; marking it out as different from all other mineral operators' railways, which only served collieries under one owner, and replacing earlier plans for a canal of the same purpose. It would also be the

backbone of a railway network with branch lines – just like railways today.

Plate 8. Edward Pease

At street level there is a row of kebab and pizza shops but Pease's home from 1798 (plate 9) was a plain three-storey 18th century house. Today the upper levels hint at the once larger classical house with a central pediment and ionic pilasters. However this classically inspired



front elevation may be a later alteration of about 1866 as a sketch that was once in the ownership of Pease suggests that his house was a simpler, less ostentatious affair, typical of an 18th century town house. The first floor today is broken up by a later addition of a tiled facade from 1907, but which carried a plaque commemorating Pease and the founding of the S&DR.

Plate 9. Taken from a sketch of Northgate dated 1848 in the ownership of Edward Pease. House no.73 was Pease's home and is substantially different to the building there today.

George Stephenson, and his colleague and friend Nicholas Wood, met with Pease at this house and persuaded him to use steam powered locomotives on the railway. All previous discussions had involved using horsepower only. Stephenson also convinced Pease that the locomotive should run on rails raised above the ground, rather than tram tracks set into the ground. These two factors (especially the first) made the Stockton & Darlington Railway

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*

stand apart from other colliery railways and changed the history of Darlington, the North East, and the world.

Pease had been so impressed with Stephenson, that he gave him the post of Chief Engineer of the Stockton & Darlington Company. Following intense lobbying, a second Act of Parliament was passed to allow the company 'to make and erect locomotives or moveable engines' and to include passenger traffic. This led to the world-changing introduction of the railway - starting with the Stockton & Darlington Railway.

Plate 10. Edward Pease's home, on Northgate.

By the 1930s, when this photo was taken, the grand classical façade which may have been a later alteration, had been subdivided at ground level, with shop fronts and a tiled façade added to one bay in 1907.



Stephenson and Wood had walked all the way to Pease's house from Killingworth near Newcastle. At about the

place you are standing, next to **the Bulmer Stone** (behind the railings since 1923), they changed their muddy footwear for clean shoes, before nervously going in to meet Pease. Stephenson was rather shy and had a very strong accent, and had brought Wood along to help explain (translate) their thinking.

Edward Pease – a good head for railways

"I think, sir that I have some knowledge of craniology, and from what I see of your head I feel sure that, if you will fairly buckle to this railway, you are the man to carry it through."

"I think so too and I may observe to thee that if thou succeed in making a good railway thou may consider thy fortune as good as made."

An extract of the conversation as later retold between George Stephenson and Edward Pease at their meeting in the Northgate House, quoted in the Darlington Half Holiday Guide 1899, 158

Taking you further: the Bulmer Stone.

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*

The Bulmer Stone is a Shap granite boulder, deposited at the end of the ice age, and once marked the northern edge of Darlington. It stood on the roadside beside small cottages that were later replaced by the Technical College (Cookson 2003, 4). The name is said to come from Willy Bulmer, the borough crier, who announced news from it.

Stay on the road opposite Pease's house and head back up Northgate. On your way you will see a fine brick Georgian house set back from the road on your left. This is **North Lodge**, which was built around 1832 for John Beaumont Pease, son of Joseph Pease, who was Edward Pease's eldest son (Cookson, 2003, 65, 87). Its gardens survive as a public park to the rear. Continue up North Road until you reach the area opposite the Railway Tavern, just before Westbrook. The Cocker Beck runs under the road, and it was here that there were **coal depots** established in 1825 which were linked to the main line by a branch line.

(11) Remains of the Coal Depot Branch line (NZ 29053 15267).

