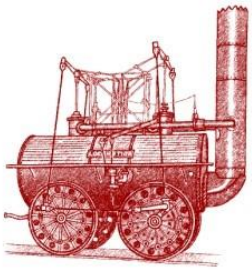

The 1825 Stockton & Darlington Railway: Historic Environment Audit

Appendix 5. Darlington to Goosepool (Stockton Council boundary).

October 2016 (2019 Revision)

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NOTE

This report and its appendices were first issued in October 2016. Subsequently it was noted that some references to S&DR sites identified during fieldwork and given project reference numbers (PRNS) on an accompanying GIS project and spreadsheet had been referred to with the wrong PRN in the report and appendices. This revision of 2019 corrects those errors but in all other respects remains the same as that issued in 2016.

Introduction

This report is one of a series covering the length of the 1825 Stockton & Darlington Railway. It results from a programme of fieldwork and desk based research carried out between October 2015 and March 2016 by Archaeo-Environment and local community groups, in particular the Friends of the 1825 S&DR. This report outlines a series of opportunities for heritage led regeneration along the line which through enhanced access, community events, improved conservation and management, can create an asset twenty-six miles long through areas of low economic output which will encourage visitors from across the world to explore the embryonic days of the modern railway. In doing so, there will be opportunities for public and private investments in providing improved services and a greater sense of pride in the important role the S&DR had in developing the world's railways.

This report covers the stretch from North Road station in Darlington to Goosepool at the Stockton Council boundary covering a stretch 9.2km (5.76 miles) long (figure 1). It also includes the Darlington branch line and Edward Pease's House down High Northgate and North Road. It therefore includes land that is entirely within Darlington Borough Council. Access to carry out fieldwork was extremely limited on the stretch of live line in Darlington and east of the Oak Tree junction near Goosepool.

The report outlines what survives and what has been lost starting at the west and heading east to Goosepool. It outlines the gaps in our knowledge requiring further research and the major management issues needing action. It highlights opportunities for improved access to the line and for improved conservation, management and interpretation so that visiting the remains of the S&DR merits a trip from the other side of the world.

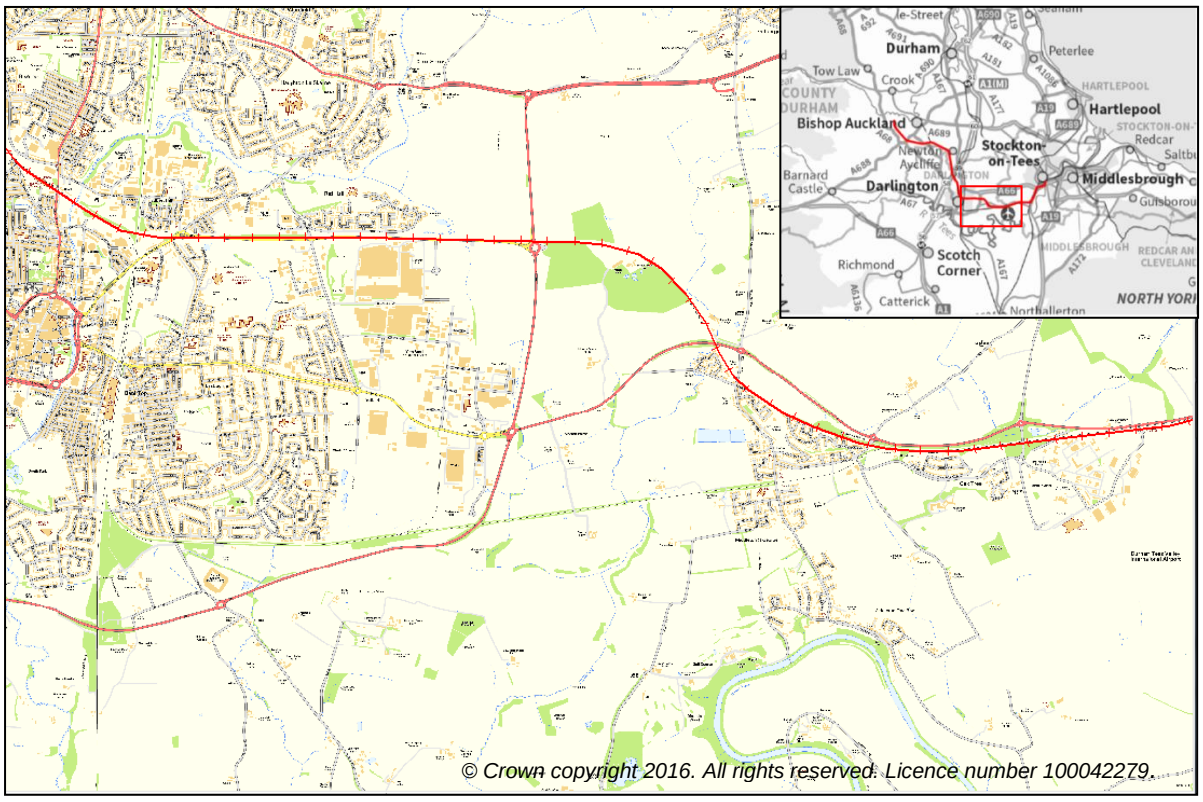


Figure 1. Area discussed in this document (inset S&DR Line against regional background).

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 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 engine stationary engine at work. The waggons went on to be coupled with the pioneering locomotive, Locomotion No.1' 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.* 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 again (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, dining and libations!

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 the 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 S&DR in the 1820s 30s were to be copied and improved upon across the country and, soon, across the world.

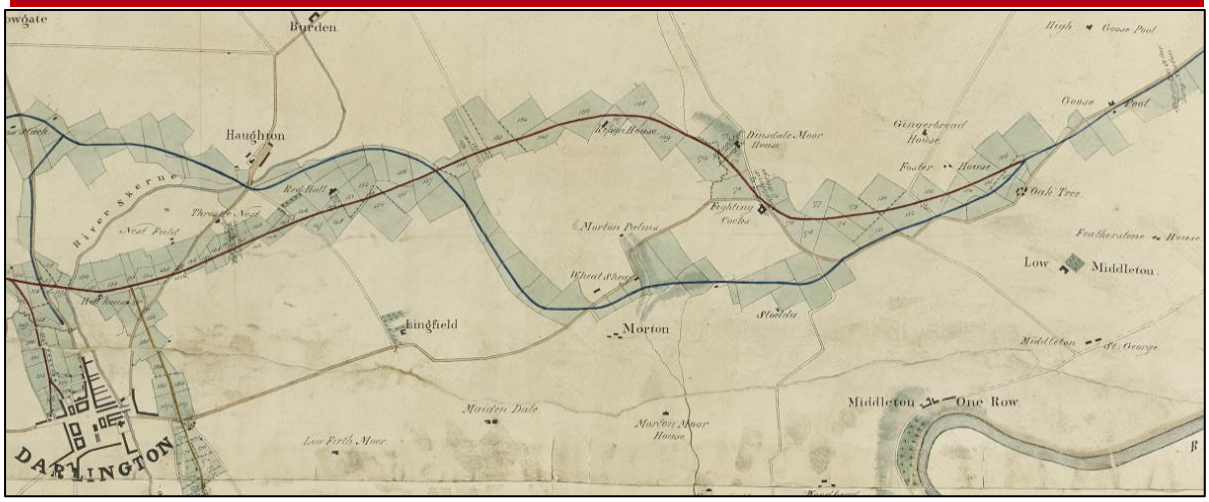


Figure 2. George Stephenson's map of the proposed S&DR railway, showing the route, in red, from Darlington to Goosepool and surveyed in 1822 (DRO Q/D/P/8/1). The blue line marks the route, as originally conceived by George Overton. The Darlington branch line was to follow Overton's route down North Road from Stephenson's main line route.

1.0 NORTH ROAD STATION, HIGH NORTHGATE AND NORTH ROAD

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. Much of the area is now very run down, but some very distinguished pieces of architecture and some internationally important relics from the pioneering days of the railway do survive.

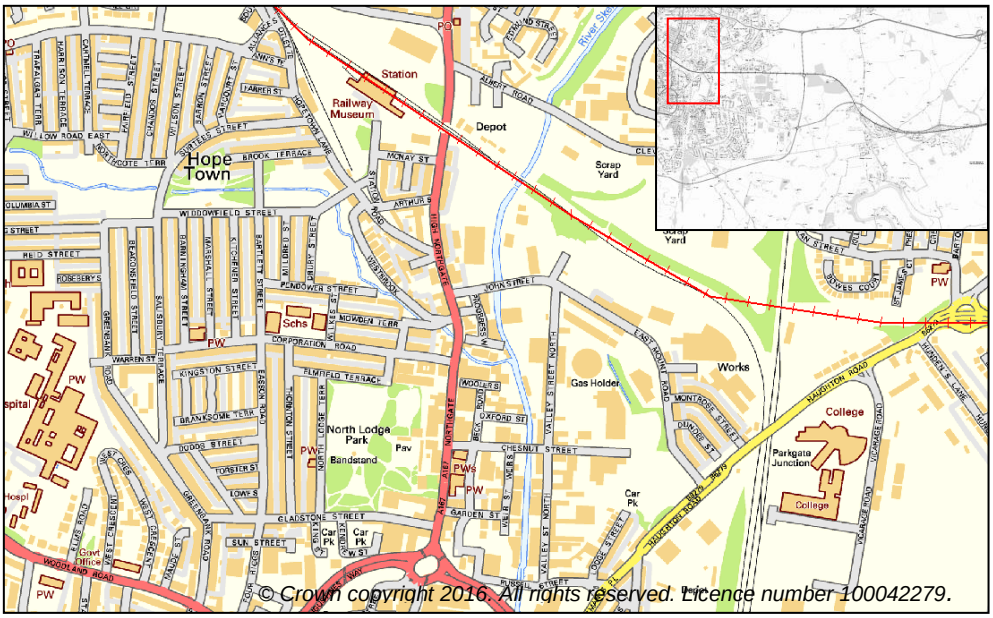


Figure 3. The location of the mainline through Darlington

1.1 What Survives, Protection and Management.

Clustered around what is now the Head of Steam Museum is a railway heritage triangle of old railway stations, a goods shed, carriage works, coal and lime depots and their essential partner – the Railway Tavern and at the foot of North Road, the home where a world changing decision was made – to use locomotives instead of a purely horse drawn railway and to use the railway for the carriage of passengers.

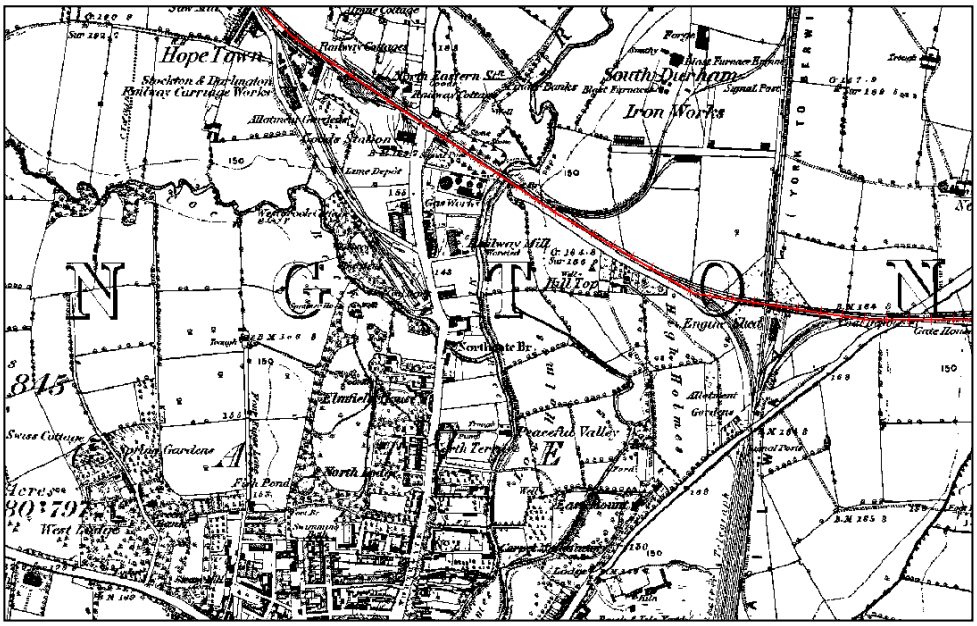


Figure 4. The same area in 1856 as shown on the OS 6" to 1-mile mapping series

North Road Station (Listed Building, HER34763)

Plate 1. North Road Station 2016 (above right), and in 1972 (above right), prior to restoration and conversion to a museum.

John Harris, the S&DR 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] It is of particular architectural interest because it uses this early Italianate design rather than the grander more ornate designs associated with much later railway architecture.

The station has been expanded on several occasions and each phase of expansion has referenced the original design.

- 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!
- 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 there are 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.

[1] Fawcett 2001, 116
[2] Archaeo-Environment 2014, 18

As an early 1840s building, it represents a group that is generally considered to be pioneering and rare enough to be nationally important. However, its importance is enhanced by its local context; in particular, the survival of the adjacent buildings associated with the pioneering days of the railway such as The Goods Shed, The Goods Agent's Offices of McNay Street, the Lime Cells, Skerne Bridge and the Carriage Workshops – all in themselves nationally important listed or scheduled buildings.

The former station now houses the Head of Steam Museum. The collections include:

- S&DR and its associated lines
- North Eastern Railway (NER)
- London & North Eastern Railway (LNER)
- British Railways (BR)
- The railway manufacturing industry in Darlington
- Industrial railways in Darlington

The material held includes:

- Archives, maps, photographs and printed ephemera including the Ken Hoole Collection
- One locomotive and two wagons
- Items used in railway operating
- "Branded" items associated with the railway infrastructure
- Models and toys
- It also holds other collections including the Tubwell Row Museum collection. This museum was located in Darlington Town Centre (Tubwell Row) but it was closed and its collection moved here.

How do we protect the museum?

Recommendations for the future conservation of the building have already been made in a Statement of Significance (Archaeo-Environment 2014) and are only summarised here:

- The setting is diminished by the current arrangement of fencing between the Station, Goods Shed and Goods Station Offices which disconnects them and future developments should seek to establish a stronger visual and physical connection.

- The land around the station is also of considerable archaeological interest. The site of Kitching's Foundry, the first development of this site, is undeveloped and could be the focus of excavation. Such excavations would be necessary should this area be developed in the future and would need to be carried out before design works progressed. Any development in this area could also combine innovative new materials with historic references to the design of Kitching's foundry. A community excavation run as part of museum activities would benefit the museum and our understanding of the site.

- There is a particular concentration of important railway heritage buildings in what might be termed the railway triangle. The land between these heritage assets has been through major changes, although for the most part, its use has been railway related since the mid-19th century. A long history of development in this area suggests that

future development is not impossible, but it would be important to recognise the considerable historic interest and associations between the different buildings by retaining intervisibility and readability of their historic associations.

- There are also some key views which merit enhancing by framing or retaining open space around them; most importantly views between the station and the goods shed and offices. The mirroring of the station and the carriage works is also important and some intervisibility should remain. Similarly, any future developments in this area should respect the low lying nature of the exiting building stock.

