

The 1825 Stockton & Darlington Railway: Historic Environment Audit

Appendix 6. Goosepool (Darlington Borough boundary) to Stockton.

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 Goosepool to Stockton a stretch of about 9.90km (6.15 miles) as far as the coal staithe at Stockton, although the special interest includes Stockton Town Hall where the opening ceremony ended on the 27th September 1825. This increases the area of interest by a linear 0.68km (0.42 miles). The entire stretch is within Stockton Borough Council. This stretch of line has some of the most difficult parts of line to access but also some of the easiest and pristine parts at Preston Park. The line is live from Goosepool until Eaglescliffe and then the live line follows a later route. Access to live line for fieldwork has been limited to views from busy main roads between Goosepool and Urray Nook.

This report outlines what survives of the S&DR trackbed and what has been lost. 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 on the line so that visiting the remains of the S&DR merits a trip from the other side of the world.

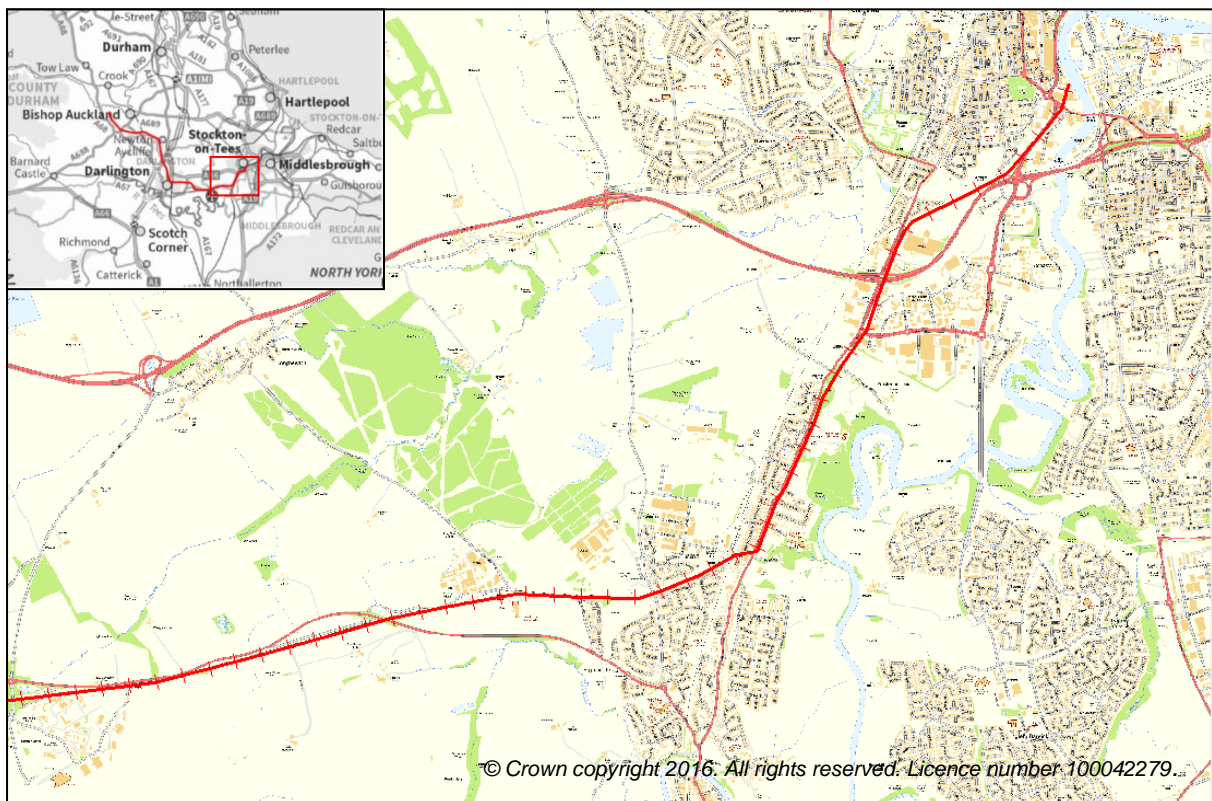


Figure 1. Area discussed in this document (inset, S&DR Line against regional background).

Historic Background

At seven in the morning, on the 27th September 1825, 12 waggons of coal were led from the Phoenix Pit at Witton Park, to the foot of Etherley Ridge and then hauled up 1100 yards up the North Bank by the stationary engine at the top. Then the waggons descended Etherley South Bank to 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 60 horse power stationary engine at work on Brusselton ridge. These waggons, along with 21 others, were coupled to Locomotion No.1 along with the first railway carriage "Experiment" at Shildon, on their way to Darlington.

After several mishaps between Shildon and Darlington, a lunch stop and delivery of coals to the poor in Darlington, the journey to Stockton was relatively trouble free with only a stop to replenish water at Goosepool and an unplanned race against road coaches along the Yarm Road. The day ended with much eating, drinking, toasting and speeches at Stockton Town Hall.

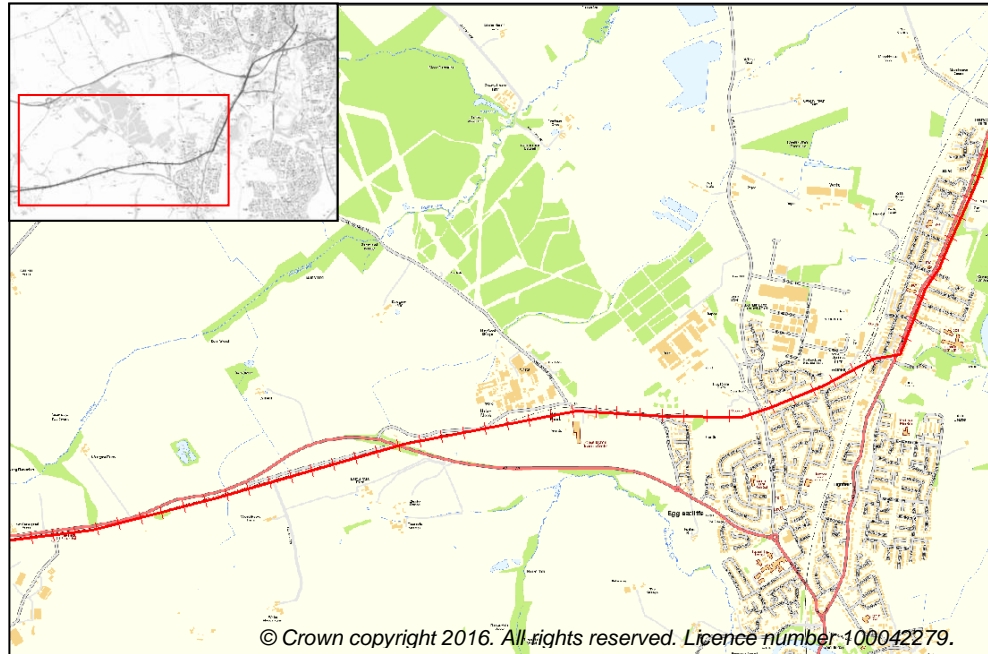


Figure 2. George Stephenson's map of the proposed S&DR railway, showing his proposed altered route into Stockton surveyed in 1822 (DRO Q/D/P/8/1). The blue line marks the route, as originally conceived by George Overton. Overton's route was uncontroversial as it followed a gentle decline into Stockton with no major engineering issues to overcome.

