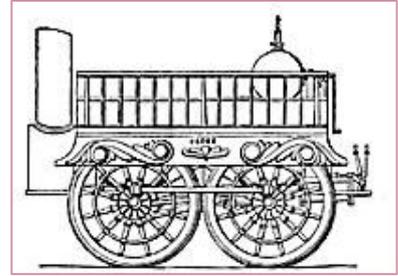


The Globe

The newsletter of the Friends of the Stockton & Darlington Railway



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

As we move forward in our plans to conserve the remains of the S&DR and promote its international influence in the development of the modern-day railway, we are also getting organised so that we can apply for grant aid, manage projects and share knowledge. As part of this process, we are working towards being a quality organisation offering benefits to its members. This newsletter is part of this process and hopefully, it will continue to improve with your help. Please submit reports on your research, events and activities for future editions and suggestions for how we can improve it. In due course, we might also want to consider an ejournal featuring the latest research into the S&DR; this will become relevant if we continue to advance knowledge about the significance of the line through new research.

Many thanks to everyone who has contributed to this newsletter and in particular to Brendan Boyle who has kindly provided his interim thoughts on the railway inns of the S&DR – an important gap in our knowledge flagged up in the S&DR trackbed audit. Brendan has also kindly promised an additional article for the next newsletter – due out in April.

Caroline Hardie

Who we are and what we do

WE:

- 👉 act as an umbrella organisation for all those interested in our railway heritage
- 👉 lobby and work with local authorities and government
- 👉 push forward on survey, research and conservation of the line
- 👉 raise the profile and awareness of our industrial heritage, locally, nationally and internationally
- 👉 protect and care for the S&DR remains
- 👉 explore the case for World Heritage Site status
- 👉 support coordinated development of footpaths and interpretation to safely access the line
- 👉 work with others on events for 2025, Bicentenary Year.

Membership

Our membership levels still need to increase to better reflect the numbers who have signed up to our group on Facebook and via our HLF workshops. So, if you know of any friends, relatives, neighbours, work colleagues, etc. who may be interested could you please pass on the contact details below. Members can look forward to a variety of benefits including a regular newsletter, guided walks, organised trips and lectures each year. There may be a small additional cost to cover some events such as transport and admission charges for trips.

There are also plans for some group activities each year. We hope to offer opportunities for archive research, archaeological excavation and help in clearing and maintaining parts of the old track bed, some of which are now footpaths or bridle paths, etc. These would be ideal situations for members to meet, however nothing is compulsory! Should a situation arise where we needed some assistance we would contact the membership.

Membership renewal date is 27th September each year and renewal reminders will be sent at the beginning of September each year. For a copy of the membership form or if you any questions regarding membership you can contact Peter Bainbridge, the Membership Secretary on: membership.SDR1825@virginmedia.com.

Our subs are:	Members + 1 (at same address) - £12 p. a
Under 18 years of age - Free.	Corporate & Association Members - £20 p.a.
Members - £10 p.a.	Retired & Unwaged - £5 p.a.

Peter Bainbridge

Our Web Site

Our website requires a few updates so we are looking for comments from any members that would enhance the information and appearance of it. Our ICT Officer, Jonathan Ratcliffe, has produced a Google document to which anyone can add their comments; this is called the Friends of the Stockton & Darlington Railway - Working Document – Wishlist and can be found here: <https://docs.google.com/document/d/19NuPPSYiFiht9MTh9ak7NxOyTKG6fT9mLbylEKvzcNQ/edit?usp=sharing>. Please click on the link above and add any comments, etc. including your name (but not essential); it saves automatically on closing. If you haven't looked at our web site, you can find it here: <http://www.sdr1825.co.uk/>

News in brief

Awards!



Representatives of the Brusselton Incline Group receiving their County Durham Environment Award as Volunteer Group of the Year

Congratulations to the Brusselton Incline Group who have won a County Durham Environment Award for their hard work in looking after the Brusselton Incline since 2014. It was the Friends who nominated them as Volunteer Group of the Year because they have cherished this important part of the S&DR and the technological achievement it represents. If winning a local award was not enough, B.I.G were also nominated for a national Heritage Angels Award; this is no mean feat in itself. While some railway enthusiasts have been known to grumble about the state of parts of the S&DR, the B.I.G turned this into positive action and brought together a diverse group of volunteers to work with Durham County Council and Historic England.