- The land use in the area was agricultural before the S&DR located their railway business here and since then, the area has remained largely in railway use. It would be unreasonable to expect all land to remain in railway use when so much of the railway infrastructure has gone, but future development which would complement the historic setting could include light industrial, small scale commercial, offices, innovative development of products and processes (B1 type developments suitable for a residential area), logistics/export/ import of goods or uses which enhance the appreciation and economic vitality of the international importance of the railway triangle and museum by adding value to the tourism offer of the area, such as a standalone museum cafe (the previous one could only be accessed through the museum which limited the visitor numbers and meant that it only opened seasonally, eventually closing completely), shop, restaurant and curators' offices .

- While the station is undoubtedly in better condition than it was in 1973, the solid end walls (internally on the platforms) and green security fencing make it difficult to appreciate the running of the station and less visually obstructive methods of exclusion would enhance the appearance of the station. It would be an enhancement of the shed's significance if the shed ends were replaced with modern visually permeable materials.

- The west end is also an under-used part of the station which while having no public access has no security either. The lack of public access means that there is no opportunity to explore the architectural fragments around the site and no interpretation is provided.

- Across the external elevations, but excluding the north which is protected from rain, the building fabric is suffering from the inappropriate use of modern materials leading to damage which will be increasingly expensive to repair. There is insufficient ventilation in many rooms and the roof is also leaking in places. Gutters are not being kept free of vegetation and this too will result in damp and water ingress.

- Previous interventions at the station have been unrecorded and the modern materials mask what has gone before. Many of the available historic plans are unreliable or undated and the modern plans are inaccurate. Before any alterations are made, there are a number of important additions that are required to better understand some aspects of the site's significance. Accurate plans are essential for interpreting the historic plans and for understanding the evolution of the building. They are also essential for designing future alterations. An accurate survey of floor plans and elevations should be commissioned as part of ongoing management and to better understand the evolution of internal spaces; this may be more accurate if carried out

by archaeologists rather than surveyors because archaeologists will also mark up hidden features.

- Any future alterations that require the removal of rough cast, plasterwork or involve ground disturbance, should be accompanied by archaeological recording. If more substantial works are required, archaeological potential should be tested first before detailed design plans are drawn up. As the historic plans available are often undated and depict a large number of undated alterations, any larger scale works should also be preceded by an examination of S&DR Board records in the Public Records Office to check if the phasing and room alterations suggested here can be confirmed or better understood.

The recommendations in the 2014 Statement of Significance stand, but there are some more fundamental considerations to be carefully thought out about the sustainability of the museum at a time when the Borough Council are struggling financially. It would be tragic to lose the museum on the approach to 2025 when it has the potential to draw in visitors from around the world which in turn will be an economic benefit to Darlington. It has the potential, with some investment, to be at the heart of improving the quality of life for people, offering new jobs, training and income. It is at the heart of the railway heritage offer in this region along with Locomotion: The National Railway Museum in Shildon.

The museum therefore has to be at the heart of an economic regeneration package which includes the Goods Shed, the space around both buildings and towards the Carriage Works.

Its future needs to be discussed along with the long term management of the Locomotion site. Both are failing to make a wider beneficial economic impact and both are struggling to maintain their historic building stock. However, both provide an excellent education service, but this does not make enough money to pay for the running costs of the buildings.

That future needs to be discussed with representatives from Network Rail because any contracts with them at North Road Station may need to be reviewed as part of this process. If it is to include a review of Locomotion, then it also needs representation from Durham County Council and the National Railway Museum. The future of the museum and Locomotion may require assistance from private business, it will certainly need guidance from the commercially minded. Such people will need representation as well as those with strong conservation interests.

The long term aim should be to enhance the railway heritage offer, not diminish it, but with an increased ability to generate income.

There are options. More paying events day and night, the return of steam, the establishment (one might say re-establishment) of an engineering apprenticeship scheme in partnership with a regional university or further education establishment. This might require additional new buildings on site or off. It might require altering the current uses of the existing buildings. It must include a hospitality offer and a chance to spend money that does not depend on an admission fee. There are other fundamental issues – should the museum be curating the former Tubwell Row Museum or should it concentrate on the railways? The displays internally obscure the layout of the station and hide significant architectural features – they need revisiting. The fabric of the building is under threat from the inappropriate use of modern materials so the building may need to be closed for a year while the works take place. The name Head of Steam has been notoriously criticised since it was adopted – should the name be changed again or reverted back to its old name?

There are thankfully options to attract funding and this is explored later in this report and in the general management document, but it will require the councils to consider whether they continue to manage these sites or pass them over to third parties; it will require endowments to be set up if they hand over management; it will require private funding as well as HLF grant and it will require improved volunteer input and a high standard of professionalism from interested local groups. Importantly, it may require several heritage assets to group together under one project banner to work collectively so that the tourist and day visitor offer is shared and links established between attractions, ideally by rail, footpath or cycleway.

This is a big task that requires stakeholders to think big.

Figure 5. The S&DR North Road station shown on the 25" to 1 mile 1st ed OS map of 1856 (surveyed 1855) on the south side of the tracks. Kitching's Railway Foundry is located to the west, and the S&DR Goods Station and Offices on McNay Street are also shown. The S&DR Carriage works can be seen with a turntable to the front and sidings that go on the lime depot. The original (and first) purpose built station can be seen on the east side of North Road but is not annotated, presumably because it was now used as cottages for railway staff and their families.

Kitching's Ironmongery and Foundry (site of) (SDR283)

From 1831, Kitching's iron foundry was once located west of where the Head of Steam is now (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 Royal Agricultural Show which was held in Darlington in 1895. The remainder of these buildings were removed as recently as 1975.

- A community excavation on the site of Kitching's Foundry will generate interest, but perhaps also pave the way to considering if this land can be used for new buildings to house an engineering apprenticeship course or improved storage and archive facilities for the museum. A community excavation could be funded by an 'Our Heritage' grant from HLF and be an added attraction to visitors. It should be accompanied by research into the form of the Kitching foundry buildings in order to help design any new buildings on the site.

S&DR Carriage Works (NZ 28777 15708) (Grade II Listed Building HER 7286 & 34776)

The S&DR Hopetown Carriage Works were 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 is remembered in the nearby street name). 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). Construction on the site ended about 1884 when longer wheelbase bogie vehicles were introduced, for which the works were unsuited. All carriage manufacture was transferred to the York Railway Works after 1863 under the NER. 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 building has been recently renovated with a fresh coat of lime wash and renewed windows and is now home to the North East Locomotive Preservation Group and the A1 Steam Locomotive Trust who having built from scratch a new A1 Pacific steam locomotive 'Tornado', are now working on P2 'Prince of Wales'. The buildings have limited opening hours for public viewing and represent another example of continued engineering excellence along the line.

Plate 2. Hopetown Carriage Works.

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

The Goods Shed/ Merchandise Station (NZ28995 15632) (Grade II Listed Building HER 7285)*

Standing in the yard south east of the station is 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 the first railway building constructed on this side of North Road and would form the focus of considerable future railway development by the S&DR.

Plate 3. The S&DR Goods or Merchandise Station of 1833.

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 (from 1840), 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 Stephenson[6] 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) [accessed 11.8.13]
[8] Bill Fawcett pers comm

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.

- Major structural issues have already been highlighted in the Statement of Significance of 2013 (Archaeo-Environment) and a number of these issues have still not been addressed.

- The wider setting is in a poor state and the dumping of cars, mattresses and other fly tipping is not acceptable.

- The question of the long term use of this building needs exploring again. It needs to be maintained and so has to generate income. It has a long association with railway use and so it is desirable that this continues. Its future use needs to be part of the discussions about the long term sustainability of the museum.

McNay Street and the Good's Agent's Offices (Grade II Listed Building, HER 7287)

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 (NZ28973 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!

Plate 4. Thomas McNay, for many years employed by Hackworth at Shildon and afterwards Secretary of the S&DR (from a portrait in the Railway Institute, Shildon)

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

The First Purpose Built Railway Station in the World? (site of) (HER7300)

A vacant plot of land next to the S&DR main line on the east side of North Road is the site of a Goods Station commissioned in 1826. It was to be the inspiration for the later 1830 warehouse at Liverpool Road Station in Manchester, which survives. The station was completed in 1827, and its loading bays were let to individual carriers at varying rates.[10] Waggons, often horse-drawn in its early days, would run along the rail line beside the top floor of the building and into it off load their contents. Presumably the contents were then moved to the ground floor, possibly through the use of chutes or a hoist. Carts from town approached the ground floor openings to load. 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.

- This site is suited to a community excavation to add information to the archival material already examined by Fawcett (2001) to establish the layout of the first station and how it evolved into domestic cottages and a passenger station. It's development subsequent to the demolition of the station has been relatively small in scale and so ground disturbance should be minimal. It is a vacant plot with quieter access areas along the lane. It would help to throw more light on the development of the concept of the railway station and feed into the wider research on the growth of the S&DR inn/depot combination towards the passenger station. It would also add information to our knowledge about the railway families who lived here as their household waste is probably still on site.

- Research should include recording the embankment wall for scarring from the former building.

- No development should take place here until this has been fully explored. Any excavation may uncover foundations that merit permanent public display and so it may be a site unsuited to development in the future.

- If no exploratory work is scheduled, then the site should be designated to stop inadvertent damage. Subject to the results, the plot may merit being designated as a scheduled monument.

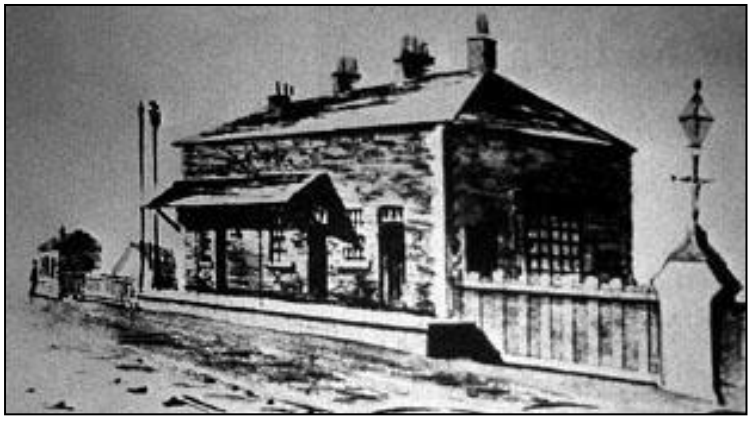


Plate 5. The track side of the Goods Station of 1827 shown after 1833 when it was remodelled as a passenger station.

[10] Fawcett cites PRO 667/ 31
[11] Fawcett 2001, 17
[12] ibid, 18

Plate 6. The site of the Goods Station/Passenger station in early 2016, fenced off and covered in fly tipping (since removed), the rear wall survives and the site is of high archaeological significance, suitable for excavation and display.

Plate 7. The first goods station on the S&DR line seen on the left hand side and from the south-east with the Skerne Bridge. Unknown artist. The original painting is now at Preston Park Museum.

North Road Bridge (Grade II Listed building, HER 7288 & 35810)

The adjacent railway bridge 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 with the road being lowered and then railway embankment being heightened. This has implications for understanding how the level crossing which pre-dated the bridge worked, but also for how the goods station (above) functioned if the embankment it was built against was originally lower.

- Gaps in our knowledge – a research project based on bore hole survey and archive searches would help to establish how the landscape here looked in 1825 when it was a level crossing. This would also help clarify the extent to which earth moving operations have buried the 1825 ground surface near the Goods Shed and at the site of the former station. The results could feed into the results of the excavations at the site of the first station (above).

S&DR Railway Works (SDR511)

North and north-west of North Road Station was an area 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 the 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.

Skerne Bridge (Scheduled Monument, HER 811)

This is the oldest purpose built railway bridge (as opposed to waggon way or tramway), in the world, to remain in continuous use. It 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 showed a lack of confidence in his design and so brought in the County Bridge Surveyor, Ignatius Bonomi.

Stephenson was ordered to consult Bonomi over the design, which he did reluctantly, having had to be reminded six weeks later by the committee. 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 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

[13] Crosby 1987, 45

***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 (there is 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 five-pound note, as a celebration of the technological achievement that the S&DR represented.

Plate 8. The Skerne Bridge in a painting, of 1875 from recollection, by Dobbin. He had attended the opening ceremony, in 1825, as a child. View looking North-East

Plate 9. Skerne Bridge today viewed looking North-West

- The bridge is in the care of Network Rail who should be asked to confirm that appropriate condition surveys and maintenance plans are in place. In addition, there

are a number of apparently redundant pipes and later industrial structures which could be rationalised to improve the setting. There is some slight slippage of a voussoir stone and the parapet on the upstream side has been replaced in concrete which should be reversed.

- Work is already underway to improve the setting of this bridge and to create a cycle path under it and along the Skerne. As it is also scheduled, no further recommendations are being made to manage the bridge itself. However the wider setting does suffer from fly tipping and this will certainly continue to be a problem. As Darlington Borough Council are unlikely to find the resources to keep on top of the litter and fly tipping problem, it is one of a number of problem areas along the S&DR which would benefit from volunteer adoption to keep it clean. A Facebook group has been established to look after the Skerne Bridge [14] - 'The World's First Railway Bridge, Skerne Bridge, Darlington Save It' group. It also falls within the geographical catchment of the Brightwater Landscape Partnership. Both organisations could take the lead on caring for the setting around Skerne Bridge as could the Friends of the 1825 S&DR.

Faith House, 82 (?) High Northgate (SDR304)

Not directly railway related, but indirectly relevant. An inscription below the first floor window sill of an empty terraced building on the left; barely legible and much weathered says –'**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.

- The building has been empty for some years and is at risk of demolition or substantial alteration

- Any proposals for alterations should be informed by a Statement of Significance.

The Railway Tavern (HER7301)

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 10) 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.

[14] Worlds 1st Railway Bridge, Skerne Bridge, Darlington. Save it. Facebook Group.

Plate 10. The Railway Tavern with a Robert Borrowdale-adorned building to the right.[1]

Darlington's Railway Tavern is the only one of a group of such planned S&DR premises 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 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, along with its associated brewery.[1] 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"* (Durham Advertiser 31.10.1829).

The inn may also have been used by early passengers travelling by horse-drawn coach on the railway, to Stockton, Yarm and Shildon, and so would have provided waiting facilities. However, this use was never mentioned in the appeal proceedings and while this was the case at Heighington and Stockton, Darlington was different because the inn was on the branch line, not the mainline. Further, the S&DR had offices in the town centre where tickets could be purchased, so there was not the same reliance on the inn to provide this service.

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.

- Historic England recently declined to list this building on the basis that it was too altered. However, the alterations are mainly to the interiors where at ground floor level the individual rooms have been opened out. The ancillary buildings have also been lost. The alterations to the front were in part made by G. G. Hoskins whose reputation is such, that most of his buildings are listed in their own right. The alterations also respected the window detailing of the original building and some of this original window detailing survives down the side lane. The upper windows remain in their original positions; only the glazing has been altered. It is clear from work undertaken so far that the construction of the railway inns by the S&DR and by private individuals, along with their accompanying coal and lime depots were a precursor to the railway station. Between them they offered a place to collect or send post, packages or larger goods. They were also places where larger deliveries could be managed of coal, limestone and other minerals. Further, at least in some instance, they were places where people could purchase tickets to travel as passengers. In all instances, they provided shelter and refreshments. In effect they were operating as railway stations. The historic interest of the inns and the coal depots is sufficient that their historic interest puts them on an internationally important footing. It is recommended that a detailed statement of significance is carried out on this building which combined with additional archival research can help to provide additional information on the historic, architectural and archaeological interests of the building and its setting. This should link into research carried out on the coal and lime depot opposite.