1.0 GOOSEPOOL TO EAGLESLIFFE STATION

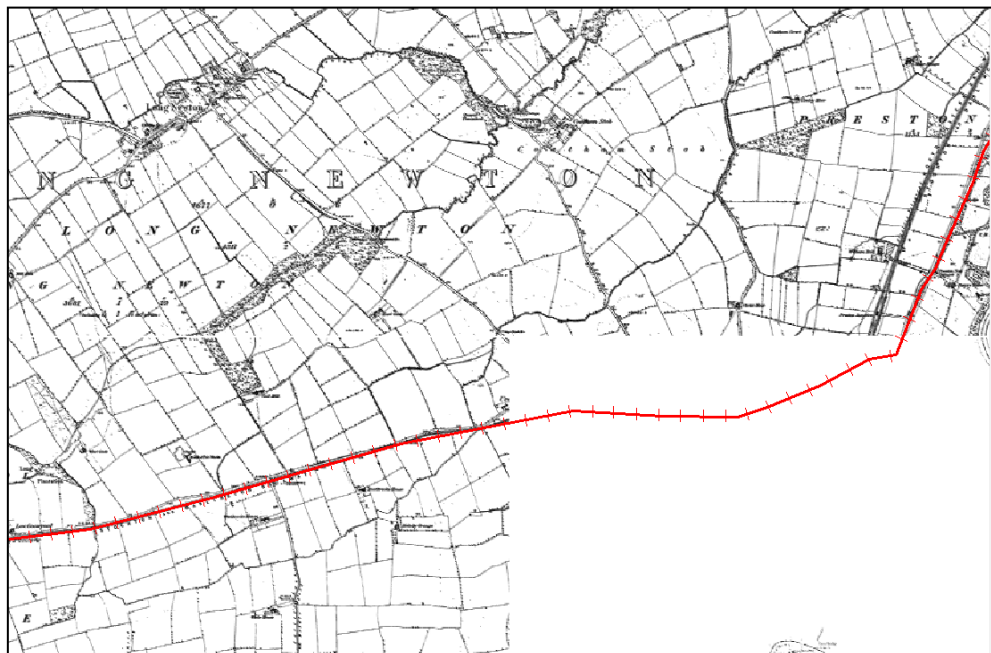
The live line runs alongside the A67 for 2.27km and then crosses over it and heads towards Uray Nook on Uray Nook Road. The surrounding landscape is hedgerow enclosed arable land with tree lined watercourses. Towards Uray Nook urbanisation and residential development increase significantly with new residential development reflecting the history of the S&DR in the street names including Royal George Drive, Diligence Way, Pease Court, and Chaldron Way.

Figure 3.
Goosepool to
Eaglescliffe
Station.



1.1 What survives and how do we protect it?

Figure 4. The
same area as
shown on the
1st edition six
inch map
dating to 1855-
6 (no coverage
has been found
for the missing
south east
square)



This stretch of line became known as the Darlington to Saltburn Branch in the mid-19th century.

Plate 1 (below right). Possible S&DR boundary wall adjacent to Durham Tees Valley airport north boundary.

Beyond the West Hartburn Tavern and Low Goosepool Farm, the south side of the road has a distinctive stone boundary wall (SDR 453 & 454), about four courses high and 21m long that appears to be the S&DR boundary. Along the top there are slots for the fencing to fit into. It is very overgrown in places where it is rendered virtually invisible, but this combined with the fact that the fencing along the live line is a simple post and wire fence with good visibility means that if a safe walking route could be established along here, then there are good views not just of the live line but of the wall too. However, this would require some vegetation control along the wall. The condition of the wall near the airport appears to be otherwise sound.



The route continues to have a few railway features seen elsewhere on the line. A set of old wooden gateposts (SDR455) are similar to those seen elsewhere on the line (for example at Etherley) and they occur on both sides of the line suggesting gated access across it. At the same point a watercourse suggests a culvert but none was identified during the survey. There was a footpath here on the 2nd ed OS map (1st ed not seen) and so it certainly appears that access was gated by the late 19th century. There are simple footpath crossings at the south part of the Etherley Incline and a footpath tunnel below the embankment at Brusselton, but there is as yet very little information on what arrangements were made generally to allow pedestrians over the line safely. It is possible that there were precious few as in the first few years there were accidents, some fatal, where people wandered in front of the train.¹ Sadly, none of the mileposts shown on the 1st ed maps appear to have survived on this stretch, but a marker post of sorts was found on the north side of the line with a triangular space for a brass fixing, presumably a benchmark (SDR456).

This stretch of the line between Goosepool and Urray Nook was the scene of the cavalcade and Royal visit to mark the centenary celebrations of the S&DR in 1925. A major event with grandstands, locomotives from all over the country and many dignitaries including the Duke and Duchess of York enjoyed what by all accounts was a huge and entertaining event. It had a substantial international dimension and the International Railway Congress of that year was moved from Madrid to England in recognition of the importance of the date in railway history.

¹ A blind woman led by a dog was run over by an engine while crossing Yarm Lane in 1827; a publican, John Phillips from Yarm, was run down by the first class train at 'Early Nook' while 'walking down the way' in Nov 1st 1839 (1839 Board of Trade papers from the PRO)



Plate 2. Centenary celebrations in 1925 were attended by an international audience with the Duke and Duchess of York as the guests of honour. A huge cavalcade of locomotives was watched from tiered seating for guests erected east of Goosepool, close to the Teesside airport halt (above).

Plate 3. Line side features along the track between Goosepool and Urlay Nook include wooden gateposts for former agricultural access across the track and former stone 'marker' post sadly without metal plaque, both of likely 19th century date (left).

Another coal and lime depot (SDR417) did exist by 1855 adjacent to the Urlay Nook chemical plant, and a pair of wooden gateposts (SDR457) may have been the entry point. We do not know if this was an 1825 depot or something that was developed later, nor does there seem to be any evidence of an inn which is often the case at early S&DR depots. The founding of the chemical works at Urlay Nook in 1833 by Robert Wilson was the start of the chemical industry on Teesside. Producing sulphuric acid and fertilisers, the proximity of the railway for export through the ports of Yarm and Middleborough was no coincidence.

The 'hot spot' of railway features along this stretch is at the Urlay Nook level crossing at the junction with Long Newton Lane. Sadly there has been damage here recently to early railway features. A rather fine wing wall with triangular copes and terminating with a typical S&DR 'pepper pot' stone terminal (SDR460) was located next to the signal box here, but as part of upgrading the level crossing, Network Rail appear to have recently partially demolished the wing wall to accommodate a new electrical junction box. The demolished architectural fragments are however retained on the north side of the track within the Network Rail boundary fence and so could be restored (SDR459). The rest of the wing wall survives as the garden boundary wall next to the signal box. Such rounded terminals to the end of walls in the shape of a 'pepperpot' are to be found on other 1825-30 S&DR structures such as the Cleveland Bay Goods Depot on the Yarm Branch line, the Skew Bridge on the Haggerleases Branch Line and the Hummerbeck Bridge at Brusselton Bank on the 1825 line. They are exceptionally rare now and should be protected.



Plate 4. The wall with the 'pepper pot' terminal end in 2009 (top) and c.2014 (centre). View in 2016 with the early 1825 terminal demolished to make space for a junction box.



Plate 5. The pile of fragments from the wall dumped on the north side of the line

Other railway features of interest here are the signal box (HER4792), the level crossing (SDR513) and a metal railway distance marker (SDR514), all later than the S&DR but of added interest if the recreational trail passes this way.