It is through such partnerships that we can all hope to achieve great things for the S&DR. Well done to the volunteers who helped at Brusselton – we all appreciate what you do!

Caroline Hardie

New artwork for Shildon Station

A stunning and thought provoking new artwork was unveiled at Shildon Station in November and I was delighted to attend on behalf of the Bishop Line Community Rail Partnership (BLCRP). Students from Greenfield Community College and the Shildon Youth Group- Teen Spirit – worked alongside local artists to create a new public art installation on platform one. The project which was developed by young people using their own ideas both visually and textually. They have worked with artists Nicola Golightly and Laura Degan to promote the town and it's unique railway heritage as "The Cradle of the Railways". It explores and interprets Shildon's past, present and future. The artwork was unveiled by the Mayor of Shildon, Councillor Trish Pemberton in front of a small crowd of supporters and representatives of the various organisations involved in the project including senior representatives from the rail industry, both Northern and Network Rail, who were treated to a special dance routine performed by Greenfield students on platform two. The new artwork replaces the previous cheeky post card inspired tableaus at the station. The idea behind the innovative artwork was the brain child of Ken Hodgson the Chair of the

Shildon Station Adoption Group set up by the BLCRP. Ken is also the Chair of the New Shildon Residents Association who enthusiastically supported the project.

Charlie Walton (Chair of the BLCRP)



New artwork at Shildon Station

Archives, Globes and Planets

The story of the S&DR and other early railways is one we all think we know the facts of, but ongoing research into archives and archaeological remains keeps throwing new light on issues, posing new questions and occasionally re-writing the story. On a recent visit to the National Archives at Kew where large numbers of S&DR documents are stored, I came across a series of invoices dated around 1830 from Richard Pickersgill (offices in Darlington and Leeds) a carrier on the Great North Road and who transported materials to the S&DR in its early days. Amongst the items being transported were boilers, wheels, a coach and several engines. In particular an invoice of 1830 notes the delivery on 3rd November 1830 of 'Engine (Globe)' and on 23rd November 'Engine (Planet)'. The Globe was Hackworth's new fast passenger engine design, The Planet however was built by Robert Stephenson & Co for the Liverpool and Manchester Railway. What then was it doing being delivered to the S&DR? A longer article will appear in the next edition of the Globe once I've had a chance to look into this further.

Niall Hammond

Now we are constituted!

At our Annual General Meeting at the Welcome Centre, Shildon on 8th September 2016 our constitution was approved. This is an important milestone and we have now applied to the Charity Commission to be registered as a Charitable Incorporated Organisation (CIO). This will allow us to push forward with our plans to ensure that the legacy of the S&DR as the place the modern railway was born is recognised and working with partners, to ensure its physical remains are conserved and made accessible to all. The Friends' aims are not to duplicate the work of all those groups and individuals who already care for railway heritage along the route of the 1825 S&DR, but to act as an umbrella to coordinate efforts and inspire economic regeneration along the line. We hope to start applying for grant aid soon to help us drive forward our ambitions for 2025 and beyond. To help with this process a couple of our members Trish Pemberton and Barry Thompson attended a practical workshop in Newcastle on applying for Heritage Lottery funds, aimed specifically at groups likely to apply for funding relating to transport heritage. That's us! The course focused on achieving HLF's outcomes for people, including those to support learning, volunteering and skills development, as well as working with new audiences. So, we are now ready to go! If you have burning ambitions for the S&DR, if you want to participate in applying for funds or you are prepared to help, do get in touch with us.