From the outset the main line, proposed by Overton in 1821, was much further north. A **branch line** extended down to the west of Northgate (see blue line of Figure 4) to a coal depot, where coal could be delivered from trains for the domestic market in Darlington. However, Stephenson brought the main line closer to town, which connected with a proposed branch line that ran all the way into town at Skinnergate. In practice, the branch line that was built followed Overton's route, and terminated at Cocker Beck on this side of Northgate. It was extremely unusual for the route chosen to revert to Overton's original route when Stephenson had proposed an alternative. It is likely that lime was also delivered here until 1842 when a new lime depot was constructed (see the end of this walk).

The **coal depot** was one of the earliest developments on the line along with those at Stockton and Heighington, but very little survives today. It was from here that the coals were distributed to the poor of the town on the 27th September 1825 when the depot was formally opened. However, the weigh house was not ready until July 1826. The weigh house was one of three commissioned by the S&DR from John Hutchinson of Sheffield for £68 each. Associated with each weigh house was an office and dwelling house following plans by John Carter, who also designed the Railway Tavern, for the first weigh house at Darlington, being approved on the 19th August 1825 (minus some ornamental works) (Fawcett 2001, 13-14). Nothing survives of the weigh house or the offices.

There are maps showing the coal depot dating to 1826 (John Wood's map, but before the weigh house was built) and 1840 (Thomas Dixon's plan, see figure 5), which give some insight into its layout. The coal depot consisted of brick-arched cells 30 feet long, 18 feet wide and 13 feet high (Cookson 2003, 67). Waggon would arrive from the branch line and approach the coal depot, where they would be weighed at the weigh house at the south end of the depot, and then checked.

Percival Tully was recorded as working at Darlington's weigh house where he had to examine waggons as they passed the building, to see that their axles were properly

**THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.**

greased.¹⁵ He later went on to work at the weigh house in Stockton (see S&DR Walk No. 7: Preston Park to Stockton).

The coal was dropped into coal drops in separate bays, where carts from town would arrive from Northgate and load up coal for sale. The Railway Tavern, across the road, was designed to offer refreshments to people using the coal depot.

There is very little remaining evidence of the coal depot here, but if you look carefully above the Cocker Beck, where there are the stone remains of Victorian garden frontages, you might see a length of old rail supporting a patio structure – just a small artefact from when the railway branch line came down to this part of Darlington.