Plate 6. Left: later cast metal distance marker. Right: Urlay Nook signal box from the north.

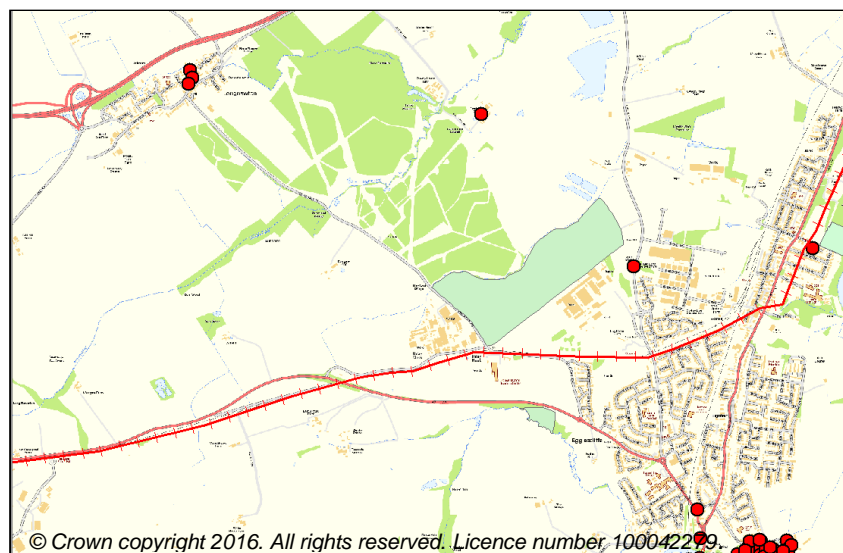
The line has Urlay Nook Road running alongside it on the south before the road turns southwards away from the line. Just before the road curves, there are wide grass verges (and a pavement on the opposite side) from which a low stone wall (S&DR 461) can be seen running along the southern boundary of the line, possibly an S&DR retaining wall, but the presence of slag within it, suggesting a later Victorian rebuild.

At Allens West station (known as Yarm station in the 1850s), the line of the Yarm branch which also opened on the 27th September 1825 has been fossilised in the landscape with a curved field boundary (S&DR 558) which runs off the main 1825 line and heads south to the depot at what is now the Cleveland Bay. What appears to have been a later S&DR house (S&DR 560) is now much altered here but in a disused strip of land on the north side of the mainline, a siding complete with rails can still be discerned (S&DR 559). This too is later than 1825, but affords an opportunity for access (see below).

Towards Eaglescliffe Station, the original route of the S&DR has been fossilised in the layout of Clarence Road (S&DR 561) which remains at an angle to other later developments. The line then crossed what was to become the Victorian Tittybottle Park (S&DR 553) and the angle of a large house on Yarm Road (600-602 Yarm Road, also a listed building) suggests that it was built to respect the S&DR trackbed position.

1.2 Existing Designations

Figure 5. Existing designations

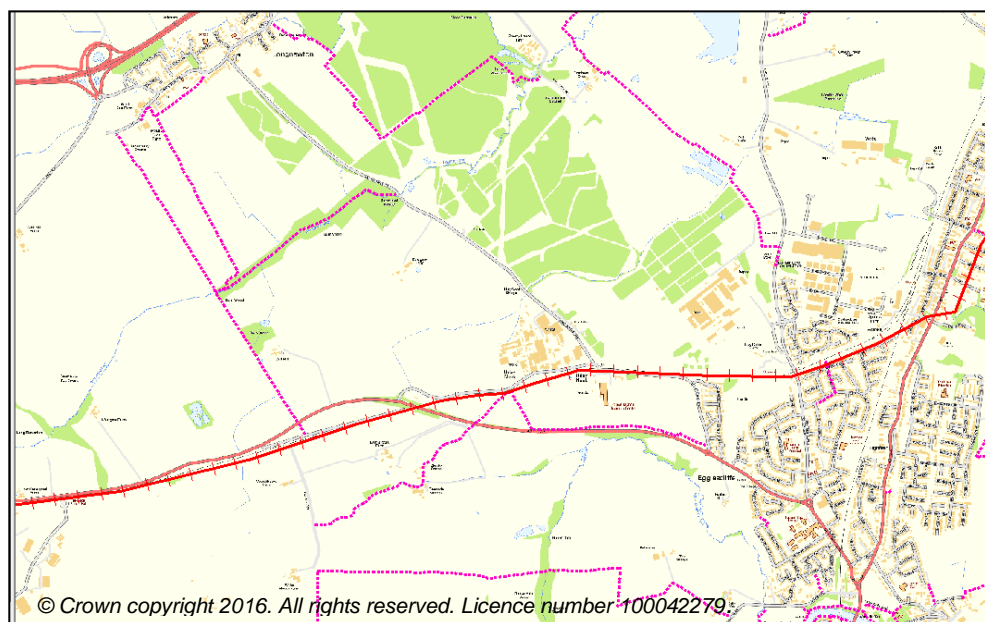


1.3 Management and Protection.

- 🏠 Vegetation control should take place along the S&DR boundary wall that runs along the north side of the live line and the south side of the A67.
- 🏠 Further research is required into the processes of watering locomotives along the S&DR line in the first five years.
- 🏠 Network Rail should restore the wing wall at the Urlay Nook level crossing to its 2009 condition and establish a system for making sure that they are aware of what heritage assets they have in their care so that they can be taken into consideration when alterations are necessary.
- 🏠 The rest of the wall at Urlay Nook level crossing should be scheduled or listed.
- 🏠 Urgent provision needs to be made to ensure that the demolition debris is not taken off site.
- 🏠 Further research is required on the date and layout of the coal and lime depot.
- 🏠 Wooden gateposts of this type, where they are adjacent to the line, should be considered to be part of the 1825 S&DR line as they are likely to have operated as gated access or level crossings from the outset.
- 🏠 If the signal box at Urlay Nook is to be made redundant, then alternative uses should be explored with the Friends of the 1825 S&DR and/or the conservation officer as well as Network Rail and the Railway Heritage Trust.


1.4 Access.


Figure 6.
Existing public
rights of way.





- 🏠 Access to or near the line is currently very limited and the A67 has no pavements beyond Low Goosepool Farm and the council boundary. The road here is busy with narrow verges and the south side is contained by a stone wall that appears to be the S&DR boundary wall for the line. Any new access would need to be north of the A67


or south of the line and on airport land. If airport land was used, it would create an additional difficulty of crossing live line later.

 The A67 deviates a little to the north from the live line and in doing so a small area of waste ground has been created which could be used measuring 0.48km.

 There is a stretch of road called Carter's Lane which is presumably the earlier version of the A67 before it was built on a curve to the north and this runs immediately north of the live railway line and offers a quiet alternative route for 0.89km (0.55 miles). It terminates before it rejoins the A67 but the old road survives on the other (east) side of the A67 for an additional 13m, so a cantilevered footbridge attached to the exiting rail bridge would provide access over the A67 where ground levels drop considerably. Carter's Lane appears to have a good wide surface and is well drained and suitable as a cycle path and would be DDA compliant subject to the arrangements where it joins the main road.

 East of the A67, the route runs through arable land with Urlay Nook Road adjacent and so land would need to be acquired for a walking or cycle route. However the verges are quite wide here and so a path could potentially be carved out of Council owned Highways land.