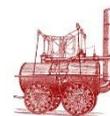


Huzzah! 191st birthday celebrations

On October 1st, the Friends had a celebratory evening event at Locomotion in Shildon, following on from a busy day organised by the Rotary Club which included a sponsored walk along the S&DR line in order to raise money for good causes, which included the Friends. A number of special interest groups set out stalls in Locomotion during the day, including the Friends and through local councillor support, free engine rides were given to families visiting and printed versions of the Friends' Walk leaflet between Shildon and Heighington were supplied to all sponsored walkers. A civic reception was held at Locomotion and an opportunity to network between a variety of organisations including Historic England and Hitachi. Presentations were given by John Anderson of Darlington Borough Council and Caroline Hardie and Niall Hammond on the trackbed audit. The Durham Music Service played an extract of The Rokeby Waltz; one of Timothy Hackworth's favourite pieces of music. A huge amount of time and effort went in to organising this event and our grateful thanks go to Trish and John Pemberton and staff at the NRM including Pam Porter.

Events!

Graham Jellet is due to give an illustrated talk on "New French Light Rail Systems in the Twenty-first Century" to the Friends of the Darlington Railway Centre and Museum at 1.45pm on Saturday 4th February at the Head of Steam. More details can be found on the Friends of Darlington Centre and Museum web site under Events on www.friendsofdrcm.org



Caroline Hardie is also giving a talk to the FDRCM at the Head of Steam on the 2nd March at 13.45pm on "Cherish or Change – Making the Past Work for Tomorrow". This will help people participate in the planning process and the management of heritage assets, something we are all hoping to do more of in order to protect the S&DR.



192nd birthday of the S&DR

Plans are already underway between the Friends and Stockton Council to run S&DR celebratory events in September 2017. Considerable work has already gone into this by Barry Thompson and Peter Bainbridge for which we are grateful. Watch this space for more information.

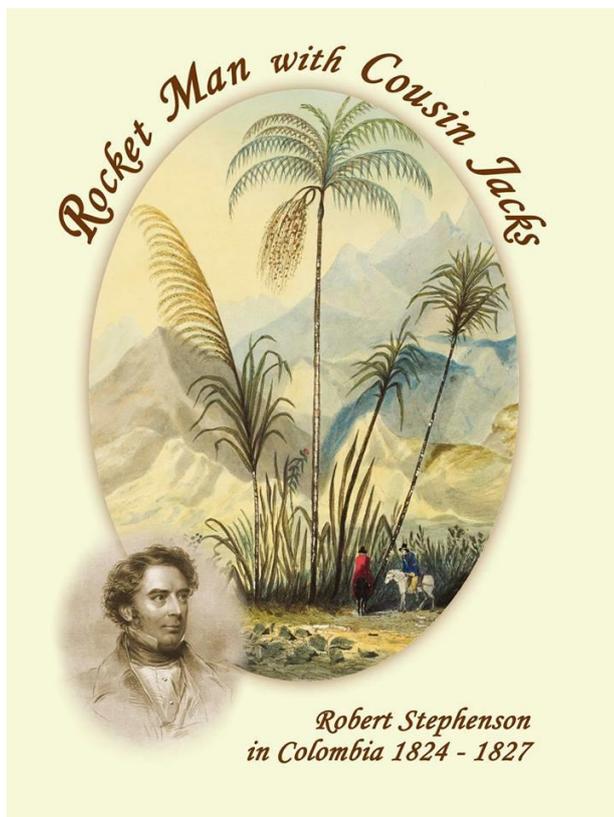


John Anderson (Assistant Director Economic Initiatives Darlington Borough Council), representing the three local authorities who commissioned the Trackbed Audit on behalf of the 2025 Group discussing their commitment to heritage



The Durham Music Service playing the 'Rokeby Waltz'

What did Robert Stephenson get up to when he left his new business and the country in 1824?



A new book by J. Michael Taylor, looks at the missing years of the great civil and mechanical engineer Robert Stephenson. In 'Rocket Man with Cousin Jacks', Taylor reveals for the first time the full account of Stephenson's three years in the northern part of South America – mainly in Colombia – as a mining engineer between 1824 and 1827. He was only 20 when he set out for La Guayra (Venezuela) from Liverpool in a brig the Sir William Congreve. Why did he abandon his father George, his friends and the embryonic locomotive factory in Newcastle which bore his name and of which he was Managing Director, for a speculative silver mining venture in South America?

The research is based on 111 letters from him to his boss in Bogotá, Richard Illingworth. They have been in the collection of the Lilly Library, part of Indiana University in America, for years but no previous biographer had consulted them.