The Coal Depot Branch line (SDR290).

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 6 below) 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, and which was planned to connect 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 on the north side of the Cocker Beck at Northgate. It was extremely unusual for the route chosen to revert to Overton's original route when Stephenson had proposed an alternative.

The coal depot was one of the earliest developments on the line along with those at Stockton and Heighington. 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). It is likely that lime was also delivered here until 1842 when a new lime depot was constructed nearer North Road Station, now the Head of Steam Railway Museum.

The weigh houses were modest two storey buildings possibly with canted front windows with a reasonable view up and down the line (ibid).[15] This arrangement can still be seen at Stockton but sadly the weigh house has long gone from Darlington.

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 7), 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). Waggons 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 greased.[16] He later went on to work at the weigh house in 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. Above the Cocker Beck, there are the stone remains of Victorian garden frontages and beyond those, a length of old rail (SDR 284) supporting a patio structure – just a small artefact from when the railway branch line came down to this part of Darlington. This is also where the Railway Tavern's brewery was located, presumably using water from the Cocker Beck.

Although it has mostly been built over, there are other fragmentary remains of the coal depot behind Westbrook (NZ 28962 15344). There are some very fine Victorian houses, built for senior railway management; these include a fine G.G. Hoskins building of 1864 and some Robert Borrowdale ones.

[15] The canted window is not shown on John Wood's 1826 map of Stockton which is otherwise detailed.
[16] McLaurin 2006, 12

Figure 6. 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.

Behind these houses on the back lane is a tall stone wall (SDR 284) which 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 (SDR 289) with intersecting walks, a pond and a temple; unkindly called 'Henry's folly' by his father, Edward Pease.[17] Further along this back lane is a small two-storey building with a later brick garage attached to it (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 (SDR 291), 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 but the wall has some intriguing blocked arched openings (SDR 293) positioned high up where the ground levels are on the other side. These might be a later addition, possibly associated with a cottage shown on historic mapping dating to 1855.

[17] Archaeo-Environment 2010, 30

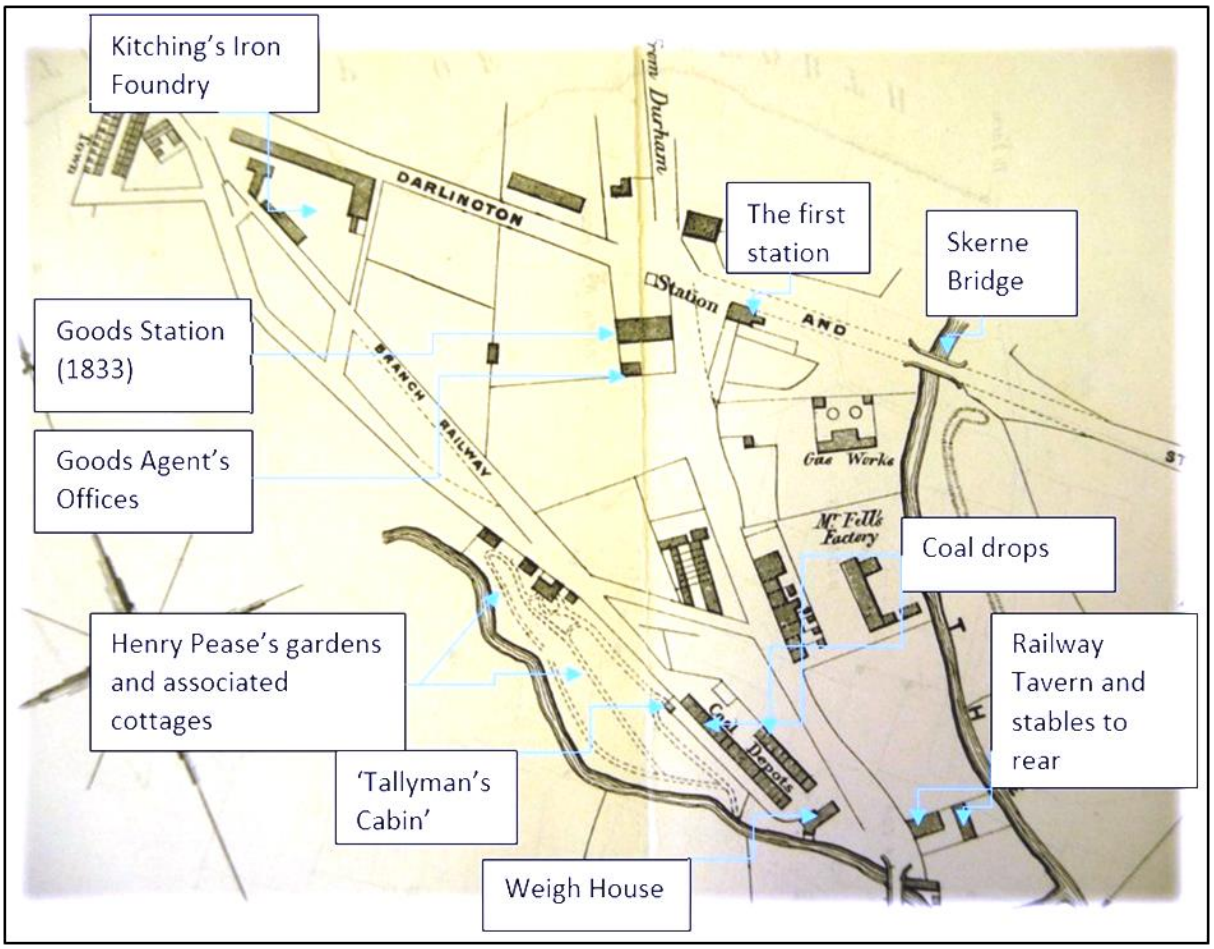


Figure 7. Extract from Thomas Dixon's Plan of Darlington 1840 showing the layout of the coal depot.

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

Plate 12. (right) 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

The remains of this wall and the blocked arches can be seen on the other side of the wall too from Station Road. Here, one and a half blocked arched doors (the half door is partially painted over) are visible (one of which is the openings seen from the back lane). 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.

- The historic interest of the coal depot is clear, having been opened in September 1825 and subsequently being joined by an inn, together forming that early S&DR partnership that would eventually lead to the station as a concept. What is less clear is the archaeological and architectural interest of the remains. The subsequent use of the south side of the coal depot as a garden and then housing and the subsequent development of the elevated branch line as Station Road with more housing, has made understanding how the depot worked and what survives rather difficult to ascertain. If we cannot understand how the fragmentary remains relate to the coal depot, it is difficult to know to what extent the surviving fabric should be protected. The Tallyman's cabin does bear a remarkable resemblance to the plate layer's cabins at Simpasture and Shildon, but this was clearly not a plate layers' cabin – it is too small, but architecturally, the style is similar. None of these structures have ever been dated, although the Tallyman's Cabin in Darlington is shown on an 1840 map (see figure 7). Additional research is required and this is urgent because the tallyman's cabin is in poor condition. That research should include recording the fabric of the structural remains, the creation of a 3D model showing how the depot worked in relation to today's ground levels, trial excavation in the vacant plots of land on the site of the coal depots (in private ownership, but some shop owners are very interested) and additional archival research at the Public Records Office, The Ken Hoole Collection and Crown Street Library.

- It should also include research into Henry Pease's gardens in order to establish which features might belong to those rather than the coal drops.

- The penalty for not adequately researching these remaining structures is the total loss of vulnerable architectural fragments that relate to the creation of railway stations as we know them today.

The Lime Depot (Grade II Listed building, SDR294)

A little further up the branch line on what is now Hopetown Lane where it meets Station Road is the lime depot; a small wooden-faced brick 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 other end. 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.

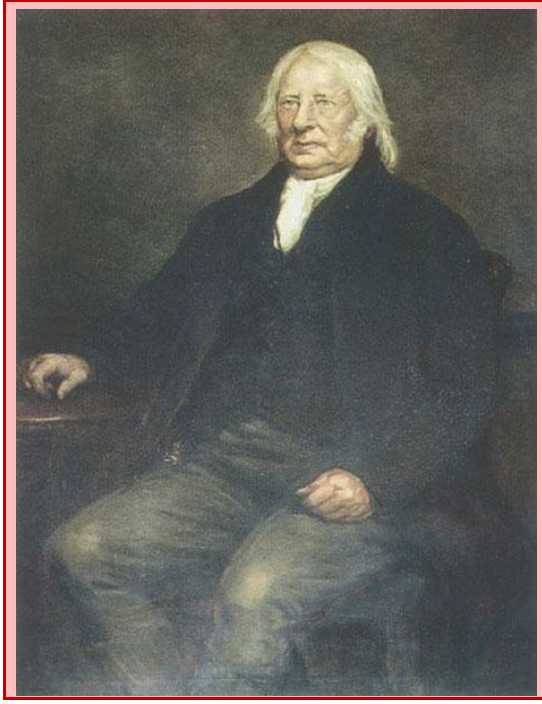
Plate 13. The Lime Depot. Waggons approached the building along the branch line from the left, passed through and dropped their loads through trap doors in the floor where the lime fell into bays. Builders could then purchase and collect lime from the ground floor level where carts could back up to the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

- This building is currently up for sale and has planning permission (11/00695/FUL) for its conversion into a child care centre. It belongs to Northern Welding Services. The planning applications states that there will no structural alterations to the interiors and a new use for the building is certainly to be welcomed. However, there is no planning condition requiring the structure to be recorded before works take place and there was no Statement of Significance carried out to inform the works. The Design and Access Statement does not qualify as a Statement of Significance. There is the suggestion that there are surviving features internally such as the ramp from which lime would be dropped into cells below. The planning permission was granted in 2011 and was subject to a condition requiring that the works be implemented within three years. That planning permission therefore expired in 2014. If the permission is renewed in future, it is important that it is informed by a Statement of Significance and that any consents are subject to detailed recording of the interiors and exteriors.

Edward Pease's House, 138-148 Northgate (NZ 29031 14930) (Grade II Listed Building, HER36386)

This was Edward Pease's house and witnessed important events in the founding of the railway. At street level there is a row of kebab and pizza shops but Pease's home from 1798 (plate 11) 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.

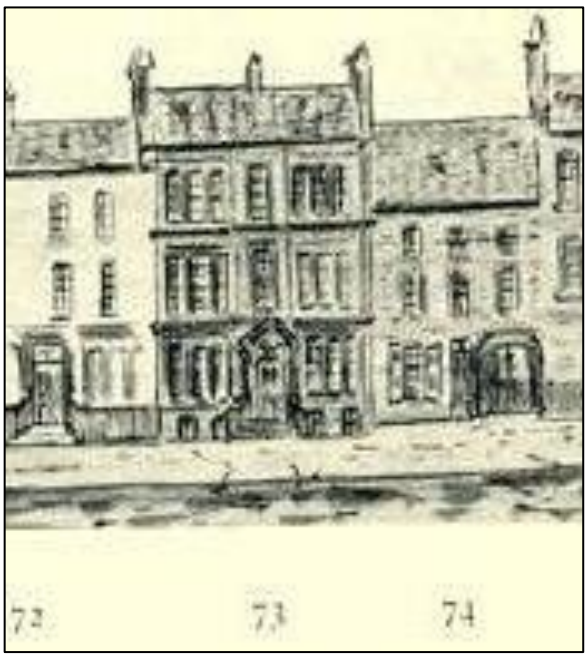


Edward Pease was born in Darlington in 1767. Like his father, he joined the wool trade. During his time buying and selling wool, he realised that there was a need for a railway to carry coal from the collieries of West Durham to the port of Stockton. Pease, and a group of businessmen, formed the Stockton & 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.

Plate 14. Edward Pease

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 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 12. 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.

Stephenson and Wood had allegedly walked all the way to Pease's house from Killingworth near Newcastle. At 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. This was also the building where the good and the great gathered in 1857 to hear an address to Edward Pease and his achievements, read by Francis Mewburn and signed by all.

Plate 15. Edward Pease's home, on Northgate.

By the 1930s, when this photo was taken, Pease's original home was no longer recognisable. The grand classical façade that may have been a mid-19th century alteration had been subdivided at ground level, with shop fronts and a tiled façade added to one bay in 1907.

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 and also in Pease 1907

Plate 16. The back of Pease's house with the remains of a Georgian stair light window which once overlooked the fine gardens stretching down to the Skerne.

Pease's house also had beautiful gardens to the rear and it is to these gardens, that Garden Street owes its name. 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. The tall arched stair light that can still be seen on the back of Pease's house would have afforded views down the gardens, perhaps from a stairway landing.

Look at those fine old trees, every one of them was planted by my own hand. When I was a boy I was fond of planting and my father indulged me in this pastime. I went with my spade planting trees everywhere as far as you can see; they grew while I slept, and now see what a goodly array they make. Aye, but railways are a far more extraordinary growth even than these. They have grown up since I was a man. When I started the Stockton and Darlington Railway some five and thirty years since, I was already fifty years old. (Edward Pease from his diary describing the view from his drawing room window (Pease 1907))[18]

- This is an incredibly important building in the history of the modern railway and its current state does not reflect its historic importance.

- The future uses of this building are potentially many and varied and its historic importance does not preclude the use of the shops staying at ground floor level, but their frontages would certainly need to be improved and harmonised. The commercial viability of potential future uses needs to be weighed against the significance of the building and in order to do that some additional research is required to confirm the suggested phasing by Charles McNab (2011) for the building and a survey to identify what features internally and externally survive from Pease's time.

- The wider setting of the house is also poor. The ring road severed North Road from the town centre and sent it adrift with a slow economic decline. The solution of sending people underground so that cars can stay in the daylight is outdated. A long term solution should explore reversing the arrangement and in doing so it will release land on the surface for development.

- Some proposals have already been made to identify how Pease's house and its wider setting might look by 2025 (Matthew Pease, architect).

- The project to restore or at least enhance the appearance of Pease's house is a substantial one and will require the support of a third party trust or similar to oversee the works and the applications for grant aid.

- Projects to enhance Pease's house should also explore the options to restore, at least in part, his gardens on the site of Garden Street car park. These could be preceded by archaeological excavations of the car park to help identify any surviving garden archaeology – another potential community archaeology project.

[18] https://archive.org/stream/thediariesofpeas00peasuoft/thediariesofpeas00peasuoft_djvu.txt [accessed 300616}

North Lodge, Northgate (Grade II listed building, HER35809)

This fine neo-Georgian style house 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.

- This building belongs to Darlington Borough Council**.** If there are plans to dispose of it in future, a Statement of Significance should inform a design brief which will be part of the sale package and inform potential purchasers of what alterations will be appropriate.
- The row of early Victorian terraced house to the north could form the focal point of a regeneration scheme for Northgate if the later, poor quality shop fronts were removed.