 Just south of the former chemical works (HER 4167) on Urlay Nook Road there is a large piece of waste ground between the road and the live railway line which appears to have no beneficial use – this could be a potential route for a recreation trail. Urlay Nook Road east of the level crossing has a pavement on one side of the road and runs parallel to the S&DR line until the roads turns to head south. When it does any prospective route has been prevented by eight houses on Grassholme Way and so there is no other option but to cut through the housing estate using existing quiet roads.

 There is however more scope to explore a route on the north side of the line in order to avoid the Grassholme houses. The disused sidings north of Allens West station sit within a disused strip of land sandwiched between the mainline and a site currently being developed for housing. This is presumably Network Rail land and appears to have no other beneficial use. There is also an alternative possibility in creating an access along the south boundary of the current development site which is north of the disused sidings. Initial informal and positive discussions have taken place between the developer and the Friends of the S&DR but if this was to be formalised, it would need to be done quickly so that prospective purchasers of the new houses are aware that a new path may be put along the end of their gardens. Whichever option was explored, the path would link West Allens station and Urlay Nook Road or take advantage of land on the perimeter of Durham Park Industrial estate.




 East of Allens West there is an existing path which runs north of the line and joins a housing estate at Royal George Drive and Black Diamond Way. A future path could link from here to the Network Rail Black Diamond bridge which carries the line over and has a gated road below which links the industrial estate and Victoria Road in Eaglescliffe. This is the most direct way to cross the line with minimal investment, providing that Network Rail are amenable.



Figure 7. A cycle path or footpath could be established in places using disused roads (Carter's Lane), existing paths associated with industrial complexes (Durham Lane), disused sidings north of Allens West, waste ground and areas where there are wide verges (shown in purple). Other stretches have reasonable verge sizes too so it may be possible to carve out a new path without resorting to acquiring new land.

-  Collectively, here is some potential to carve out a cycle route between Goosepool and Urlay Nook without resorting to acquiring too much new land or deviating a long way from the line and so only relatively small areas of the A67 are especially challenging east of Low Goosepool Farm where the road has narrow verges and is sandwiched between a S&DR boundary wall and a hedgerow, offering little scope to create a path without acquiring land.

-  There are good railway links with options to catch a train at Allens West to other parts of the live line at Thornaby (to access Stockton via St John's Crossing), Dinsdale (to access Fighting Cocks), North Road Station in Darlington, Heighington, Aycliffe and Shildon.

2.0 EAGLESCLIFFE STATION TO STOCKTON

This section of the 1825 route is now heavily built up and remains as active line as far as Eaglescliffe. The spread of the city of Stockton, largely instigated by the railway, has also resulted in its loss. However, there are hints in front gardens of a buried cutting and the astonishing survival of the line as earthworks including evidence of sidings, possible loading bays, borrow pits, buildings, ramps and unknown features can be found in the grounds of Preston Park.

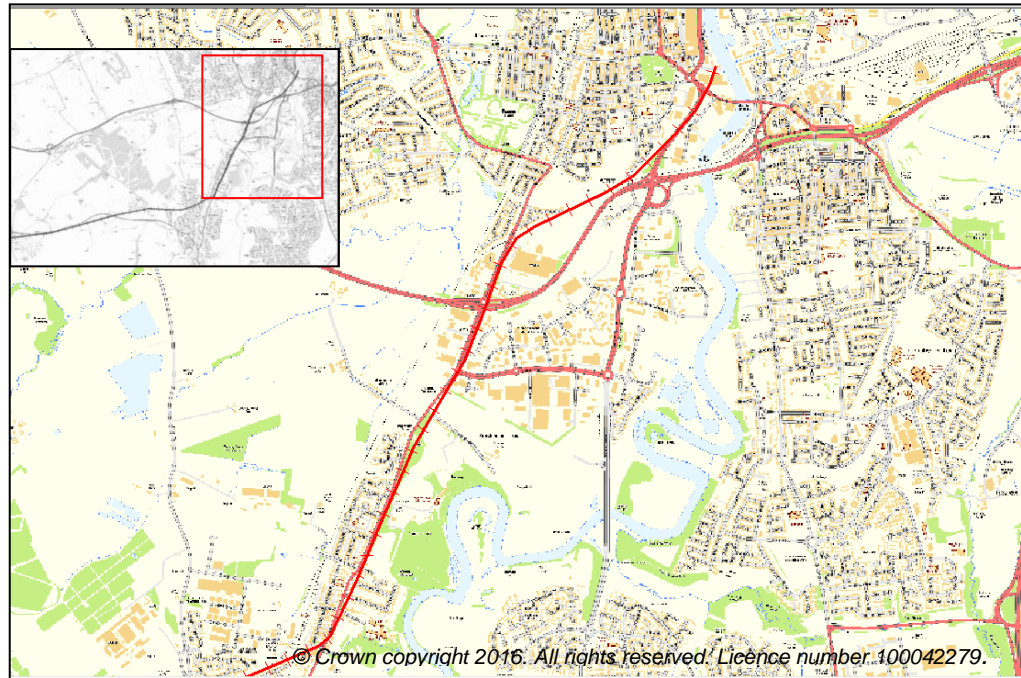


Figure 8.
Eaglescliffe
Station to
Stockton

2.1 What survives and how do we protect it?

Figure 9.
The same
area in
1856 as
shown on
the OS 6" to
1 mile
mapping
series. By
this time the
line had
been moved
west to its
current
position and
away from
Preston
Park



The line has vanished for much of this area (Preston Park excepted), but there are a number of features that would merit including on a S&DR rail trail. If the rail trail leaves the current mainline at Victoria Road then the line of the 1825 route can be seen on Clarence Road shortly before Eaglescliffe Station then users can visit Tittybottle Park. A large dressed stone (HER7929) from a now demolished S&DR bridge has been used to commemorate this park where Victorian nannies brought their charges in perambulators and of course to remember the large population growth that the railway brought to former rural areas like this.

There is no obvious evidence of the 1825 line on Yarm Road, but there are hints. No. 600-602 is positioned at an angle presumably because the line was still visible or in different ownership when it was constructed. On the opposite side of Yarm Road, Woodland in front of the former school has a slight dip running along the street frontage that coincides with where the railway cutting ran and a similar dip can be seen in at least one front garden (plate 8). This suggests that the cutting may have been backfilled and where it has not been developed, may still survive below ground in the front garden of properties.



Plate 7. A former S&DR block of sandstone from a bridge commemorates the Victorian Tittybottle Park



Plate 8. A dip in the fence line of a front garden on Yarm Road marks where the S&DR railway cutting was and so it may still survive buried below ground in the front gardens of many properties along this stretch.

By far the best evidence is in Preston Park where, because the line was abandoned relatively early, the earthworks of the 1825 line survive intact, albeit well covered in woodland. These remains have benefitted from some survey and excavation by Tees Archaeology and because they are quite complex and include potential sidings and loading platforms, of which we know very little, the excavation programme should be extended. The location at Preston Park means that these could be run as community excavations.

Accounts of the grand opening of the railway line on the 27th September 1825 recalled a race within a few miles of Stockton, between a stage coach with sixteen passengers pulled by four horses and the “Locomotion”, with six hundred passengers, and eighty tons of goods; while ***‘the passengers by the engine had the pleasure of cheering their brother passengers by the stage-coach, which passed alongside...’***This race must have happened somewhere along Yarm Road.