The book includes substantial extracts from the letters, a selection of the writings of Stephenson's companion Charles Empson who describes the life they lived at a time when the land was covered in ancient trees and

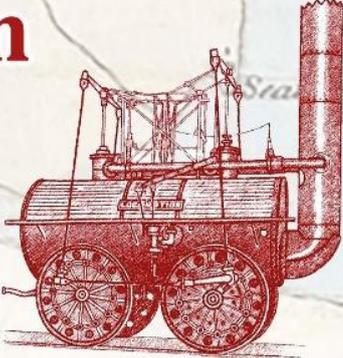
still had a huge variety of wildlife such as monkeys and parrots, and a chapter on the life of Cornish families at that period. It is illustrated with reproductions of a series of Empson's beautiful contemporary watercolours plus photographs taken by the author on a recent visit to search for remains of the principal mine where Stephenson was based, near the town of Mariquita. The book is available from <http://www.robertstephensontrust.com/RMwCJOrder.pdf> and costs £13.50 including postage.

Friends of the Stockton & Darlington Railway

www.SDR1825.co.uk



Friends of the 1825 Stockton and Darlington Railway



The Friends have invested in a long banner for hanging at events (pictured) and three pull up banners describing the work that we do. These are easily transported so if anyone wants to fly the flag for the Friends at future events, please ask to borrow these.

FEATURED S&DR ARTICLE - RAILWAYS AND PUBS

Work on the trackbed audit and the fieldwork conducted by Friends for their Sharing Heritage project, has flagged up the need for further research into the role of early inns and depots on the S&DR. This is currently being researched by Brendan Boyle who has submitted this article to start the process.

RAILWAYS AND PUBS are two of Britain's greatest gifts to the world. So, could Darlington - 'the birthplace of the modern railways' - be the home of the world's first railway pub?

You might think there's a fair chance, given the town's pivotal role in the opening of the Stockton & Darlington Railway in 1825: the first time a steam locomotive hauled passengers on a public railway. Or at least, if not Darlington, then surely somewhere else along the S&DR line between Shildon and Stockton?

But no. Historic England, the government body that oversees the country's built heritage thinks not. It considers a building, not in North East England but in the North West, to be the first railway hostelry. It says that the Queens Arms, at Patricroft in Eccles, near Manchester, "was built in 1828 to coincide with the opening of the Liverpool-Manchester Railway" and as such "may be considered the first railway pub in the world". The property is given protection as a listed building at least partly as a result.

Friends of the S&DR will, however, detect something odd about that quote - because the Liverpool-Manchester Railway actually didn't open until 15 September 1830.

So when was the Patricroft inn built and, probably more to the point, when could it be counted as a 'railway pub'? Although a nice sketch of it exists dated 1830 - under its original name of the Patricroft Tavern - there is no firm evidence of its existence earlier than that. In any case, it could surely not be described as a 'railway' pub before it had a railway!

In fact, the LMR, and hence the Patricroft pub's railway associations, followed some time after the Stockton & Darlington Railway Company had themselves commissioned, built and rented out no fewer than three public houses of its own to serve its pioneering line.

Although the men behind the S&DR were mainly abstemious Quakers (seven of the eleven-strong 1825 Management Committee) they were also businessmen and clearly preferred the railway's customers to spend money in their establishments rather than those of others.

Not that the establishment of public houses was the earliest of the Company's thoughts for the railway: the decisions to provide them at Darlington, Stockton and Aycliffe Lane (now Heighington Station) were made only in 1826.

Building work on all three premises started that year and the Stockton inn - at the famed St John's Crossing terminus of the S&DR - was the first to be ready. It was let to a Francis Peacock from 23 Nov 1826 "at the sum of 50£ p. annum", and it seems to have been he that named it the 'Railway Tavern'. Mr Peacock, a joiner by trade, was actually one of the builders of the pub, and he continued in that profession for some years at the same time as running it.

'Railway Tavern' was also the name chosen in due course for the Darlington pub - built opposite the Company's branch line depots in Northgate - but progress with that and the Aycliffe Lane inn was not so smooth as at Stockton. Tenders to lease the two were invited on 7 May 1827, with the newspaper advertisement stating that "application is intended to be made to the Magistrates for licences for the said houses as Inns, at the next Licensing-day, when it is expected they will become places of considerable business".