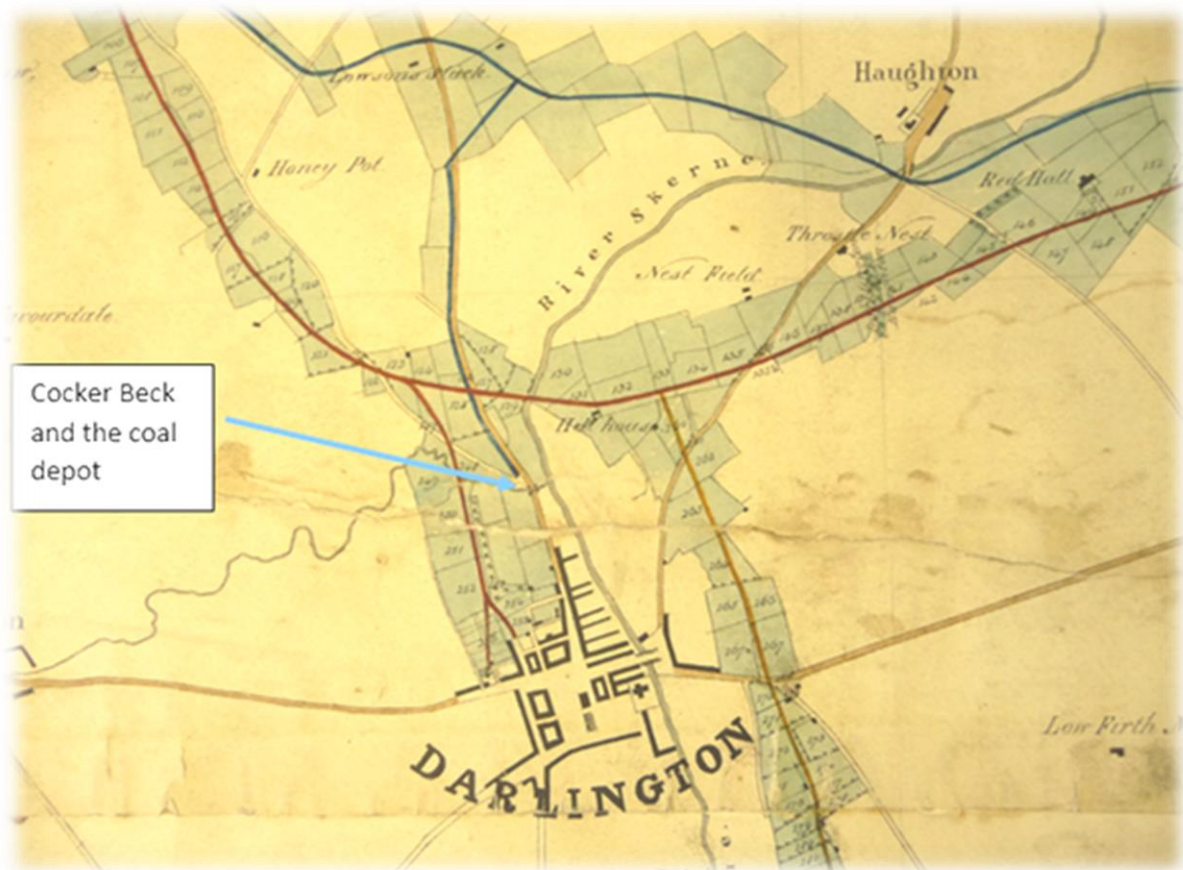


Figure 3. The proposed branch line from the main line into Darlington as set out by Stephenson in 1823 (shown as a red line) and Overton in 1821 (shown as a dark blue line). Unusually, the branch line in the end followed Overton's route, which terminated at Cocker Beck, not Stephenson's route which extended into the old town.