North of Preston Park, urbanisation, car garages and a dual carriageway network have destroyed much of the 1825 line. Potato Hall (SDR 475) seen on Overton’s and Stephenson’s maps of 1821-2 is now under the Jennings Ford garage along with the Lord Nelson inn which served railway workers (SDR 474). However, there are some surprising survivals. Further along Yarm Road shortly before the live line crosses below it, the 1825 route has been preserved in front of a housing development. The line has been marked out with trees to form an avenue and a piece of metal sculpture representing a locomotive engine placed on site. Heading north east from here the S&DR trackbed survives as a cutting (SDR 564), much overgrown, but still with a stone retaining wall (HER 6325). This is visible from a path which has been set out as part of the landscaping for the new houses here, although some shrubbery planting will eventually obscure views into the cutting.

North of the A66 the approximate route of the S&DR is marked by the modern dual carriageway ‘1825 Way’ constructed on a high embankment. Only as the route arrives at St John’s Crossing is there any physical evidence of the railway where we have the combination of inn and coal and lime depot which is the S&DR forerunner of the railway station.

The St John’s Crossing Coal and Lime Depot (HER4157 & 4158)

The storage yard behind St. John’s Crossing (now fenced off) was the coal and limestone depot from 1825. Remains of the bunkers where the coal and limestone were stored can still be seen, (NZ 4457 1809) as scars on the other side of the stone wall. This suggests that this wall is original to 1825. Arched depots were also located on the other side of the yard beside the railway line (Brewster 1829), but only brick abutments remain today along with a curious stone structure topped with brickwork; the stonework looking suspiciously 1825 in date. The depot can be seen on John Wood’s map of 1826 (see fig 10).

St John’s Crossing Weigh House, Railway Tavern and Inn for the Depot (Listed Buildings Grade II and Grade II, HER 1278, 6148, 6149, 6150)*

It was here that the first sod was cut for the building of the railway, by George Stephenson in 1821. It is also where the first rail was ceremonially laid by Thomas Meynell Esq., who lived at the Friarage in Yarm. (He was Chairman of the S&DR Company (McLaurin 2006, 4-8) and

responsible for opening a railway tavern at what is now the Bay Horse (was The New Inn) and an associated coal and limestone depot.) While he laid the rail, a cannon was fired in celebration in a neighbouring field and the Yarm band struck up the National Anthem, 'God Save the King' (Heavisides 1912, 37)

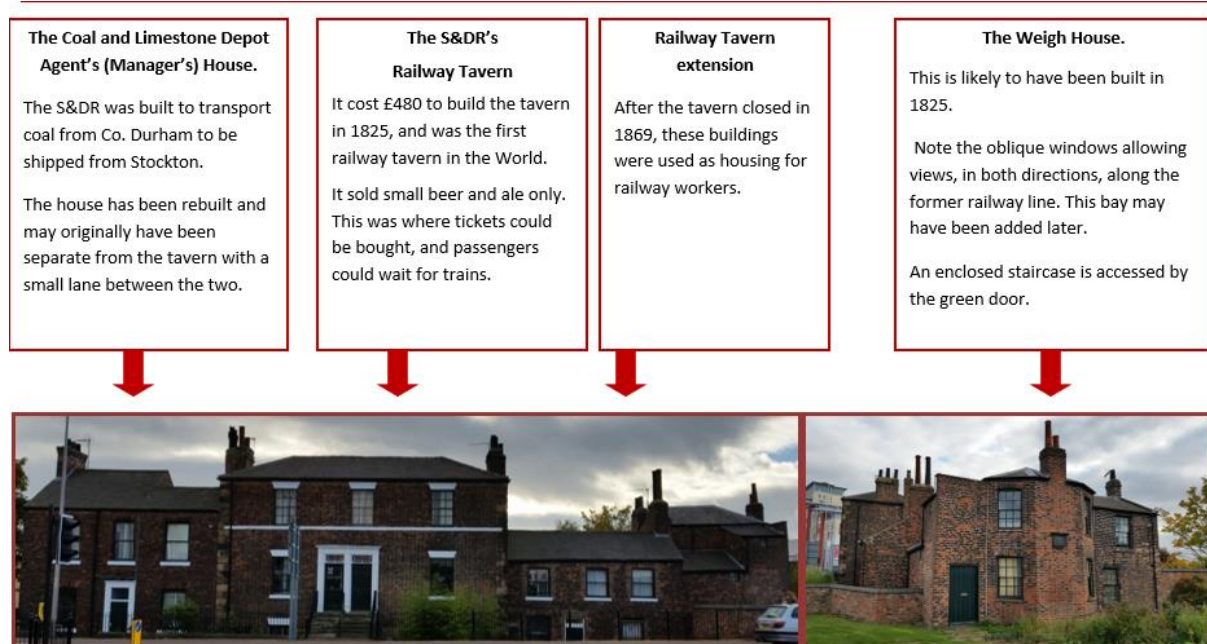


Plate 9. The various elements to St. John's Crossing



Plate 10 Scarring on the stone wall at the right and left of this photo marks the separating walls of the coal and limestone storage bays or bunkers (photo: Barry Thompson)

This area is used as a storage area and is not currently accessible, but it belongs to Stockton Council

The buildings at St John's Crossing.

The central building with double doors was the S&DR's Railway Tavern. It was the second railway tavern in the world; the Cleveland Bay on the Yarm Branch opened earlier in October 1825.²

The S&D Railway Sub-Committee, which met on the 23 June 1826, decided to spend £480 on building an inn here, as one of three taverns in total; the others at North Road in Darlington and at Heighington are still operating as pubs. The tavern received its licence and started trading in October 1826, when it was let to Francis Peacock. It sold small beer and ale, which

² Barry Thompson and Brendan Boyle, Friends of the S&DR

was the acceptable and necessary face of alcohol, but no spirits. The S&DR was a company owned by Quakers, who frowned upon the 'demon drink' (McLaurin 2006, 4-8).

The tavern functioned as a ticket office and waiting room – long before special facilities were even thought of. The low building to the right was an extension to the inn. The tavern closed in 1867, and was then used as railway housing. Presumably business had declined because the line had been extended from a point known as Bowesfield Junction, 1 km. south of the original Stockton terminus, as early as 1830, to the newly constructed Port Darlington, which we now know as Middlesbrough. This left this short section of original line to Stockton as effectively a branch line.

The building on the left was the coal and limestone depot agent's (manager's) house. Although the house was not shown on Wood's 1826 map, the coal depot was. Sidings leading from the main line, and another building on the other side of the main line, have been lost, although evidence may survive below ground. An L-shaped building is also shown on Wood's map, but this has also been lost.

A small square of missing red brick at the top of ground floor level might be where an S&DR plaque was once located. The S&DR started making these distinctive ceramic black and white plaques in 1857 and placed them on any group of S&DR properties which included residential buildings. This house was numbered D6 by the S&DR. The house has been rebuilt and may originally have been separate from the tavern with a small lane between.

The building on the far right was the Weigh House. This faces the dual carriageway (1825 Way). It might be the earliest surviving building on the site. Plans for this building were produced by John Carter (the S&DR's part time Inspector of Masonry) and approved on 19 August 1825; it appears on Wood's map of 1826. S&DR Company minutes often referred to the weigh houses as Toll-Bar Houses (McLaurin 2009, 12). The bay windows were designed to help S&DR staff see along the railway line in both directions (on the route of the 1825 Way). Coal and mineral traffic was required to pay a toll based on the weight carried. This was set out in the Acts of Parliament authorising the line in 1821 and 1823. Associated with the weigh house were an office and a dwelling house.