The Railway Tavern in Darlington

Tender proposals were duly received - but the alcohol licences were not. The Darlington magistrates who had jurisdiction over these two locations took a very different line to the Stockton justices - who had approved the S&D's application there without demur - and refused both.

With no proper appeal system in place the Company could only re-apply to the same magistrates the next year, with the same results. And again in 1829; and again without

success.

Fortunately for the S&DR's investments, a national tide was building against the power of local licensing magistrates and the law was amended to allow appeals to county Quarter Sessions. The Company and its chosen tenants for Darlington and Aycliffe Lane - respectively, Robert Colling and Matthew Turnbull (another joiner) - were amongst the first in the country to do so successfully, and were granted licences at the Durham Michaelmas Sessions on 20 October 1829.

It is often assumed that the S&DR's pubs were intended as an early form of station. Indeed, the official listing description for Aycliffe Lane (Grade II listed, like the Stockton building*) states, with apparent authority, that "This building was an early station and booking office for the Stockton and Darlington Railway". But, although those uses came along later that is not what it was built for. As the 1827 letting advertisement makes clear, both the Aycliffe Lane and Darlington premises were intended first and foremost as inns. If they had been meant as stations or booking offices they could have been brought into use two years sooner than they were.



Aycliffe Lane, former S&DR tavern and station (photo Jonathan Ratcliffe)

The S&D's appeal statements spell out the Company's intentions for the two premises, as can be seen from the remarkably extensive newspaper reports of the cases. (Such was their ground-breaking nature.)

At Aycliffe Lane, the Company's solicitor, Francis Mewburn, opened by saying that there was a demand for public houses and the company had erected the building (usually referred to as 'the house') to help meet it: "persons required refreshment". Yes, the

building was "somewhere that residents of Heighington, Aycliffe and Redworth must come to send or receive parcels or to travel to Auckland, Darlington and Stockton". But for such persons and parcels there would be no place of reception unless there was a public house - "and surely a man was not to be kept standing on the railway waiting for a coach, or to lay his goods, perhaps valuable, there, until a conveyance came to the spot".

Furthermore, a public house would be very advantageous to "farmers and their servants" who came to the railway's coal and lime depots next to the house and "frequently require that shelter and refreshment for themselves and horses, which a public house can afford".

Challenged as to whether the Company could provide facilities for passengers and for the receipt of goods without the 'house' being licensed, Mr Mewburn thought it "unreasonable" to require the company to be called upon to provide "every accommodation that the public might require".

So the Aycliffe Lane property was built to provide for railway customers - but only if that could be done in the form of a public house. (Which, of course, would be open to all).

While coal and lime depots were a secondary justification for licensing the 'house' at Aycliffe Lane they were the prime reason for the Company's application for Darlington.

According to Mr Mewburn, that building's erection had cost the company "a very considerable sum of money, as it was constructed on an extensive scale, with a view to the accommodation of the coal agents and others having business to transact at the depot". The depot was at "too inconvenient a distance from the town of Darlington to allow such persons to proceed from the depot to any inn in that place, for such a purpose".

There was no mention here of providing facilities for passengers or parcels, or to book travel. Rightly so, as railway coach passengers at the time started their journeys at old coaching inns in the centre of Darlington, and joined the main line some 400 yards north of the Railway Tavern.

In Stockton too, passenger coaches travelling 'by the rail-road' departed not from the edge-of-town Railway Tavern but from more central, established, inns. As at Darlington, the adjacent depots for coal and lime would have been the principal sources of trade at that pub, and its *raison d'etre*.



The Stockton Railway Tavern (centre building with extension to the right) with depot manager's house to the left and the weigh house to the far right.

The Stockton building still stands, but its time as a pub was short, ending in 1867 when it was converted to housing use. It is now a men's hostel. The Aycliffe Lane inn (known as the King's Head in the 1830s) ceased to be a pub even sooner - certainly by 1848. (In an interesting twist, the buildings and its later extensions were converted to the Locomotion One pub in around 1980.)