Funding in Darlington

Darlington has a high concentration of railway heritage assets and sadly many of them are in poor condition. Considerable investment will be required, but the returns will create economic benefits which will have a beneficial effect in the long term for Darlington residents. In addition to strict but sympathetic planning controls, there is grant aid to help bring old buildings back into active economic use. This is considered in more detail in the general management report, but particularly relevant for Darlington is the Heritage Enterprise Fund run by the HLF which can help communities repair derelict historic places, giving them productive new uses. By funding the repair costs and making these buildings commercially viable, the fund intends to breathe new life into vacant sites. Not-for-profit organisations work with private partners to generate economic growth, and create jobs and opportunities in those places that need it the most. This fund goes up to £5 million.

Other funds will need to be raised too, from entrepreneurs, commercial industry, other charities and volunteer hard work will be essential. The Brightwater Landscape Partnership may be able to help, but they cannot fund anything already being funded by HLF. As railways have such a strong following throughout the world, there are also opportunities for crowd funding.

1.2 Existing Designations

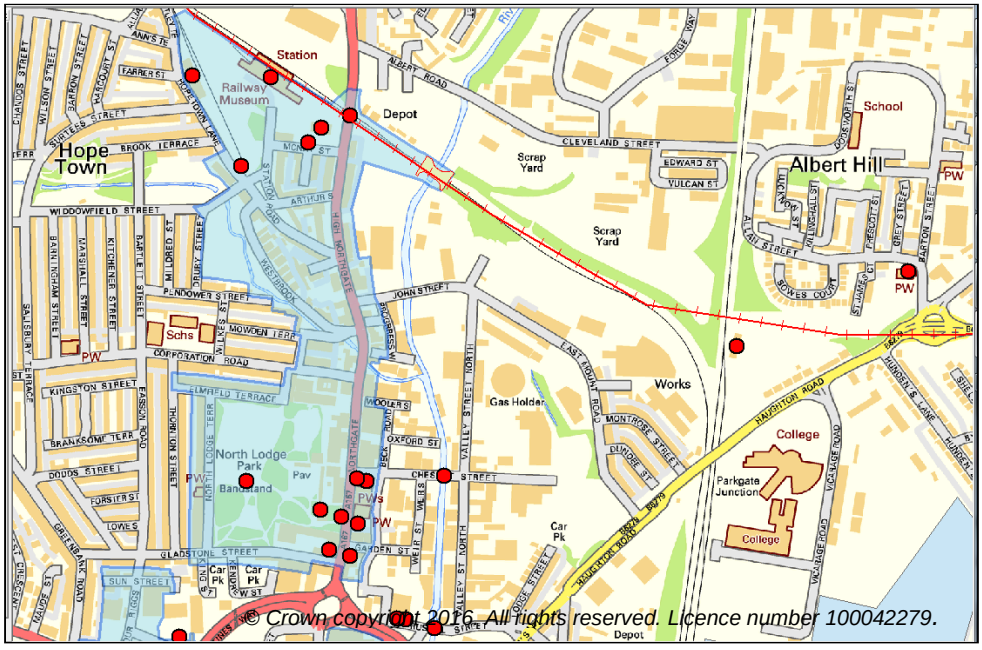


Figure 8 Existing designations

1.3 Existing Rights of Way.

Being an urban area there are few designated public rights of way. There is however plenty of available access to places of heritage interest. A permissive right of way exists from the east side of Northgate opposite McNay Street which crosses rough ground in Council ownership to the River Skerne. Here it provides access to the S&DR Skerne Bridge and a planned path/cycleway running from Haughton along the banks of the Skerne towards John Street and on to the town centre.

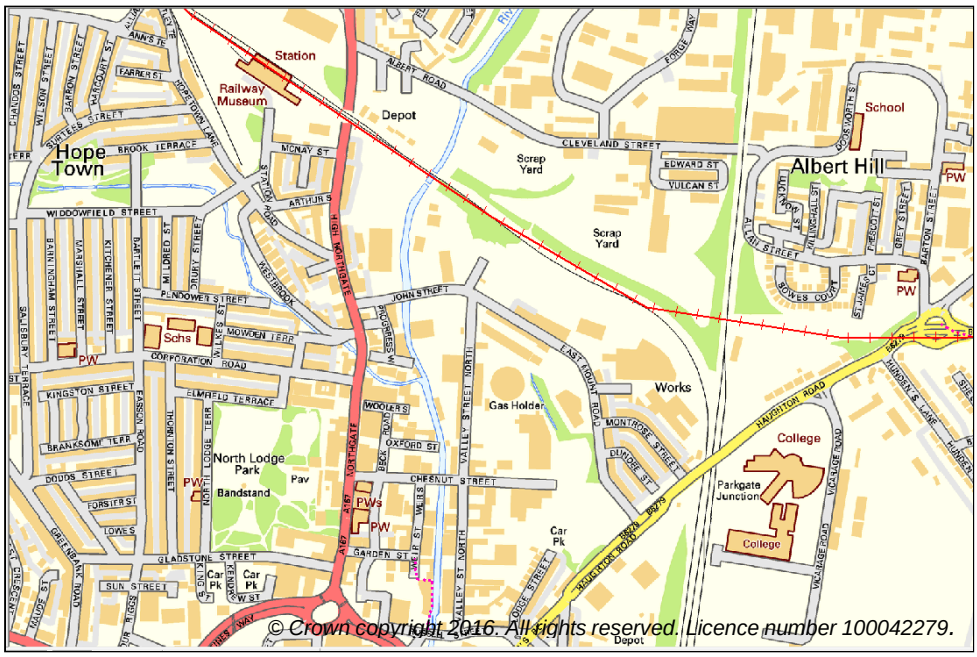


Figure 9. Existing public rights of way.

1.4 Access.

- Access between the museum and the Goods Shed needs to be improved.
- Generally freer movement between the railway heritage assets in the railway triangle needs to be created (carriage works, goods shed, station, McNay Street goods agent's office)
- Is there scope to create a publicly accessible viewing area with increased opening hours to observe the work of the A1 Trust, DRPS and NELPG?
- Could access to the modern station be negotiated from the museum direct in order to avoid walking round North Road and McNay Street?
- Links between the museum and Locomotion need to be promoted using the railway.
- The museum needs to provide accessible hospitality that does not require the payment of an admission fee.
- The North Road crossing between the station and the first station site has a traffic island but it is still difficult to negotiate at peak travelling times. This is also the place to cross if visiting Skerne Bridge.

- There are no cycle routes down North Road but there are adequate pavements – the river Skerne provides a potential quiet route into town, but considerable building has taken place up to the edge of the canalised river leaving little open space. Future development proposals along the Skerne need to be subject to agreements leaving corridor along the riverbank for public access and wildlife.

- The crossing from Edward Pease's house to the Technical College building (in order to head back up North Road and return to the station) is very difficult to cross but the underpass is a little too far away and a very unattractive pedestrian environment.

- The Lime Cells should be brought under sympathetic ownership and public access provided.

- Currently from the Skerne Bridge, visitors have to deviate away from the line if heading east. Negotiations could take place with Network Rail and the owners of the scrap yard on the north side to create a route running parallel to the north side of the line. This would however need a new bridge or crossing over the East Coast main line to meet up with existing rights of way by the Haughton Road Engine Shed.

2.0 DARLINGTON TO FIGHTING COCKS

The route of the 1825 S&DR is live from North Road Station but then departs from the 1825 line near Haughton Road. There is currently no safe way to walk along the route until Haughton Road, although some improvements are on the cards as a result of housing developments which will retain the line as an access road. Alternative routes are possible through what was the centre of Darlington's foundries and which relates directly back to the railway. The vast expanse of junction at Haughton Road is a little intimidating, but once under the S&DR accommodation bridge on the Eastern Transport Corridor, the level of survival of 1825 structures is surprising. This is an area of considerable change. The route of the line was rural within living memory and the line remained in use to serve Lingfield Point. This recently rural landscape is now much more difficult to visualise amongst expanding development, massive junctions, wide roads and street signs.

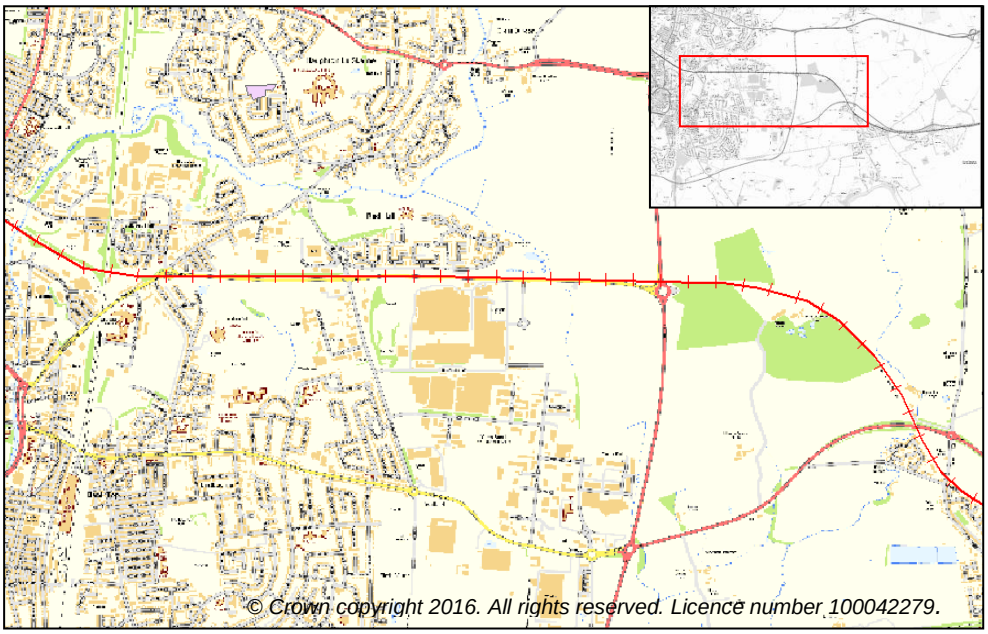


Figure 10 Darlington to Fighting Cocks.

2.1 What survives and how do we protect it?

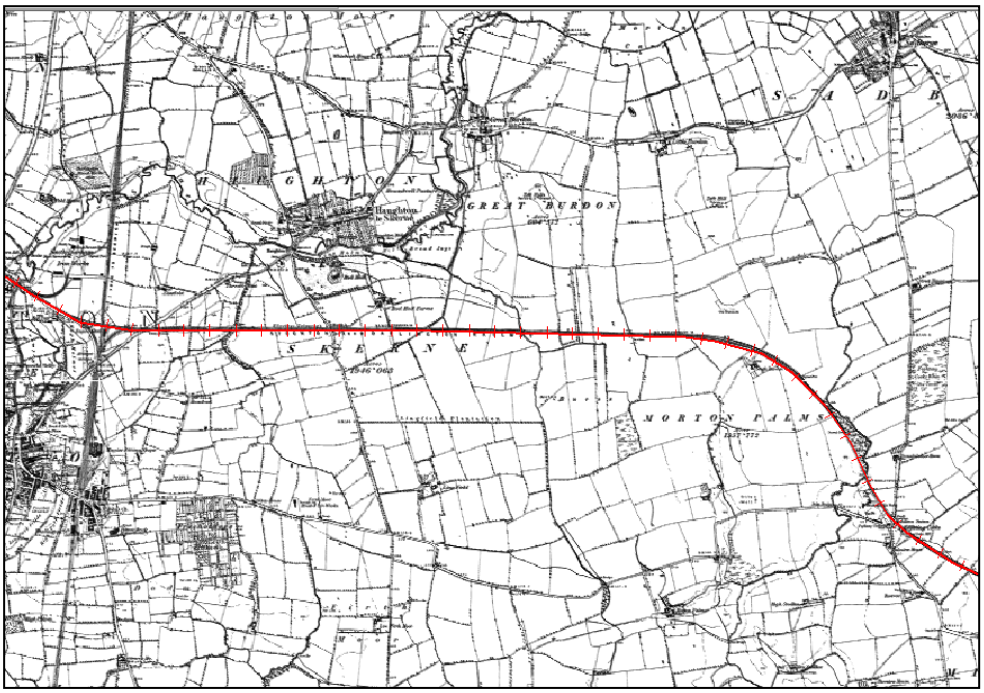


Figure 11. The same area in 1856 as shown on the OS 6" to 1 mile mapping series.

From the Skerne Bridge (see above) the line cannot be followed because it is live. It can be picked up again by going under the Skerne Bridge onto Cleveland Road and under the East Coast main line and on to Allan Street where a footpath running parallel to the main line, just north of Haughton Road, and south of Allan Road leads to the point where the main East Coast main line and S&DR crossed.

The 1925 S&DR sign (SDR512)

The first apparent railway heritage asset of interest is the sign near this point which was erected in 1925 as part of the 100th anniversary of the S&DR. Intended to be seen from trains, it marks where the later East Coast mainline crossed the S&DR which for many years was a signalled crossing. Despite being restored by the Darlington Railway Preservation Society in 1987, it is now heavily over grown making it difficult to see from the train, or from the east side of the track. Its condition is unknown but appears poor and it is now on land which has apparently been sold by Network Rail to a private landowner and so its future is uncertain.

Plate 17. Commemorative sign (erected 1925) by the East Coast Mainline in 1987 (left) after restoration courtesy of the DRPS; and (right) today, overgrown and in unknown condition.

NER Engine Shed (Grade II Listed Building, HER 47171)

Further along the line is the NER Engine Shed dating to the 1844. This is a long brick shed with two arches at each end designed to accommodate two engines. It was designed by George Townsend Andrews for the Newcastle & Darlington Junction Railway. Rail tracks used to run alongside it until the 1970s. It is soon to be converted into housing which will hopefully preserve its main architectural features for the future.

Plate 18. The Engine Shed looking north when it was still in use (courtesy of the Northern Echo)

The S&DR line swung around here through what is currently in 2016 waste ground and is also due to be developed for housing,

although the route of the line will be kept as an access road. Archaeological excavations here have found very little surviving of the line however.

The Haughton Road Coal Depot (site of) (SDR577)

Close to the Haughton Road junction there is a grassy bank on the left. The S&DR trackbed came in just behind this bank and headed across what is how a roundabout. It is not clear what this grassy bank consists of today. It is certainly a result of earth moving operations associated with the construction of the Eastern Transport Corridor, but could also incorporate the remains of the track bed or sidings into the coal depot. The coal depot site was probably under the now widened road. Its date is unknown but it was already here in 1839 and continued until the late 19th century. There were also some S&DR cottages here associated with the coal depot on the other (east) side of the road but they have now gone (SDR358). There are photographs of them surviving in a derelict condition dating to 1973 (Armstrong Trust). Such sites have the potential to contribute towards our knowledge of the evolution of railway stations.

The Haughton Accommodation Bridge (Arnold Road subway) (HER3509) and 1825 Road

The Eastern Transport Corridor is built on the 1825 S&DR embankment. It includes a walking and cycling path for 7.5km to Teesside Airport and Goosepool. The embankment is wider and in places taller than the original 1825 route. At this point, the 1825 line must have been in the centre of the present day embankment (to match with the original extent of the Accommodation Bridge), but it veers to the north and south slightly between here and the A66.