Figure 10. John Wood's Map of Stockton 1826 showing the S&DR depot at St. John's Crossing and the coal staithes compared to a recent aerial photograph.

The wording on the commemorative plaque on the wall is open to question – this building was not built as a passenger ticket office, but tickets could be purchased to transport goods by rail.

From the 10th October 1825, it is likely that the first passengers were met at the quayside (where the S&DR had offices) and travelled on the horse drawn coach, “Experiment” or the more comfortable coach “Express” to Darlington, at least until the weigh house and Railway Tavern were completed six months later (McLaurin 2006, 13).

Once the coal depot was open, the first railway timetables stated that the company’s coach “Experiment” would leave from the depot (ibid, 37). Fares cost a penny a mile.

The location of the tavern next door suggests that, by 1826, passengers may have waited here for their coach and may also have bought their tickets here. Records show that the coach “Black Lion” left from the Railway Tavern after October 1826. It seems logical that passenger tickets could be purchased from the tavern, the coal depot or the weigh house. It is likely that the weigh house was eventually used as a passenger ticket office. Stockton’s oldest resident in 1908, Frank Hunter, born 1820, recollected buying tickets for Darlington there (Heavisides 1912, 84).



Plate 10: An undated historic view of the former weigh house, complete with rail tracks and level crossing (photo: John Proud)

Between 1833 and 1845, a substantial new passenger station was operating on Bridge Road (now demolished) and after this the weigh house was probably no longer involved in providing passenger facilities (McLaurin 2006, 15). It later became rented accommodation for tenants of the railway company

The weighing machine that must have been fitted into the track in order to weigh the wagons, was provided by John Hutchinson of Sheffield, for £68. It may not have been ready to operate until July 1826 (McLaurin 2006, 11-12). The first person to manage the weigh house and coal depot was Percival Tully. His first office was on the quayside, but he was moved here when the building was complete in 1826. The whole site became known locally as ‘Tully’s’, even after Tully had moved to Darlington (Jane Hackworth Young- pers comm.).

The weigh house was no longer required after 1830 because the weighing machine was moved so that operations could include trains on the new extension to Middlesbrough. The circular feature above the door on this elevation marks where there was once a clock. There is a small building that links the weigh house to the tavern extension – this was originally an open staircase which was later enclosed.

The 1825 Way

The dual carriageway, built in 2003, follows the route of the 1825 railway line and has been named “1825 Way”. The modern artwork by Steve Tomlinson commemorating the S&DR line on the opposite side of the dual carriageway (NZ 4470 1838) is best seen at night when it is illuminated. The stone wall below it is an S&DR boundary wall (SDR563), a remaining fragment of the later Goods Station and sidings built by 1856 on this side of the modern road. This wall can also be seen around WyndSOR’s World of Shoes.

The 1825 S&DR vanishes again and is not really visible from his point. However, on the riverbank it is possible to see vertical timbers near the water’s edge. These are from a shipbuilding yard (HER 4277) which was in existence before 1826 (it is shown on Wood’s map of that date) and so would have been active when the railway was constructed.

Sadly, there is nothing left to see of the coal staithes at Stockton built by the S&DR to export coal brought in by the railway. However, there is a set of overgrown rails set into the ground. These were placed here to commemorate the site of the last coal staithe. The first coal staithe was complete by 24th January 1826 when coals from Old Etherley Colliery were loaded on to the collier brig “Adamant”, and was located further south nearer where the “Endeavour” is moored today. The second staithe was complete by March the same year (Proud 1998, 20). The railway track later continued for some considerable distance along the riverbank, all the way to what was known as Braithwaite Wharf and Wilkinson’s Wharf. This is now known as Thistle Green and is where the police station, library and municipal buildings are now. The tracks remained in place on Ordnance Survey maps as late as 1961 editions, prior to replacement by the dual carriageway A1035.



Plate 11: A view, along the River Tees, towards the town in the 1830s. Painting by Thomas Allom, and was first published in Thomas Rose's "Westmorland, Cumberland, Durham, and Northumberland illustrated", 3 vols. (London, Paris, 1832-35)



Plate 12 Left: two rail tracks mark the location of the last coal staith, where wagons loaded coal to ships heading for London. Right: Modern artwork adorns the railings commemorating "Locomotion"

Any commemorative route needs to finish where the opening ceremony finished on the 27th September 1825. Therefore, from here, walkers should be encouraged to go into the town centre to Stockton Town Hall.

Stockton Town Hall

The town hall was built in 1735 and extended twice in the 18th century. This is where the proprietors and friends behind the Stockton & Darlington Railway gathered, after the first sod was cut for the railway, in 1822, and again after the cavalcade at 5:00 pm on the 27th September 1825.



Newspaper reports of the time recorded that 102 gentlemen attended (ladies were present too). The workers however made good use of the local inns all night! The evening started with a toast to the King and the singing of the national anthem accompanied by a band in the adjacent room. The next toast was to the 'royal family' and then a rendition of the 'Hall, Star of Brunswick' by the band. A series of toasts followed to the Stockton & Darlington Railway (with the tune 'the Railway') and many more toasts to members of the royal family, the armed services, the Ladies, the county and to the Plough, the Loom and the Bull and 'may the railway contribute towards their prosperity'. *Plate 13. Stockton Town Hall*

George Stephenson, the company's surveyor and chief engineer received many toasts and plaudits, but had left the room before the proceedings reached him. The dinner and wine were reported to have been excellent and dessert consisted of many fruits in season. The company remained until 11 o'clock and the day was judged to have been a great success in winning people over towards the idea of the railway – which was, after all, the purpose of the day.

2.2 Existing Designations.

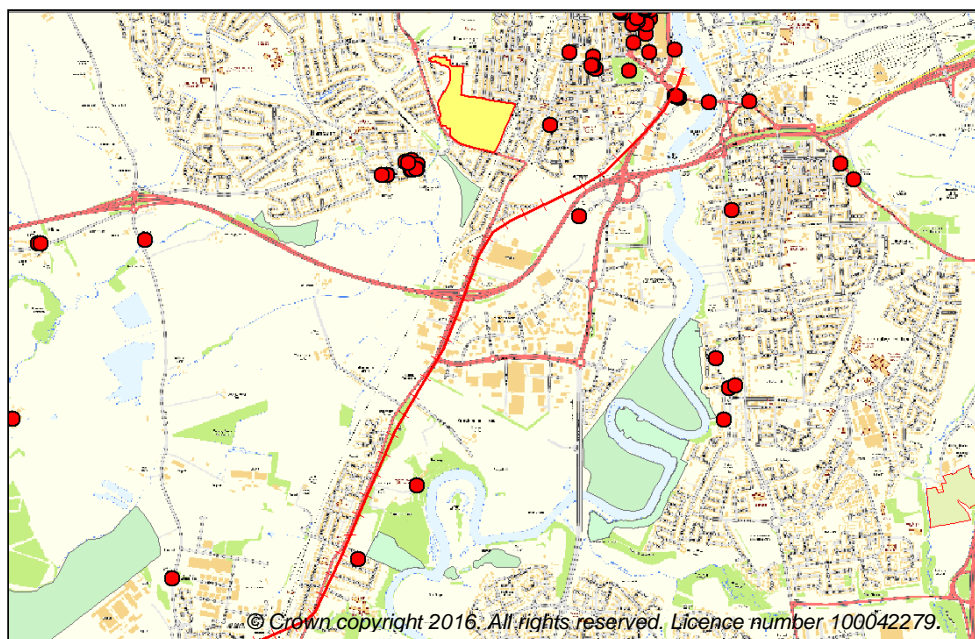


Figure 11.
Existing
designations

2.3 Management and Protection

There is an opportunity to run a garden archaeology project in the gardens on Yarm road to look for traces of the S&DR. This could coincide with excavations at Preston Park.