Darlington's Railway Tavern, however, remains.** Although there have, inevitably, been cosmetic changes over 190 years (some by Darlington's famed Victorian architect, GG Hoskins) and most of its original internal character has been lost, the pub's structure and footprint are still as built in 1826-27. Remarkably, it has been in uninterrupted pub use, name unchanged, since it opened - a tribute to successive owners, licensees and loyal customers.

Of all the S&DR structures in the North Road area of Darlington only the scheduled Skerne Bridge is older than the Railway Tavern. Yes, only the bridge. And yet Historic England have refused to give it the statutory protection and heritage recognition of listing. Something that we Friends can perhaps persuade them to reconsider?

As for the 'first railway pub' in the world, I'll let you know in the next Friends' newsletter whether that accolade should go to Stockton's one-time Railway Tavern - or to another pub with very strong S&DR associations. Until then, Cheers.

Brendan Boyle

**Mind you, the listing description for Aycliffe Lane says it dates from "c.1835", which it certainly doesn't. And that for Stockton omits to mention its S&DR pub origins, which are of key significance. It makes you question the value of such official descriptions.*

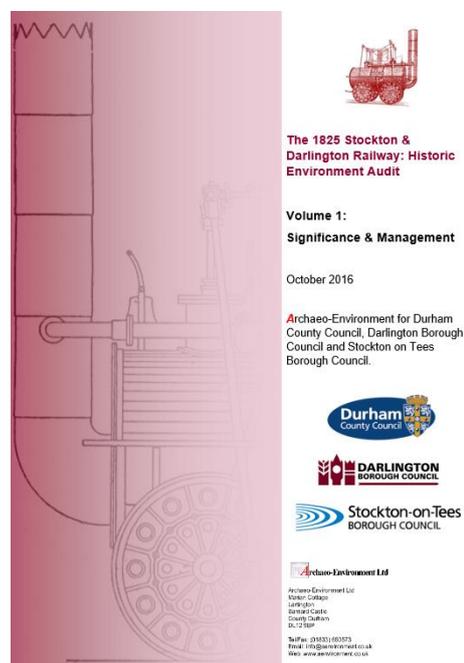
***The S&DR only sold it off in 1870, when the Company's depots were soon to be relocated.*

The S&DR Trackbed Audit

Earlier in the year a draft of the trackbed audit was submitted to the three commissioning councils for their comments. The process has been slow because the councils would like to make the reports publicly accessible, but before this can happen there are processes to go through to achieve the best chances of political and chief officer support. This is clearly vital because with local authority support we can achieve

so much more than on our own. A full report and presentations on the report will therefore follow after the councils have reported to their respective Cabinets. There are however elements that we can report back on now because the information obtained was largely as a result of the efforts by the Friends and also other volunteer groups such as the Friends of the NRM and the Brusselton Incline Group.

The alignment and extent of the route as opened in 1825 has been defined using historic mapping. This has been provided as a shape file on the project GIS (Geographical Information System). It has identified a few places where the line has been encroached upon and some places where the existing scheduling does not quite match the extent of the trackbed. This along with site data will be a powerful tool for local planning authorities and statutory bodies to protect the S&DR in the future.



Two main sources have been used to add an additional 566 records to the Historic Environment Records (HER) which cover the route. Many of these are outside the earliest days of the S&DR but add knowledge to our understanding of how the S&DR line evolved into the next phase of railway growth. However, in excess of 200 features have been identified which relate to the early years of the S&DR and where they are still extant. This data has been added to the GIS as shape files and as an excel spreadsheet and have been allocated temporary HER numbers until they are transferred into the local authority Historic Environment Records. Network Rail have also agreed to accept this data to assist with their management decisions on live line.

The work of Andy Guy as outlined in his paper to the Friends in 2015 has been built upon so that we have a better idea of the significance of the surviving remains and the time period within which the S&DR has a particular claim to national and international importance. This has resulted in a series of recommendations to make changes to the number and extent of S&DR remains which are protected through designation such as listing or scheduling. Earlier this year, Trish Pemberton and Niall Hammond met with Carol Pyrah of Historic England to discuss any future recommendations and she has agreed to ring-fence staff time to review the designations of the S&DR.