The original 1825 Accommodation Bridge (HER3509), which ran through the embankment near Haughton Road has fine wing walls, but inside the tunnel evidence of three phases can be seen. It has been widened twice to accommodate a widening rail line, but the wing walls appear to have been carefully taken down and reattached to the newly widened bridge.

This part of the line became known as the Fighting Cocks Branch after passenger services were diverted from here and instead ran from Bank Top Station in Darlington to Dinsdale, south along the NER line from 1887. It was demoted on 21st May 1967 to goods traffic only and at Lingfield Lane it was reduced to a single track siding where it served the large Paton and Baldwin wool spinning factory which opened in 1949 (Holmes 1975, 93) and can still be seen about 1.2km to the east. It finally closed in 1986 when the Long Welded Rail Depot at Dinsdale closed ending the only remaining traffic on the line.

Plate 19. The extended accommodation bridge at Haughton Road and the distinct line inside showing where it was extended, also known as the Arnold Road Subway.

On the 27th September 1825, this stretch of line from Darlington was travelled along with no stoppages until Goosepool where the water barrel of Locomotion No.1 was replenished. Local lads from Aycliffe from the Robinson family ran all the way to Fighting Cocks with the train (Heavisides 1912, 64-6).

McMullen Road was called Lingfield Road in 1855 and possibly in 1825 and the S&DR line crossed over it as a level crossing (SDR 314). The area is now very built up, but in 1825 this was all pasture fields and it remained very rural until recently.

Plate 20. Young boys including Robin Coulthard on the right cross the S&DR line at McMullen Road in 1947 (photo courtesy of Robin Coulthard)

On the north side of the embankment east of McMullen Lane and west of the A66 there are the remains of a stone lined ditch (SDR 330,331,332,333,364) which ran parallel to the line to keep it drained. This ditch was covered for substantial lengths, some of which survive, by a stone arch (as also seen at Myers Flat north of Darlington). Much of this has collapsed but on north side substantial lengths survive. Also along the north side of the line here are one or two examples of discarded stone sleepers lying amongst the vegetation. These are original two hole sleepers from 1825 with the remains of metal pins inside.

Report to S&DR shareholders 8th July 1823. "…*since the last annual meeting of proprietors, your committee have proceeded in the works of the railway, and have constructed six miles of road between Stockton and Goosepool, and also the branch to Yarm for three-quarters of a mile. From Goosepool to near Burdon, land has been purchased for four miles, and contracts made for forming embankments and excavations on terms advantageous to the company, and below the engineer's estimate*." (Jeans 1975, 58)

East of the A66 the trackbed is in a cutting. This was designed to keep the line drained and a number of early stone sleeper blocks have been found discarded here (SDR 384). There is also a ditch at the top of the cutting on both sides (in places) and this would collect run off from the fields and take it away from the cutting, the cutting profile, drainage and small, stone, dwarf retaining walls at the base of the cutting are key elements of the 1825 design. Today, rabbit burrows on the left embankment along the line throw out cinders from the old track surface.

At South Burdon Farm there was a level crossing (SDR368) for the farm and while there is no particular evidence of the 1825 form of the crossing, there is a more recent concrete post and base on which must have carried some sort of signal. Along this stretch of line there are a number of concrete bases left from the line's later use as a branch line and which presumably supported signals.

2.2 Existing Designations

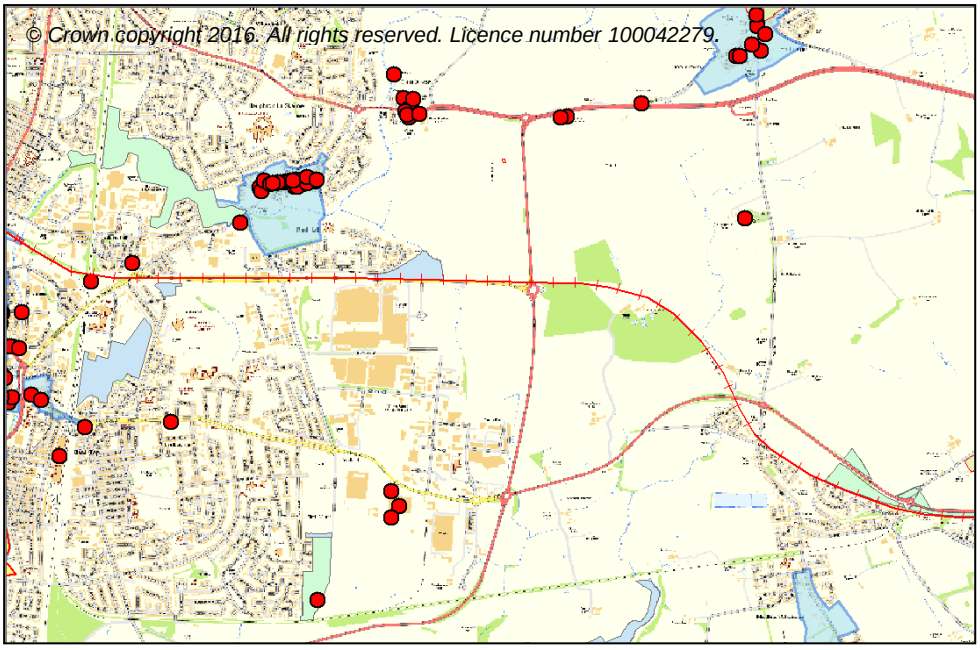


Figure 12. Existing designations

2.3 Management and Protection

- Where was the company's reservoir in Darlington from which Locomotion No.1 replenished her water supply in September 1825?

- The plans for the Eastern Transport Corridor need to be examined to assess to what extent it was intended to modify or preserve the 1825 formation.

- The Eastern Transport Corridor (ETC), needs a new railway related name. Advice from a member of the Friends of the 1825 S&DR[19] has suggested that naming after a person as XYZ Way is more likely to be acceptable than anything else as it will fit into national guidelines. It also needs to avoid apostrophes. An initial consultation exercise with the Friends of the S&DR has come up with:
    - Locomotion Way (2 suggestions)
    - Pease Way
    - Rail Way
    - Iron Road
    - S&D Way
    - 1825 Corridor
    - 1825 Trail
    - Bicentenary Way (3 suggestions)
    - Experiment Way
    - Black Diamond Way

[19] John New

- Hope Way
- Diligence Way
- 1825 Way (accepted that this has been used on the line at Stockton, but adopt it with a view to all roads and paths on the line having this same name).

The latter suggestion had a reasonable level of support (only one person thought it looked backwards and so preferred a name that looked forward) and the advice was that it was acceptable within the NLPG & NSG as the secondary location field entry will not be the same (for example multiple High Street entries). However, if the consensus was to name it the 1825 Way the local Street Naming & Numbering Officer would have to make a subjective judgement whether the reuse of the name would potentially create confusion with the existing one in Stockton. Persuading the local Street Naming & Numbering Officer would therefore become the critical step to overcome. Arguing for a contiguous named route throughout would be a plus point (John New pers comm).

- The stone culvert north of the ETC between McMullen Road and the A66 should be exposed by removing much of the vegetation that currently blocks it. The roots are also damaging the structure. Once the vegetation is cleared, decisions can be made on what stretches to restore and which ones to leave as open ditches. Hawthorn hedging along the field boundary to the north can be left as it may have been the original boundary.

- Stone sleepers that have fallen down the side of the embankment, or are located in watercourses or are not earth fast, but are still visible, should be recorded in position, numbered and stored in a depot until provision can be made to securely reset them near where they were found.

- The Haughton Accommodation Bridge and sections of the surviving track bed should be considered for designation, either scheduling or listing as appropriate.

- The developers of the Haughton Road Engine House site must be required to provide a detailed pre-conversion heritage study of the building, leave the 1825 track bed as a landscaped area and submit suitable landscaping details.

- The 1825 S&DR Commemorative sign by the East Coast main line has heritage interest in its own right and should be restored and have concealing vegetation removed.

2.4 Access

Access from Haughton Road to Fighting Cocks is suitable for most users. However, access from Skerne Bridge to Haughton Road is not possible because of the line being active and subsequent development. There are alternatives however. The riverside path below Skerne Bridge can be used to join Cleveland Street and the Albert Hill area where there were many iron foundries made possible by the railway which could bring in iron ore from Cleveland and coal from Shildon. From Haughton Road a purpose built cycle and footpath runs parallel to the dual carriage way and either on or next to the S&DR line, it then crosses on a purpose built bridleway capacity bridge over the A66 Darlington by-pass, keeping to the 1825 line alignment.

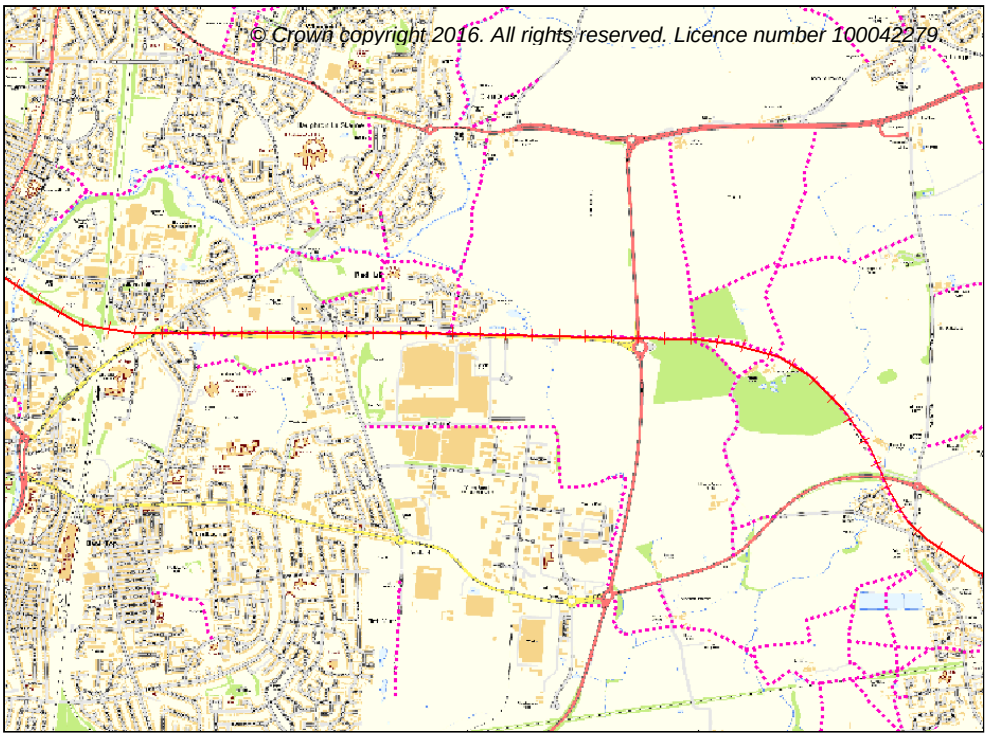


Figure 13. Existing public rights of way. There is a is cycleway running parallel to the Eastern Transport Corridor which crosses the A66 on a purpose made bridleway bridge

- An access from Allen Street (not a PROW but permissive), takes walkers but not cyclists to the NER Engine Shed and the point where the later east coast mainline joined the S&DR. However, this is currently a litter filled narrow path that needs vegetation cutting back and regular litter picks. This is another stretch that would benefit from a volunteer adoption scheme to look after the route. It is also close to an area just developed for housing and so a contribution from the developer for future maintenance might help.

Plate 21. Access from Allan Street is narrow and litter covered, but the strip of land is wide if the vegetation was cut back.

- From here the route needs to use Haughton Road for a little while which is a busy road with a busy crossing.

3.0 FIGHTING COCKS TO GOOSEPOOL

This is mostly established cycle and pedestrian path through adjacent housing estates and nature reserves. It picks up the live line again at Oak Tree junction where the path runs along the north side of the line. However as it heads east, the roads become faster and the pavements start to diminish so that any access has to currently terminate at Low Goosepool 534m west of the boundary with Stockton Borough Council.

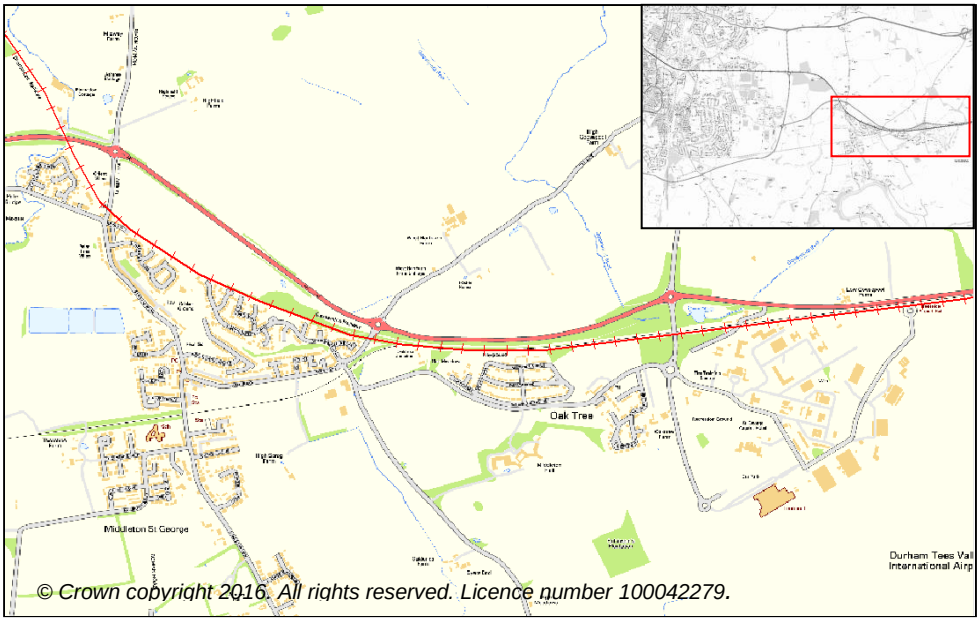


Figure 14. Fighting Cocks to Goosepool

3.1 What survives and how do we protect it?

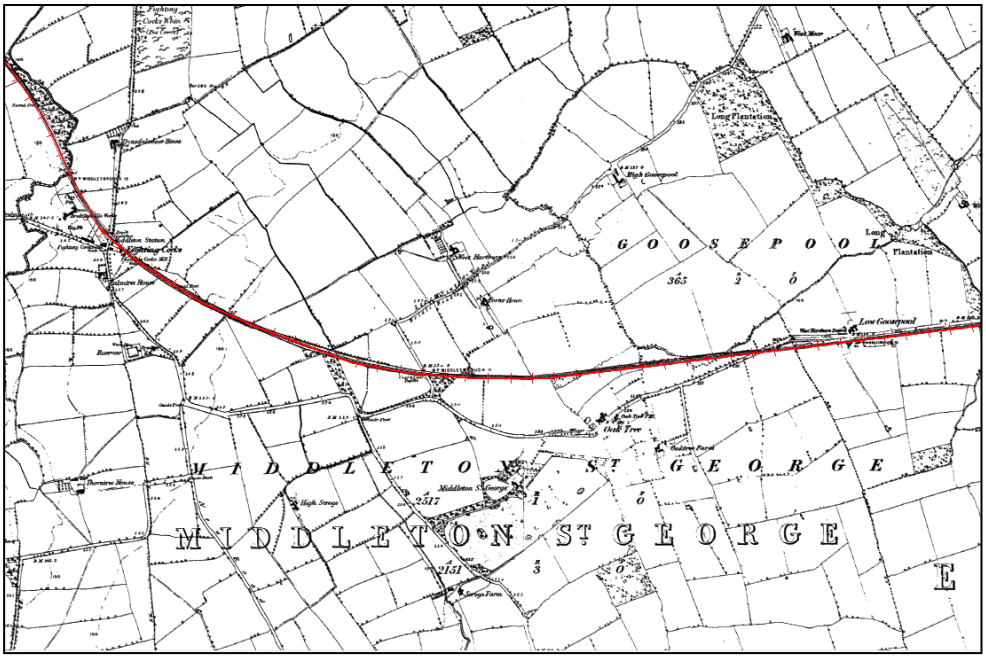


Figure 15. The same area in 1856 as shown on the OS 6" to 1 mile mapping series.