¹⁵ McLaurin 2006, 12

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*

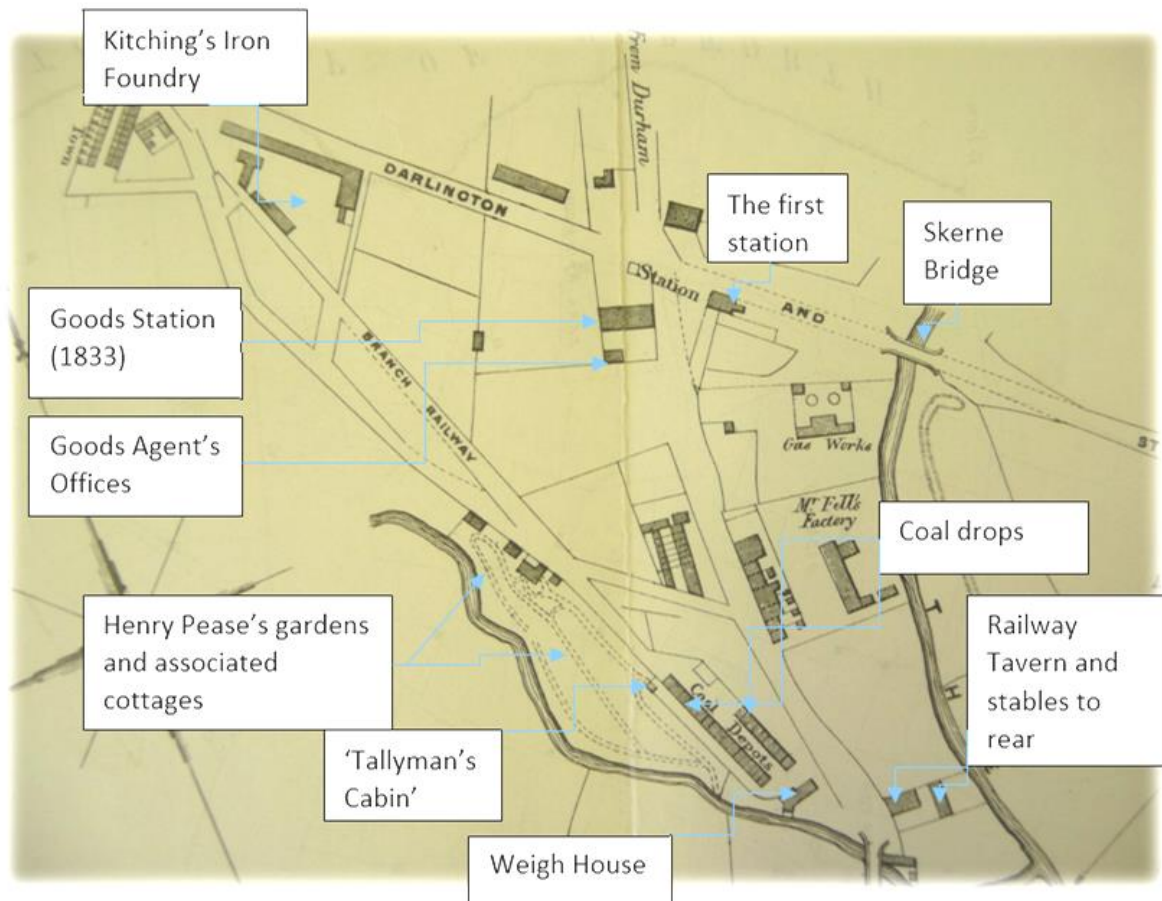


Figure 4. Extract from Thomas Dixon's Plan of the Town of Darlington 1840. This shows the layout of the coal depot.

(12) The Tallyman's Cabin and Coal Depot Wall.

Although it has mostly been built over, there are other fragmentary remains of the coal depot which have survived since it closed in 1871. Turn left into Westbrook Terrace and then second right along Westbrook. There are some very fine Victorian houses, built for senior railway management along here which merit a closer look.

Turn into the second back lane on the right, that runs behind the houses on Westbrook (NZ 28962 15344). The tall stone wall on your right was **the boundary wall with the coal drops** on the other side. It was later used as a back wall for glasshouses, because this side of the wall, sometime before 1835, was developed by Henry Pease as large and beautiful gardens with intersecting walks, a pond and a temple; unkindly called 'Henry's folly' by his father, Edward Pease.¹⁶ The blue/grey setts which have been used for surfacing this and many other lanes in Darlington, and elsewhere, are known as scoria blocks. They were made from waste produced by the iron industry and take their name from the Greek word 'Skor' meaning waste. They are an excellent example of Victorian recycling, but were placed here when the houses were built in the 1860s.

¹⁶ Archaeo-Environment 2010, 30

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*

Continue along the back lane where you will see a small two-storey building with a later brick garage attached to it on your right (NZ 28952 15401). This little building originally had castle-like crenellations along the top and an arched Gothic door at ground floor level, now obscured by the garage. This is referred to locally as the **Tallyman's Cabin**, and may have had some purpose in monitoring the waggons as they entered the coal drops. However, the hidden neo-Gothic arch at ground floor level may be a later addition, as such styles of arches are more likely to be associated with neo-Gothic revival styles of architecture, popularised in this area in the 1860s by the architect G. G. Hoskins. The branch line was on the other side of this wall – if you walk a little further along, you will see a blocked arched window high up in the wall – again this may be a later addition, possibly associated with a cottage shown on historic mapping dating to 1855 or the reuse of the depot wall after it closed in 1871.



Plate 11. The 'tallyman's cabin' in 1974, before it lost its crenellations. (photo John Proud Collection)

Double back to Northgate (note the stone carved head of the **Green Man** set into the wall. This has been re-sited, but was a carving made by the prolific stone mason, Robert Borrowdale, who had workshops first in Barnard Castle and then on Northgate, opposite the Railway Tavern in the 1860-70s).