A S&DR boundary stone south of Newton Aycliffe. Such stones are easily hidden in vegetation. If anyone finds any other examples, especially in winter when vegetation dies back, please let us know so that we can try to make sure it is protected.

A series of next steps in the management and interpretation of the S&DR remains has also been provided, along with potential sources of funding. Although times are hard within the public sector, there are still sources of funding available from other organisations which can help set up the infrastructure to carry out much of the necessary conservation and management work required. However, there will still be a vital role for organisations outside the local authorities to help

protect and manage the remains of the S&DR.

Caroline Hardie

S&DR Excursions

Plans are afoot to organise a series of excursions for Friends. Current ideas include a trip to Hitachi, a longer outing to Wylam to see buildings with associations with Timothy Hackworth and other railway pioneers including Stephenson's Cottage. Another suggestion is to visit the Forth Street Works in Newcastle and the Tanfield Railway and Causey Arch. If you have any other ideas or would like to help organise a trip, please get in touch.

Planning to Protect the S&DR

The Friends have been busy negotiating with planners and developers on your behalf to make sure that no part of the S&DR is needlessly destroyed by development. Ross Chisholm has taken the lead on this with support from other Friends such as Barry Thompson and Niall Hammond. Not only do they seek to ensure that planners and developers have access to information on the importance of the remains, but they also try to ensure that physical access to the route is included as part of any landscaping scheme. Most development pressure is around the east end of the line near Middleton St. George and Stockton, but there are also pressures in and around Darlington. Ross and his support team have been working on the following development sites:

- 🏠 Housing development at the NER Engine Shed near Haughton Road in Darlington including the conversion of the shed into housing
- 🏠 A housing development at Fighting Cocks which abuts the S&DR and a late 19th century waiting room, plus other developments at Middleton St. George
- 🚗 A proposed car park at Eaglescliffe Station

It is vital that the local planning policies cover the protection of the S&DR and set out as a goal, enhanced access to the remains. This can only be achieved if policies to this effect are included in the local plans published by each local authority. All three local authorities that include S&DR mainline are in the process of consulting on their local plans and Ross is leading on providing comments from the Friends. You can also comment directly as a member of the public.

- 🏠 The first formal consultation on a new Stockton-on-Tees Local Plan continues until the 20th January 2017. The draft Local Plan can be viewed on the Council website at www.stockton.gov.uk/localplan. Ross and his team have flagged up that it says a great deal about protecting and enhancing the Borough's heritage assets and has a specific policy (HE3, paras 8.80-8.82) for the S&DR, similar to the policy in the current local plan. There is no mention of the concept of the heritage footpath and cycle trail along or close to the 1825 route however. The

inclusion of a specific policy on the S&DR is something that we will be asking the other two councils to consider when developing their Local Plans.

- 👉 A new 20 year Darlington Local Plan 2016-2036 is being prepared for the whole Borough. Between now and October 2017, the council will draw up policies and strategies for development and engage with the local community. If you want to be sure of having a chance to influence these policies, you can register as a consultee here. <https://forms.darlington.gov.uk/forms/darlingtongovuk/planning-policy-public-consultation/form-link/>
- 👉 Progress on the County Durham Plan has been temporarily paused because of the government's White Paper on how councils should calculate housing need. Once it gets back on track, there will be a chance for the community to get involved. So far there has only been an opportunity to respond to the topics that the Durham Plan will cover. You can keep up to date with the Durham Plan here: <http://www.durham.gov.uk/cdp>

Getting the planning policies right is vital because without them, councils cannot ask developers to do something that is not already set out in the local plan or in national planning policy. Spending time on these consultations will hopefully ensure that we have a better protected and a more accessible S&DR in the future.

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The Globe is named after Timothy Hackworth's locomotive which was commissioned by the S&DR specifically to haul passengers between Darlington and Middlesbrough in 1829. The Globe was also the name of a newspaper founded in 1803 by Christopher Blackett. Blackett was a coal mining entrepreneur from Wylam with a distinguished record in the evolution of steam engines.

Please send contributions to future newsletters to caroline@aenvironment.co.uk. The deadline for the next issue of The Globe is 31st March.



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