Research excavations should continue at Preston Park because they have the potential to fill a gap in our knowledge about the relationship between the main line and sidings, loading platforms, the relationship of private landowner sidings and to further investigate some anomalies identified in trial excavations.

Excavations at Preston Park have the capacity to be run as community excavations because of their location.

Preston Park did produce a leaflet which included information of the S&DR and the remains in the grounds. The Friends of the S&DR offered to help produce an updated leaflet as part of their HLF project producing guided walk booklets, but staff at Preston Park were unable to clarify if this would be acceptable in sufficient time and so this site has been excluded from the guided walks booklets. The Friends of the S&DR walk Booklet No.7 should be updated to include more information on the earthworks, the excavations and some of the S&DR related objects in the museum, or the museum might wish to provide visitors with additional information about the earthworks.

Early postcards of the earthworks at Preston Park show that they had far fewer trees on them in the past and as a result the earthworks were much more visible. Tree thinning now is important so that the earthwork remains can be more easily understood, but also to reduce root damage to the fragile remains.

The earthworks of the S&DR embankment should be scheduled at Preston Park.

Preston Park Museum in the past has made much more of its railway heritage in the form of sleepers, rails and locomotives outside the front of the museum. It also has a wealth of railway related accessions. There is therefore scope to have a number of displays on the lead up to 2025 and in 2025 with the long term aim of raising the profile of the S&DR.

The museum may wish to collaborate with Crown Street Library, the Head of Steam Museum and Locomotion to share exhibits to display and to share mobile S&DR exhibitions.

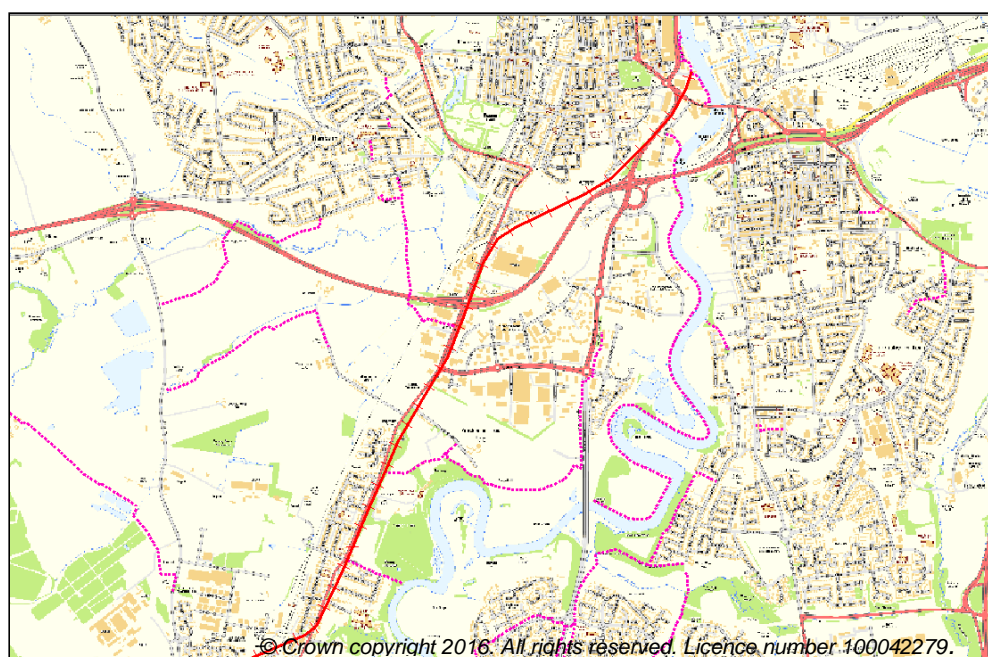
The planning policy to exclude development from the line of the S&DR is working well, however if the route is simply fenced off and not used, nor made accessible, then it will become very overgrown. Landscaping associated with new developments needs to go further than simply avoiding any development, but enhancing protection, management and access. New developments should also avoid any additional planting along the trackbed which might in future, obscure views of it.

Where there are strings of developments along the line, each should seek to continue any access routes to the trackbed from earlier developments so that a coherent access evolves over time.

- 🏠 If Bowsefield Signal Box (SDR 500, 501) is due to become redundant, alternative uses should be found for it. It is a substantial building which may offer a number of enterprising opportunities if a S&DR trail runs alongside it.
- 🏠 The coal and lime depot at the back of St. John's Crossing is owned by the council. It is vulnerable because its significance as a forerunner of the modern railway station is not generally appreciated, although it is on the HER and so careful thought is required regarding its future uses. It could be the subject of further research and community excavation to learn more about its layout and how the goods moved from the waggons to the town. It would also provide an opportunity for an 'end of the line' display meet and greet point as part of an overall interpretation strategy.
- 🏠 In Stockton, the line disappears after St. John's Crossing to the site of the coal staithes, but its extent could be picked out in the casino/bingo hall car park with some different stonework and interpretation. Should the casino site be redeveloped opportunities should be taken for a fitting, well designed heritage led scheme.
- 🏠 The former tram depot on Boathouse Lane is currently available to rent. This is a substantial building that may in the future provide additional opportunities associated with the S&DR.
- 🏠 The buildings at St. John's Crossing are owned and used by a charity the Stockton Churches Mission to the Single Homeless Ltd. If there are a series of events on the lead up to 2025, there may be opportunities to engage with the young men who use these facilities, to give them work to do, acquire skills sets and perhaps result in a feeling of self-worth with the motivation and encouragement that can bring. The area is currently quite threatening and so working with the hostel's users may help to create a more welcoming environment.

2.4 Access.

Figure 12. Existing public rights of way. A cycleway also follows the Bowesfield Lane/Queen Elizabeth Way dual carriageway but lacks a link north of the A66 to the St John's Crossing buildings