If you would like to see the houses at Westbrook, including the delightful ones by G.G Hoskins dating to 1864 and Borrowdale, then turn right at the end of the lane and walk along Westbrook. You will need to return this way, as it is a dead end. Otherwise continue back to Northgate by turning left from Westbrook Terrace on to Northgate and head left up the road.

(13) The Cocoa Palace

Just after the garage on the left on Northgate, there is a building with rounded glass windows set into a tower like end overlooking Northgate. This is not a railway building, but was the **Cocoa Palace Rooms** of 1876 built by Robert Borrowdale. This institution, called Melville House, was designed to lure people away from the demon drink and instead offered a large cup of cocoa, coffee or tea for 1d and spice cake for an additional 1d (Lloyd 2015).

(14) Coal chutes

*THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.*

Turn left along **Station Road**. Once you pass the first stretch of terraced houses and a more modern red brick one, look out for the stone wall which was the coal drop boundary wall that you have just visited on the other side. If you look carefully you will see evidence of one and a half blocked arched doors (the half door is partially painted over). Further along a substantial stone wall with pilasters appears to have been reused as a yard wall to the houses on the other side and has had coal chutes inserted for domestic coal deliveries.



Plate 12. A blocked neo Gothic - style door in the coal depot boundary wall.

The ground on the other side is at a much lower level, so if this was a door, there must have been structures behind this wall.

These blocked openings might be later insertions associated with the redevelopment of Westbrook in the 1860s or when the depot closed in 1871

Plate 13. The Lime Depot. Waggons approached the building along the branch line from the left, passed through and dropped their loads through trap doors in the floor where the lime fell into bays. Builders could then purchase and collect lime from the ground floor level where carts could back up to the bays and then head back to where the lime was needed.



(15) The Lime Depot.

Continue along Station Road until it becomes Hopetown Lane. On the opposite side of the road there is a small wooden-faced building. This was the **lime depot** (NZ 28863 15564) and located on the branch line (at an elevated level here) that led to the coal depot. It dates from about 1842. Here, waggons entered one end, tipped lime into separate bays inside through trap doors in the floor, and exited the end nearest you. Carts from town could then collect the lime from the ground floor, which would be predominantly used as building lime for the growing population of Darlington – growing because of the impact of the railways providing more jobs which, in turn, necessitated more housing.

**THE ROUTE OF THE S&DR 1825:
THE DARLINGTON CIRCULAR.**

From here, you can head back towards North Road Station/ Head of Steam Museum where the walk began. You can now walk the next stretch of the S&DR line from Darlington to Fighting Cocks and Goosepool, or catch a train to Heighington, Aycliffe, Shildon, Dinsdale, Eaglescliffe or Thornaby to pick up other walks along the line.

This guided walk leaflet was compiled using the following sources of information:

- Archaeo-Environment 2010 *Conservation Management Plan for Darlington's Town Centre Fringe*
- Archaeo-Environment 2013 *Statement of Significance for the former Goods Shed, North Road, Darlington*
- Archaeo-Environment 2014 *Statement of Significance for the former North Road Station, Darlington*
- Clarke, R 2006 *The Early Railway Buildings at North Road, Darlington* (unpub)
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- McLaurin, S 2006 'Stockton Railway History – Part One. St. John's Crossing, Bridge Road' (*Stockton on Tees Local History Group Journal*)
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- Stockton on Tees Local History Group 2009 *Railways in Stockton on Tees*
- Fieldwork by the Friends of the Stockton & Darlington Railway and Friends of the National Railway Museum
- Additional information on the Railway Tavern by Brendan Boyle, additional information on general railway features by Richard Wimbury, on the Westbrook Coal Depot by Philip Cossons and Shirley King.
- Caroline Hardie, Archaeo-Environment, original text
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