Fighting Cocks

Fighting Cocks is located at the east end of this stretch of line which is cut by Sadberge Road (which becomes Station Road to the south). This road is of considerable antiquity, originating in Roman times and known as 'Cade's Road' after an 18th century antiquarian who identified

it (Page 1928, 293). The S&DR crossed it with a level crossing in 1825 which was to evolve into a complex level crossing with signal posts and later a signal box, but in the first five years of railway use it was a simpler affair with the sleepers set into the ground to avoid obstructing road users. On the approach, the driver had to sound a horn to warn traffic of the oncoming train (Holmes 1975, 20). Most of the land here that the new railway was to pass through belonged to Elisha Cock (Stephenson's Book of Reference (DRO Q/D/P 8/2). There was only one building at this crossroads in 1825 (Palmtree House, now demolished) and Dinsdale Moor House to the north, but the presence of the railway was to generate industry and building including an ironworks, a gas works and the creation of Middleton St. George. This was another classic inn/depot cluster that would evolve into a station.

The name 'Fighting Cocks' comes from the past-time of cock fighting which was known to be popular around this area from at least the 18th century.[20] However, the local landowner's surname was Cock, but it evolved into Cocks over time. They didn't move into the area until 1801 from Devon and used the name Pemberton until 1811.

The Fighting Cocks Coal and Lime Depot (SDR368)

The coal and lime depot was referred to in minutes of the S&DR Committee on 23rd April 1830, although it is not clear if it was already existing by that date or whether it was proposed.[21] It was served by a small siding towards the back of the Fighting Cocks Inn (see below). This siding can be seen on the 1840 tithe map (see figure 16). The waggons approached the depot from Darlington along a ramp which ran along the wall on the south side of the track. The remains of this ramp can still be seen in the bushes along with stray stone sleeper blocks (SDR386). Towards the road, the walls are much more substantial and presumably mark the boundary of the coal and lime depot. Later, a signal box replaced the earlier signal posts and was located close to the road.

Plate 22. Some of the remains of the S&DR Coal Depot with the Fighting Cocks Inn beyond. A later signal box was located to the left of the wall.

[20] Based on adverts dating to 1769 with NERA
[21] PRO RAIL 667/31, Minutes of SDR Sub Committee (grateful hanks to Brendan Boyle for sharing this information)

The presence of the railway here soon provided opportunities for other industries and by the 1850s there were brick and tile making sites, presumably to supply building materials for the houses which were now being constructed in the immediate area.

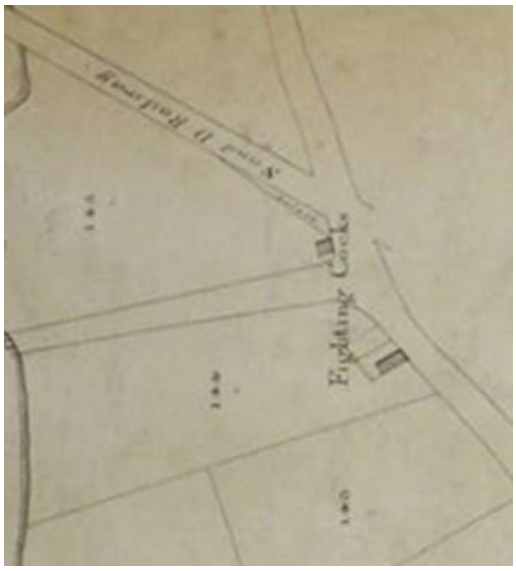


Figure 16. Extract from the 1840 tithe map with sidings approaching the coal depot to the rear of the Fighting Cocks Inn. The S&DR is clearly marked as the 'S and D Railway'.

The Dinsdale Moor Iron Works (HER 8066)

These were located next to the coal depot from 1860. They were established by a group of businessmen which included H. A. W. Cocks, local lord of the manor, J. W. Wooler, a Darlington colliery owner who was later to take up residence in the parish and of course the Pease family were represented too. There was no iron ore in this area, but it had been found in the Cleveland Hills in 1859 and courtesy of the railway, it was possible to bring the iron ore here and the coal from Shildon to create the iron industry. The works have long since been demolished, but during archaeological excavations, demolition debris was found and the mountings for a steam engine.

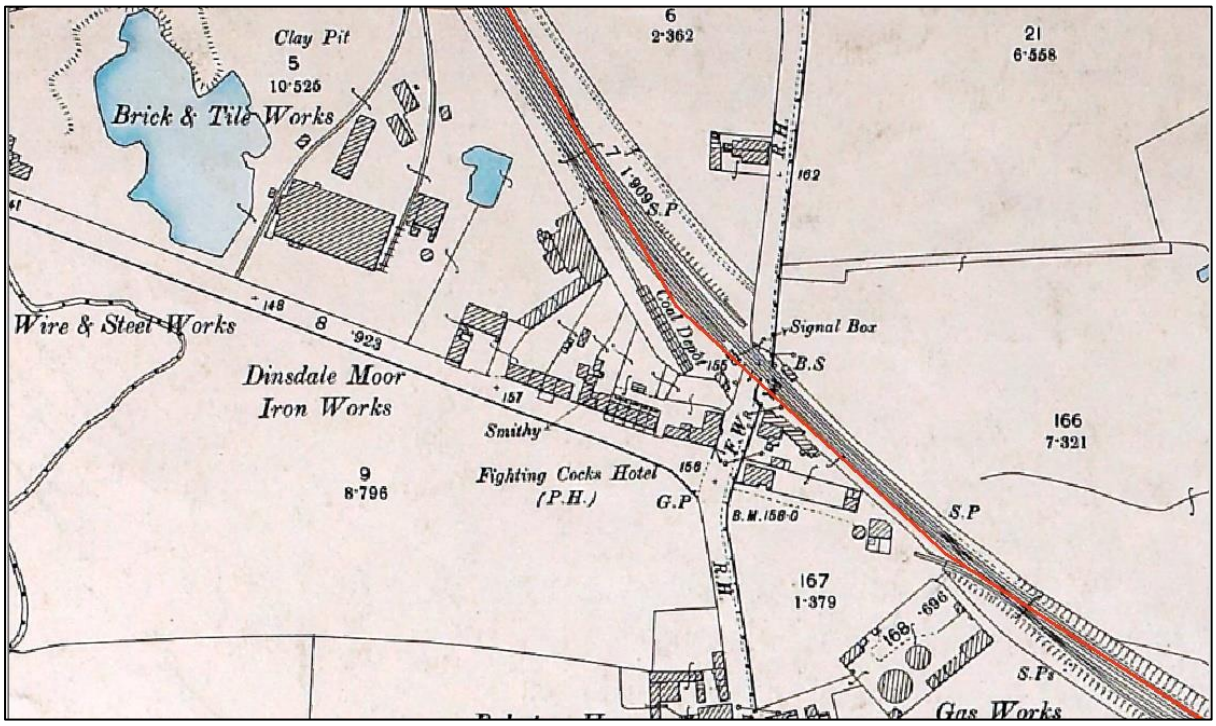


Figure 17. The OS map dating to 1897 (25 inch 2nd edition) showing the clustering of industry around the coal depot (as it was then) and its layout.

Fighting Cocks Inn (SDR370)

There was no inn here when the proposed route was surveyed in 1822, but one was promptly built to serve the line and its users; it is mentioned in the Trade Directory for the area published in 1828[22] but could have been earlier. Other coal and lime depots at Darlington, Stockton and

[22] Parson & White's History, Directory & Gazetteer of Durham & Northumberland, vol 2, 1828

Heighington all had inns constructed by the S&DR from 1826 to serve the depot workers and to provide somewhere to wait while awaiting the delivery of parcels and packages from the railway. It is likely that this inn had a similar role until a station was built in the 1830 on the opposite side of the road. This inn along with others on or near the line at North Road, Darlington; the Railway Tavern in Stockton; the Lord Nelson at Potato Hall; one at West Hartburn, one at Goosepool, another at Heighington (now the Locomotion One); and Dan Adamson's in Shildon were all frequented not just by workers at the coal depot, but coaches and coal trains stopped there to such an extent that a watchman was told to put an end to such loose practices (Heavisides 1912, 76). Passenger coaches stopped here too to collect and drop off travellers and Fighting Cocks, along with Heighington (Aycliffe Lane) and Yarm Branch End, became regular stops in addition to Darlington and the railway termini (Hoole 1975, 20).

In 1840 the S&DR made an agreement with Michael Walton the landlord of the Fighting Cocks Inn which bound him to transport all first class passengers between the railway and the Spa and Baths on the River Tees at Dinsdale. The Spa was discovered in 1789 and the baths opened in 1797, but the arrival of the railway prompted the building of a 70 bedroomed hotel in 1829, designed by Ignatius Bonomi who had also designed the S&DR's Railway Bridge over the River Skerne in Darlington (NERA).

By the late 19th century the Fighting Cocks Inn had been extended more or less to its current size and was referred to as a hotel, possibly the Station Hotel.[23] The building we see today is certainly of four phases (five if you include the modern glass extension). The small red pantiled extension to the west is obvious and was already in place by the late 19th century. The building was also extended to the rear twice.

"The late Mr Joseph Pease was wont to tell an amusing anecdote concerning an old farmer who turned out to see the No.1 engine and its freight on the opening day. It was the first thing of the kind that the old gentleman had ever set his eyes on; and he naturally enough examined it with as much curiosity as if it had been a new threshing machine. But the rational of the motive power greatly bothered him; and when the engine stopped at Fighting Cocks on the route between Darlington and Stockton, he advanced to Mr Pease, who was on the engine, and asked him if they pulled the engine "by them things," referring to the side-bar on which Mr Pease was resting his hand." (Jeans 1974 (1875), 72-3))

[23] Richardson 2003, 23 suggests that this was its first name but that seems very unlikely. It had to grow into being a hotel as market demand required it.

Then and now…

Plate 23. The Fighting Cocks Inn (undated image courtesy of Beamish Museum (NEG20016). If the inn was built between 1823 and 1828 it would have had different fenestration detailing (multi pane windows) and smaller ground floor windows. The roofline was probably different too and the whole building originally smaller – it was extended in the late 19th century.

Plate 24. The Fighting Cocks Inn today. There is surprisingly little change from the undated image above. Presumably the render masks the blocked doorway to the left. The first floor window on the right has been enlarged and the replacement glazing is modern, but otherwise there are few alterations from the earlier photograph.

Fighting Cocks Station and Station Master's House (SDR371)

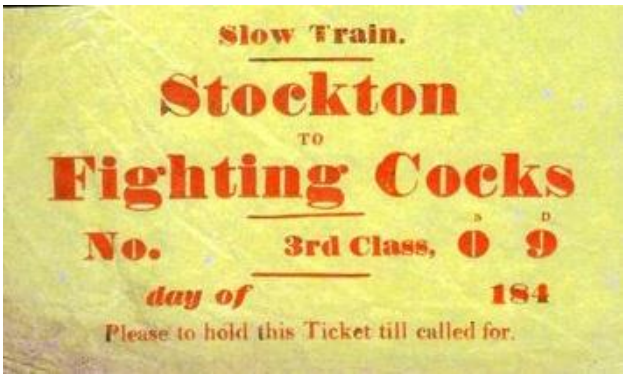


Plate 25. Ticket courtesy of NERA

The Station buildings at Fighting Cocks today were opened in the 1860s, however, this was not the first station at Fighting Cocks. At a S&DR Committee meeting on the 23rd April 1830, it was 'Ordered that a Cottage for the accommodation of Passengers and Parcels and the sale of Coals Lime etc be immediately built at Fighting Cocks Lane and William Burn is directed to prepare a Plan forthwith to be laid before our next Meeting together with the one to intended to be built at Yarm Branch.' At the next meeting on the 28th May 1830, 'A Plan of a Cottage proposed to be built near the Fighting Cocks having been laid before this Meeting the same is approved with some slight alterations.'[24] The 'cottage' went to on be referred to in archival records dating to December 1831[25] when it was known as Railway Lodge and was occupied by John Clayton and Elizabeth Bedford who tragically lost their first child Jane Bedford at the age of three. She was buried at Middleton St. George on Christmas day 1831. John Clayton held the tenancy of the S&DR Company brewery at Darlington (part of the Railway Tavern) in 1829. By 1832, he gave his occupation as a coal-dealer on the happier occasion of the birth of his son Robert and so must have been running the coal depot across the road. The 'Cottage' or Railway Lodge was on the site of the later station dating to the 1860s and can be seen on the 1838 tithe map (see figure 18) and stonework in the back wall of the station today (private garden) suggests that this earlier building was incorporated into the present day station.

The two buildings on site today are the Station Master's house on the right (pale cream brick) and the 1860s station (white painted brick) on the left as you face them. The architectural style of this station building belongs to that later tradition of neo-Gothic architecture which was so popular amongst railway companies with steeply pitched roof lines and large barge boards to the gables. On the platform side of the station buildings and sadly out of sight because of the modern garage there is a beautiful Gothic arched window where the sash could be lifted up in order to deal with customers across a counter. The Station had been called Middleton & Dinsdale station in the 1850s (OS 1855), but was renamed Fighting Cocks in 1866 after the inn across the road and this may have coincided with the construction of the new buildings, replacing the earlier 'cottage'.

The S&DR's Passenger Manager in the 1840s was one George Stephenson. This was not the world famous George Stephenson, but another one, also from Northumberland. A strong church goer and one of the key figures in building St. Paul's Church on North Road in Darlington, he went on to bring pressure to bear on the S&DR to stop using public houses as substitute stations which had been a S&DR tradition since 1826.[26] Stephenson lived in Middleton St. George and commuted to his office in Darlington from Fighting Cocks each day. Even when he retired, he liked to inspect the staff at Fighting Cocks Station, which must have been greeted with much enthusiasm!!