- 👉 There are intermittent cycle paths along Yarm Road but sometimes only on one side and towards the 1825 Way they run out completely.
- 👉 The route has been picked out by landscaping on Yarm Road as part of a new development. This path continues almost as far as the live line at Bowsefield Bridge, past a surviving cutting and retaining wall – both 1825 survivals. It is unfortunate that the layout of the development north of this and joining the live line does not continue this path, but circuitous routes in the vicinity of the line will be possible here and could keep users away from the busy Yarm Road a little longer. The land along the mainline is due to be developed and offers another opportunity to create a route alongside the live line and this almost goes as far as Bowsefield Signal Box (SDR 500, 501). There is a short uneven gap here of waste ground which presumably belongs to Network Rail and where a path would need to be cut, but this then links with an existing path (extinguished?) and steps down to Bowesfield Crescent. This would make cycle access difficult and so an alternative route might be required in addition to the existing steps.
- 👉 From here users can use the cycle path on Bowesfield Crescent or the pavement to join the housing estate called Witton Park where a grassy sward sits below the substantial embankment of the 1825 Way and offer a pleasant walking route along and below the 1825 route. This joins (but is currently fenced off) with the retail/industrial estate which sits above the 1825 Way and includes the boundary wall remains of the 1850s depot. There may be scope here to cut a path into the embankment between the industrial estate and the 1825 Way. A more expensive option would be to cut an underpass into the 1825 Way from here which would bring users out to a track that joins Boathouse Lane and St John's Crossing.
- 👉 There are alternative routes away from the 1825 line from Preston Park, along the river and joining either the cycle paths on Queen Elizabeth Way or the Teesdale Way. While the Teesdale Way footpath links into the St John's Crossing S&DR buildings, the Queen Elizabeth Way cycleway appears to fall short, but space is available to extend it to St John's Crossing.
- 👉 There are options to sail, catch the train or walk to the end of the S&DR line at St. John's Crossing from various destinations including Preston Park.
- 👉 There is some verge space adjacent to the coal depot on Boathouse Lane that could be used for walk users to park a few cars.
- 👉 A safe, signed route will be required across the casino/bingo hall car park. If the former S&DR coal depot behind the St John's Crossing buildings is not used as a car park for visitors then it might be expected that people will want to park at the casino. There is however no public car parking here, except for bingo hall users. There is a lot of under-used space and some derelict buildings here that could be used as a welcome area for S&DR users if the Coal Depot is not used.
- 👉 The second bridge crossing the dual carriageway from the riverside to the town centre in Stockton, built in 1995 has shallow steps rather than a ramp, so manageable with a buggy, but not a wheelchair and awkward for a bike.

Summary recommendations: Goosepool (Council Boundary) to Stockton		
Opportunities to find out more gaps in knowledge		
Task	Where	Priority
Statements of Significance are required at:	St John's Crossing buildings and adjacent coal and limestone depot	High
There is as yet very little information on what arrangements were made generally to allow pedestrians over the line safely.	Urray Nook and Eaglescliffe	Medium
Further research is required on the date and layout of the coal and lime depot.	Near Urray Nook Chemical Plant St John's Crossing Behind the Cleveland Bay (outside project area)	High
There is an opportunity to run a garden archaeology project in front gardens on Yarm road to look for traces of the S&DR. This could coincide with (community) excavations at Preston Park.	Yarm Road	Low
Research excavations (community excavation) should continue at Preston Park because they have the potential to fill a gap in our knowledge about the relationship between the main line and sidings, loading platforms, the relationship of private landowner sidings and to further investigate some anomalies identified in trial excavations. Use information for an exhibition in September in any subsequent year.	Preston Park grounds	Medium
Next steps in interpretation (see also main report).		
Task	Where	Priority
The Friends of the S&DR walk Booklet No.7 should be updated to include information on the earthworks, the excavations and some of the S&DR related objects in the museum.	Preston Park	High
There is scope to have a number of displays on the lead up to 2025 and in 2025 with the long term aim of raising the profile of its displays towards the S&DR. (See also excavation recommendations which can feed into this)	Preston Park Museum	Medium
Preston Park museum may wish to collaborate with Crown Street Library, the Head of Steam Museum and Locomotion to share exhibits to display and to share mobile S&DR exhibitions.	Preston Park Museum	Medium
The coal and lime depot at St. John's Crossing could provide an opportunity for an 'end of the line' display meet and greet point as part of an overall interpretation strategy.	S John's Crossing	Medium
The line disappears after St. John's Crossing to the site of the coal staithes, but its extent could be picked out in the casino/bingo hall car park with some different stonework and interpretation. Should the casino site be redeveloped opportunities should be taken for a fitting, well designed heritage led scheme.	Bingo Hall car park at St. John's Crossing	High
The buildings at St. John's Crossing are owned and used by a charity the Stockton	St John's Crossing	Low

Churches Mission to the Single Homeless Ltd. If there are a series of events on the lead up to 2025, there may be opportunities to engage with the young men who use these facilities, to give them work to do, acquire skills sets and perhaps result in a feeling of self-worth with the motivation and encouragement that can bring. The area is currently quite threatening and so working with the hostel's users may help to create a more welcoming environment.		
The former tramworks building is a substantial open next to St. John's Crossing and is currently up for let. Could this be used as a main exhibit, meet and greet building at the end of the trail?	St. John's Crossing	Low
Next steps in management.		
Task	Where	Priority
Retain wooden gateposts along line as they may be the only surviving indicator of pedestrian crossings or level crossings	Whole line	High
Vegetation control and tree thinning should take place along the S&DR boundary walls and cuttings and at Preston Park	Adjacent to live line on A67; Yarm Road, Preston Park	Medium
Network Rail should restore the wing wall at the Urray Nook level crossing to its 2009 condition and establish a system for making sure that they are aware of what heritage assets they have in their care so that they can be taken into consideration when alterations are necessary. <u>Urgent provision needs to be made to ensure that the demolition debris is not taken off site.</u>	Urray Nook level crossing	High
If the signal boxes are to be made redundant, then alternative uses should be explored with the Friends of the 1825 S&DR and/or the conservation officer as well as Network Rail and the Railway Heritage Trust.	Urray Nook level crossing Bowesfield	Medium
Where the line is preserved within or on the edge of new development, its future maintenance needs to be addressed and not left to become overgrown. Further, strings of development should seek to retain the same linear access route as earlier developments alongside the line.	Mostly along Yarm Road	Ongoing
Next steps in preservation.		
Task	Where	Priority
The restored level crossing walls should be listed or scheduled	Urray Nook level crossing	High
The earthworks of the S&DR embankment should be scheduled	Preston Park	High
The surviving cutting and retaining wall on Yarm road should be scheduled	Yarm Road	High
Next steps in improving access		
Task	Where	Priority
Access to or near the line is currently very limited. Any new access would need to be north of the A67 or south of the line and on airport land. If airport land was used, it would create an additional difficulty of crossing live line later.	Adjacent to live line/ A67	High

The 1825 Stockton & Darlington Railway: Historic Environment Audit: Goosepool (boundary with Darlington) to Stockton

There are opportunities to create new access alongside new developments and by reusing old roads, wide verges and disused Network Rail land	Carter's Lane; Yarm Road, Bowesfield, 1825 Way	High
A footbridge could be constructed over the A67 to link the former road by cantilevering it to the existing rail bridge	Carter's Lane	High
There are intermittent cycle paths along Yarm Road but sometimes only on one side and towards the 1825 Way they run out completely.	Yarm Road	Medium
There are alternative routes away from the 1825 line from Preston Park, along the river and joining either the cycle paths on Queen Elizabeth Way or the Teesdale Way. While the Teesdale Way footpath links into the St John's Crossing S&DR buildings, the Queen Elizabeth Way cycleway appears to fall short, but space is available to extend it to St John's Crossing.	Preston Park/ Teesdale Way/ QE Way/	High
There is some verge space adjacent to the coal depot on Boathouse Lane (council owned) that could be used for walk users to park a few cars.	Boathouse Lane, Stockton	Medium (subject to other interpretation or excavation work here)
There is a lot of under-used space and some derelict buildings near the Bingo Hall Car park that could be used as a welcome area for S&DR users if the Coal Depot is not used.	Bridge Road, Stockton	Medium
The second bridge crossing the dual carriageway from the riverside to the town centre in Stockton, built in 1995 has shallow steps rather than a ramp, so manageable with a buggy, but not a wheelchair and awkward for a bike.	Riverside dual carriageway	Medium