[24] PRO RAIL 667/31, Minutes of SDR Sub Committee (with grateful thanks to Brendan Boyle for sharing this information)
[25] from Durham Diocese Bishop's Transcripts, 1639-1919
[26] Taken from NERA display on Fighting Cocks

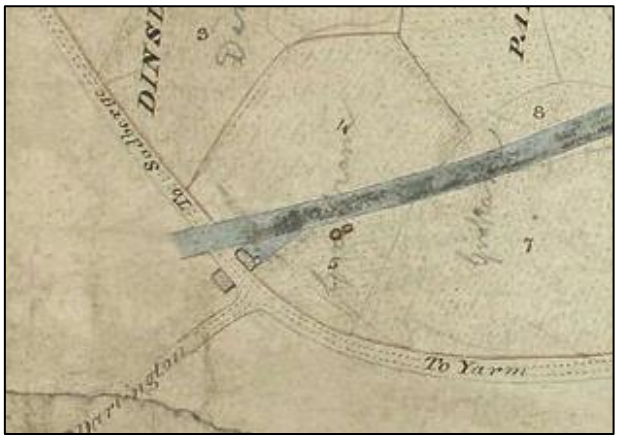


Figure 18. An extract from the 1838 tithe plan showing the Fighting Cocks Inn on the left side of the road and the 'cottage' or Railway Lodge on the right (The blue line is the S&DR).

Behind the station to the east was Fighting Cocks Cornmill which was served by its own siding and was previously powered by a windmill. In 1887, a new line into Darlington's Bank Top station was opened half-a-mile south of Fighting Cocks and so Fighting Cocks Station concentrated on handling goods until 9 March 1964 (Hoole 1986, 118). It continued after this serving the Paton and Baldwin factory outside Darlington which had its own extensive sidings (Semmens 1975, 58) and the line also provided occasional Sunday outings to the coast into the 1970s (Robin Coulthard, NERA pers comm).

The railway platform was located north of the station and a platform was provided on both sides of the line. On the opposite side to the station, a waiting shed was provided sometime before 1875.

The Waiting Shed (SDR376)

The waiting shed survives as substantial foundations and low walls on an embankment which positioned waiting passengers up high ready for alighting trains. This was once an open fronted waiting shed (Fawcett 2001, 127), built of Pease's brick. The date is uncertain but based on historic prints and mapping it dates to between 1855 and 1875, although waiting sheds or cabins are also thought to have been built from 1825 at Heighington (based on the 1828 Township Map of Ayton) and opposite the Mason's Arms in Shildon. The building was enclosed with a timber front possibly after passengers were transferred to the Bank Top Station line in 1887 and its use was changed, possibly to a lamp room or storage. The ornate side walls have been reduced in the past and topped with cement coping. Self-seeded trees are also taking their toll.

The stretch of line near the station and the waiting cabin continued in use to serve the engineering works at Fighting Cocks, where railway coaches were scrapped. Steam locomotives were also cut up here after they had been withdrawn during dieselisation (Semmens 1975, 58). The line has a few other claims to fame. It was used as part of the locomotive parade in the 1925 100th birthday celebrations of the opening of the S&DR from Goosepool to Faverdale where the locomotives and waggons went on static display. It was also where Nigel Gresley's top secret experimental Hush Hush train was tested in 1929. But it was all very hush hush…..

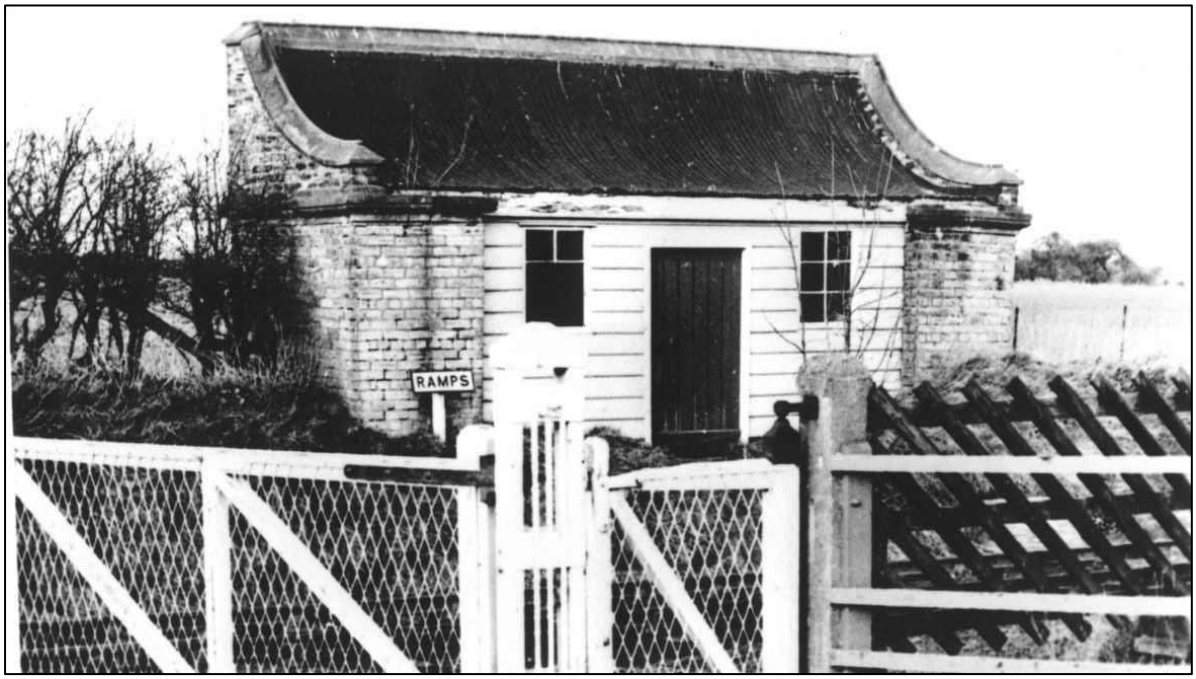


Plate 26. A waiting shed on the side of the S&DR line at Fighting Cocks c.1970. It was originally open fronted (Fawcett 2001, 127), but a new timber front applied when its use changed. Subsequent uses included a paraffin lamp shed and a toilet. The 'RAMPS' sign relates to the storage of ramps; always in pairs. They were 4ft long pieces of shaped metal which were laid beside the wheels of a derailed wagon – one ramp for the left wheels, one ramp for the right wheels. The wagon was then pushed up the ramps and back onto the tracks.[27] Some brick foundations and walling can still be seen on the site. (Photo John Proud Collection courtesy of Win Proud)

Plate 27. The remains of the waiting shed in 2015.

The line continues towards Oak Tree junction along an embankment. Just east of the station there are later metal railway signposts, some just surviving as stumps, others intact but not in their original position. To the south there are housing estates but to the north there is a nature reserve and amongst the tangles of vegetation a number of interesting features including stone sleepers, a bridge abutment, probably associated with the later iron foundries, and cast iron chairs from the later phases of use (marked Stanton. H).

[27] Recollections of Norman Hugill published in the Northern Echo 17.3.15

Oaktree Junction and Coal and Lime Depot (SDR382)

This junction, starting about 80m in from the road is where the more recent 1880s NER line joined the original S&DR route. Before that line was constructed there was a coal and lime depot on the south side of the line, about 160m in from the road. In order to control the trains using the junction after 1880, a signal box was built here. There is nothing evident from the north side of the line of the signal box or the coal depot.

The line is now live line again with trains between Darlington and Dinsdale and Eaglescliffe and Thornaby. Oaktree took its name from a nearby public house (Page 1928, 293).

Plate 28. Oak Tree signal box with A8 locomotive (photo courtesy of the Armstrong Trust)

Goosepool

This was the area where George Stephenson pulled up Locomotion No. 1 on the launch day of the S&DR on the 27th September 1825, in order to replenish the water barrel (Heavisides 1912, 66). Opposite the former West Hartburn Tavern at Goosepool, historic mapping dating to 1855 (see fig 19) shows a number of areas of water adjacent to the track. One on the north side between road and track which has an earthwork boundary suggestive of a reservoir (SDR429). Two adjacent pools sit on the south side of the track (SDR411), and another behind West Hartburn Tavern. It is possible that one of these, most likely SDR411, was Stephenson's replenishing point and the official S&DR reservoir and the site remains undeveloped consisting of waste ground today.

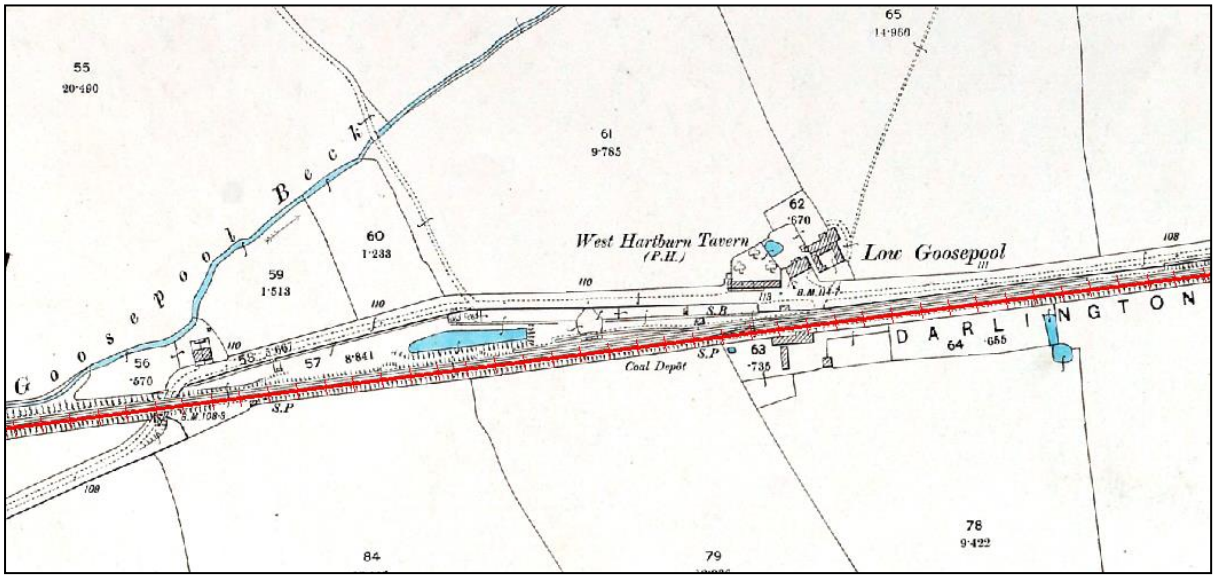


Figure 19. 2nd edition Ordnance Survey of 1897 showing Goosepool, note in particular the association of tavern and coal depot as at so many S&DR sites, and also the two areas of water to north and south of the line, likely to be reservoirs for steam locomotives.

From here the line is a gentle gradient down to Stockton which certainly made life easier when horses were still being used to haul the laden waggons. On the stretch from Urlay Nook, just a little east from here, Dandy carts were introduced in the summer of 1828. This was a light four wheeled truck, open at each end and attached to the rear of the train. On reaching a down gradient, the horse was unhitched from the front of the train and was taught, after the waggons had passed, to jump on to the dandy cart where a bag of hay and water was provided. At the foot of the hill, the horse would resume its place at the head of the train. The saving in energy for the horse meant that each horse covered 240 miles a week compared to the pre-dandy cart days of 174 miles per week. However, the return trip from Stockton to Shildon was uphill and even with empty waggon, the weight was 5 ½ tons (McLaurin 2006, 25).

There is currently no access to the line beyond this point (although it runs south of the road for a little longer), but in 1825, the A67 (as it is now) crossed the line diagonally by means of a level crossing further east. This was later replaced with a bridge with notoriously limited head room.

Crossing Keeper's Cottage and Railway Bridge (SDR 421, 422)

Down an un-named lane off the A67, there are a pair of Crossing Keeper's houses on the right. These are mid to late 19th century and so much later than the 1825 line.

Plate 29. Left: The Crossing Keeper's Cottages and right: the railway bridge carrying a slightly repositioned S&DR trackbed.

The railway bridge adjacent is the same date as the cottages. In 1825 this was a level crossing, but in the mid to late 19th century, the road was excavated out to make it lower and the railway embankment was heightened and a bridge inserted instead.

West Hartburn Tavern and Coal Depot (SDR 410, 452 & 579)

On the south side of the A67 just east of the un-named lane with the Crossing Keeper's Cottages is a pair of metal rusty gates. Behind these gates is an old coal and lime depot. Its curving entrance walls are topped with four-hole stone sleepers. Historic mapping shows several buildings inside including what must have been a weigh house. The depot also consisted of an elevated siding on beams over one or more cells where contents could be discharged through doors in waggon floors. In 1975 the cells still existed (Semmens 1975, 60).

We know that where there was such a depot an inn wouldn't be far away. The West Hartburn Tavern was located across the road in the single storey cottage, now much modernised. The two storey brick building to the east was Low Goosepool Farm which appears to be 18th century in date. It was purchased by Benjamin Founders in 1820. He was a founding member of the S&DR and a Quaker (but dithered on this point) and he purchased the farm perhaps with a view to the S&DR railway line passing very close by.

Plate 30. West Hartburn Tavern, now much modernised. By the late 19th century this consisted of three cottages and a set of outbuildings on the far end.

417 3.2 Existing Designations.

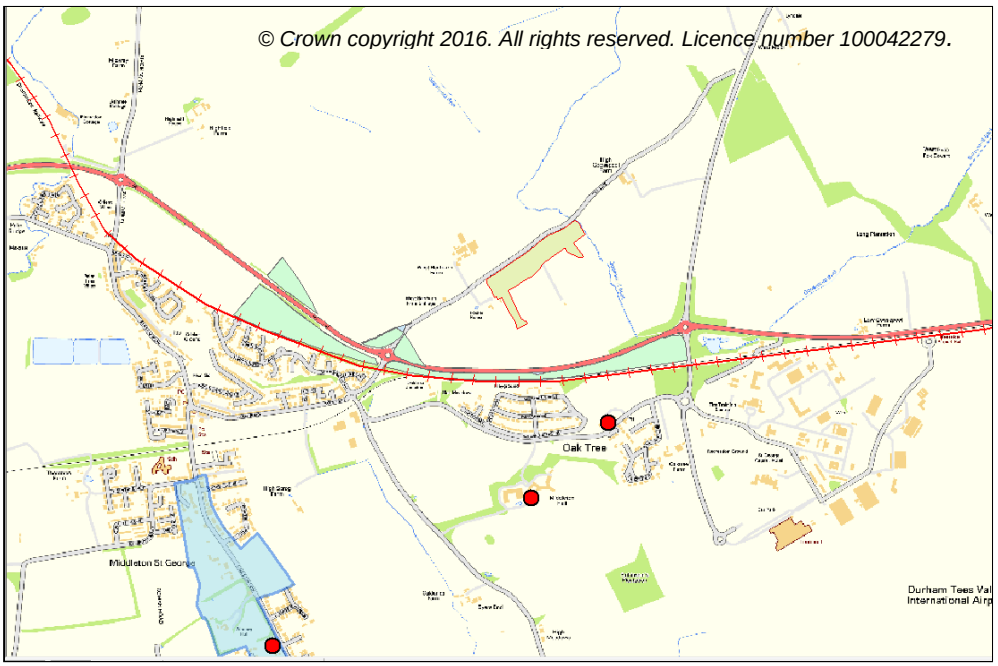


Figure 20. Existing designations

3.3 Management and Protection

- Self-seeded trees and bushes should be removed from the surviving structures at the Fighting Cocks Coal and Lime Depot; in particular, the ramp should be exposed and conservation works carried out. The jagged wall where an access into an adjacent housing estate has been cut through, should be repaired to prevent further deterioration. The depot should be protected from any development which would damage it until further research is carried out to qualify its significance.

- Further research is required on the date of the Coal and Lime Depot and the form of the first station and inn at Fighting Cocks. The inn would benefit from a detailed Statement of Significance to help inform future alterations and its suitability for listing (possibly to include the coal and lime depot).

- Additional research is required on the provision of station facilities at Fighting Cocks and the date for the construction of the Station Master's house. It is a good example of the S&DR not having developed a railway vocabulary yet when they referred to a cottage being built in 1830 in order to provide 'accommodation of Passengers and Parcels and the sale of Coals Lime etc'. The present station has been extended at least twice and the interiors are much altered. There are virtually no original features left, however the present occupants do have some recollection of its earlier layout and the function of some rooms latterly and so this merits recording. The interiors of the station master's house were not seen and this too may merit recording with the owner's consent.

- The Waiting Shed at Fighting Cocks is in poor condition, but it was an attractive structure that merits rebuilding or conserving. However first, trees need to be removed from the site to avoid further root damage. The site should then be the subject of archaeological trial trenching to check the depths of the original flooring from the ground surface and the condition of the foundations. There is scope to involve a few volunteers here but as it is a small space, numbers would have to be limited. Subject to the results of the trial trenching the waiting shed could be either rebuilt as it was first designed and reused or consolidated as a ruin reusing bricks from the site. The finished structure would be a three sided roofless building which could offer an attractive sheltered seating area. The owners at Fighting Cocks Station have been collecting loose bricks from the site ready for reuse. The developers on the adjacent site have expressed an interest in helping via the Friends of the S&DR.

- The landscaping scheme that has been agreed for the adjacent development at Fighting Cocks is not appropriate and is the result of a poor advice. The boundary treatment will need to be revised and agreed.

- Stone sleepers that have fallen down the side of the embankment, or are located in watercourses or are not earth fast, but are still visible, should be recorded in position, numbered and stored in a depot until provision can be made to securely reset them near where they were found.

- Further research is required on West Hartburn Tavern and the Coal Depot opposite to establish if they are part of the pre 1830 phase of development or later. If they are 1830 or earlier, they should be included in any protected area.

- It was a feature of the early locomotives that they consumed large quantities of water and so stoppages were frequent, however little is known about the method or process of replenishing water supplies in those first few years. What was the infrastructure required to get water from pools or reservoirs into a locomotive? Further survey may establish if these are original steam locomotive reservoirs. Archival research may find specification for the construction of the reservoirs. The site of these water features should not be developed without further assessing their significance prior to determination.

3.4 Access.

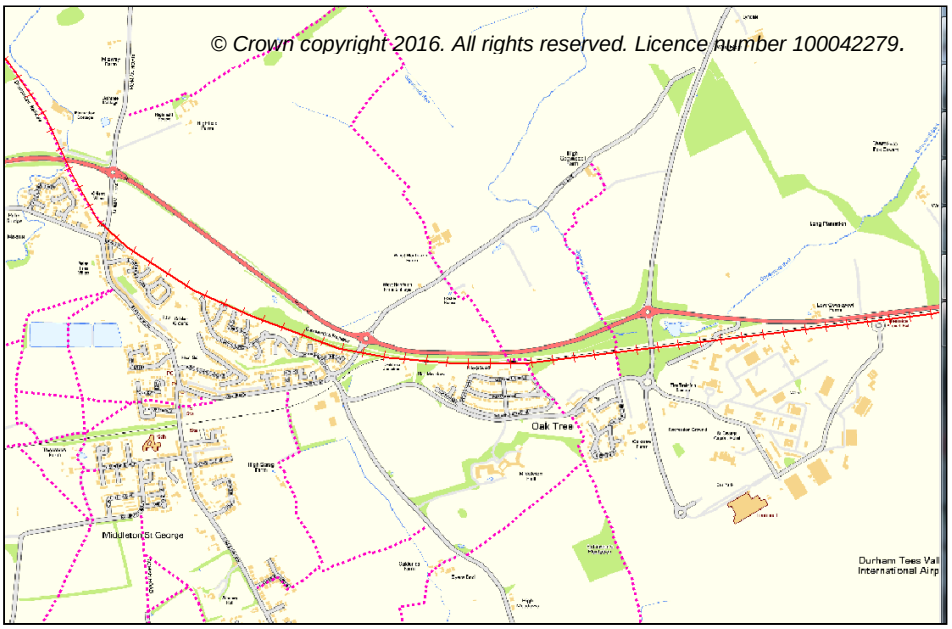


Figure 21. Existing public rights of way.

- The status of the rights of way between Fighting Cocks and Goosepool is confusing and clearly users are using their cycles on the footpath. The signage is conflicting with signs at one end directing cyclists towards the nature reserves, but the signage at the other end directing them towards the footpath. The cyclists are using the footpath despite the slope at the end.

- The footpath at the Goosepool end is very muddy and difficult to negotiate.

- The walking experience along the A67 is very unpleasant even with a single pavement as the traffic is fast and the road difficult to cross.

- Pavement runs out at West Hartburn Tavern (Low Goosepool).

- There are narrow stiles and a narrow bridge at the Goosepool end of the route.

Plate 29. There are some challenges for cyclists and users of restricted mobility on the existing path near Goosepool

Plate 30. The A67 has fast moving traffic, narrow pavements and they run out at West Hartburn Tavern

Summary recommendations: Darlington to Goosepool (Council boundary)		
Opportunities to find out more gaps in knowledge		
Task	**Where**	**Priority**
The site of Kitching's Foundry is undeveloped and could be the focus of community excavation. Such excavations would be necessary should this area be developed in the future and would need to be carried out before design works progressed. Any new development in this area could also combine innovative new materials with historic references to the design of Kitching's foundry. A community excavation run as part of museum activities would benefit the museum and our understanding of the site.	Land west of Head of Steam Museum	Low if just excavation, high is part of a proposal to introduce new uses to the site to encourage additional sympathetic activity and movement of people
The site of the first Goods Station on North Road is suited to a community excavation to add information to the archival material already examined by Fawcett (2001) to establish the layout of the first station and how it evolved into domestic cottages and a passenger station.	Goods Station on North Road	High so that it can inform the designation process, but otherwise low as not threatened
A research project based on bore hole survey and archive searches would help to establish how the landscape here looked in 1825 when it was a level crossing. This would also help clarify the extent to which earth moving operations have buried the 1825 ground surface near the Goods Shed and at the site of the former station. The results could feed into the results of the excavations at the site of the first station (above).	North Road where the bridge is now located, but was a level crossing in 1825	Low
Statements of significance are required for the following buildings:	The Railway Tavern, Fighting Cocks Inn and depot Fighting Cocks Station West Hartburn Tavern Tallyman's Cabin and adjacent depot walls, Westbrook, Darlington Lime Depot, Station Road, Darlington Edward Pease's House, North Road, Darlington North Lodge, North Road, Darlington	High High Low Low High High High Low (only if building to be reused)
Community excavation in Garden Street car park to identify if there are buried remains of Pease's gardens	Garden Street car park	Low (unless threatened)
Where was the company's reservoir in Darlington and Goosepool from which Locomotion No.1 replenished her water supply in September 1825?	Unknown	Low
The plans for the Eastern Transport Corridor need to be examined to assess to what extent it was intended to modify or preserve the 1825 formation.	Council offices	High

Next steps in interpretation (see also main report).		
Task	**Where**	**Priority**
Current displays in the Head of Steam clutter significant architectural features. New approaches are required along with a programme of events and activities and opportunities to generate income. Review the name of the museum.	Head of Steam Museum, but in consultation with Locomotion	High
The Eastern Transport Corridor needs a new railway related name.	Eastern Transport Corridor	Medium
Publish and sell Friends of the 1825 S&DR self-guided walks booklets	Darlington Circular Darlington to Fighting Cocks and Goosepool	Medium
Develop smart phone applications as alternative off-site interpretation	As above and for new displays in museum	Medium
Next steps in management.		
Task	**Where**	**Priority**
Review the offer of the museum possibly with Locomotion and DCC.	Head of Steam Museum, but possibly other buildings in the railway triangle and include Locomotion and DCC	High
If future development is to avoid dominating the important heritage assets including the goods shed, it should be two storeys or less, be relatively small in scale and benefit from occasional interesting architectural features without fussiness or pastiche. It should seek to retain intervisibility between the heritage assets, but this could be done by framing views through new development.	Retain intervisibility between railway triangle elements at North Road station	N/A
Future development which would complement the historic setting of North Road station could include light industrial, small scale commercial, offices, innovative development of products and processes (B1 type developments suitable for a residential area), logistics/export/ import of goods or uses which enhance the appreciation and economic vitality of the international importance of the railway triangle and museum by adding value to the tourism offer of the area, such as a standalone museum cafe, shop, restaurant and curators' offices .	Railway triangle site at North Road	N/A
It would be an enhancement of the shed's significance in the Head of Steam museum if the shed ends were replaced with modern visually permeable materials.	The previously open ends of the railway station, now the museum	Low
The west end of the Head of Steam Museum grounds is under-used which while having no public access has no security either. The lack of public access means that there is no opportunity to explore the architectural fragments around the site and no interpretation is provided.	Land west of the Head of Steam Museum	Medium
The building fabric is suffering from the inappropriate use of modern materials leading to damage which will be increasingly expensive to repair.	Head of Steam museum, especially the west, east and south elevations	High
Establish a maintenance programme. No public funding will be forthcoming unless the maintenance regime is improved.	Head of Steam Museum	High
Commission a detailed survey of the plans and elevations	Head of Steam Museum	High

Discuss contracts with Network Rail and release from onerous obligations.	Head of Steam and North Road Station	High
Major structural issues have already been highlighted in the Statement of Significance of 2013 and a number of these issues have still not been addressed.	Goods Shed, Darlington	High
Clean up the setting of the Goods Shed – remove mattresses, old cars etc.	Goods Shed	High
Explore alternative but relevant uses for the Goods Shed building that continues railway continuity but generates income to maintain it	Goods Shed	High
Skerne bridge is in the care of Network Rail who should be asked to confirm appropriate condition surveys and maintenance plans are in place. In addition, there are a number of apparently redundant pipes and later industrial structures which could be rationalised to improve the setting. There is some slight slippage of a voussoir stone.	Skerne Bridge	High
Conservation, reuse and display at Edward Pease's House	Edward Pease's House, 138-148 Northgate, Darlington	High
Reconsider the layout of the ring road and the undergrounding of pedestrians	Ring road at North Road	Low
The row of early Victorian terraced house to the north could form the focal point of a regeneration scheme for Northgate if the later, poor quality shop fronts were removed.	Northgate	Medium
The stone culvert north of the ETC between McMullen Road and the A66 should be exposed by removing much of the vegetation that currently blocks it. Then sample lengths conserved. Hawthorn to be retained if it appears to be the 1825 boundary	North side of the ETC (A66)	High
Record stone sleepers and store in depot if ex-situ or not earthfast (with a view to reusing them)	Various, but mostly along the ETC and cuttings to Fighting Cocks and Oak Tree	High
The developers of the Haughton Road Engine House site must be required to provide a detailed pre-conversion heritage study of the building, leave the 1825 track bed as a landscaped area and submit suitable landscaping details.	Allen Street to Haughton Road, Darlington	High
Self-seeded trees and bushes should be removed from the surviving structures at the Fighting Cocks Coal and Lime Depot; in particular, the ramp should be exposed and conservation works carried out. Works should take place after a Statement of Significance has been completed.	Fighting Cocks	High
Community excavation and restoration or partial rebuild of waiting cabin. Revise boundary treatment of adjacent development.	Fighting Cocks	High
Next steps in preservation.		
Task	**Where**	**Priority**
No development should take place at the site of the first Goods Station on North Road until it has been fully explored. Any excavation may uncover foundations that merit permanent public display and so it may be a site unsuited to development in the future.	Site of the first Goods Station on North Road	High
Subject to the above, the site may merit designation as a scheduled monument	Site of the first Goods Station on North Road	High

Any proposals for alterations should be informed by a Statement of Significance	82 High Northgate (Faith House), Darlington	N/A
The Railway Tavern should be resubmitted for listing (this could be further informed by a Statement of Significance – see gaps in our knowledge)	Railway Tavern, Northgate, Darlington	High
Resubmit coal depot at Westbrook for listing or scheduling subject to the results of the SoS	Westbrook, Darlington	High (threatened)
1825 formation to be scheduled.	Underpass at Haughton road and ground below the ETC and a strip to the north to the field boundary. A66 to Fighting Cocks to include coal depot. Fighting Cocks to Oak Tree and Goosepool excluding road cuttings but including culverts	High
The 1825 S&DR Commemorative sign by the East Coast main line has heritage interest in its own right and should be restored and have concealing vegetation removed. Recommend the sign for listing.	East Coast mainline	Medium
Next steps in improving access		
Task	**Where**	**Priority**
Improve access between the museum and the modern station	Platform area between the two stations	
The setting of North Road Museum is diminished by the current arrangement of fencing between the Station, Goods Shed and Goods Station Offices which disconnects them and future developments should seek to establish a stronger visual and physical connection.	Head of Steam and the railway triangle	High
Explore scope to create a publicly accessible viewing area with increased opening hours to observe the work of the A1 Trust, DRPS and NELPG?	Carriage Works, in future DRPS	Low
Links between the museum and Locomotion need to be promoted using the railway.	Head of Steam and Locomotion	Medium
The North Road crossing between the station and the first station site has a traffic island but it is still difficult to negotiate at peak travelling times. This is also the place to cross if visiting Skerne Bridge. The road at Edward Pease's house is also difficult to negotiate	North Road, Darlington	Medium
Future development proposals along the Skerne need to be subject to agreements leaving corridor along the riverbank for public access and wildlife.	River Skerne, Darlington	As development arises
Explore the practicalities of creating a new public right of way from Skerne Bridge to Haughton Road (516m)	Land between Skerne bridge and Haughton Road (A66)	Medium (other options are available)
Part of route due to be retained as road by developer. Path from Allan Street needs widening through vegetation removal and some tree clearance to open views towards the junction between the East Coast main line and the S&DR. Then use Haughton Road and pavements – cycle route needs marking out.	LNER Engine Shed to Haughton Road including Allen Street	High
Status of right of way between Fighting Cocks and Oak Tree is confusing with conflicting signage regarding cycle use	Cycle/footpath between Fighting Cocks and Oak Tree Junction	Low
Drainage works or resurfacing on path near Goosepool which is very muddy	Path between Oak Tree and Goosepool	Medium

Create access (foot or cycle) alongside line from Goosepool to council boundary	West Hartburn to council boundary if footpath, Goosepool to council boundary if cycle path.	Medium
Narrow stiles and bridges will need replacing at Goosepool if the path is to be used for cyclists	Near Goosepool	Low