

Historic Environment Audit for the S&DR 1830 Branch Line to Middlesbrough

On behalf of Middlesbrough
Council

April 2018



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The Stockton & Darlington Railway – Middlesbrough Branch Line Historic Environment Audit

Summary

This report commissioned by Middlesbrough Council takes forward one of the recommendations from the S&DR Heritage Audit prepared in 2016 on behalf of the County Durham, Stockton and Darlington authorities to extend the project along the S&DR branch lines which dated between 1825 and 1830. The audit is designed to pull together key and core information to inform future development work along the route of the 1830 Middlesbrough branch line. The report also includes recommendations for heritage led regeneration along the 1830 corridor and the site of the world's first planned railway town at St. Hilda's; this includes enhanced access with interpretation along the 1830 route and distinctive high quality residential uses on the site of the planned new town and new sustainable uses for the surviving new town buildings such as the Old Town Hall, The former Ship Inn and the Captain Cook inn.

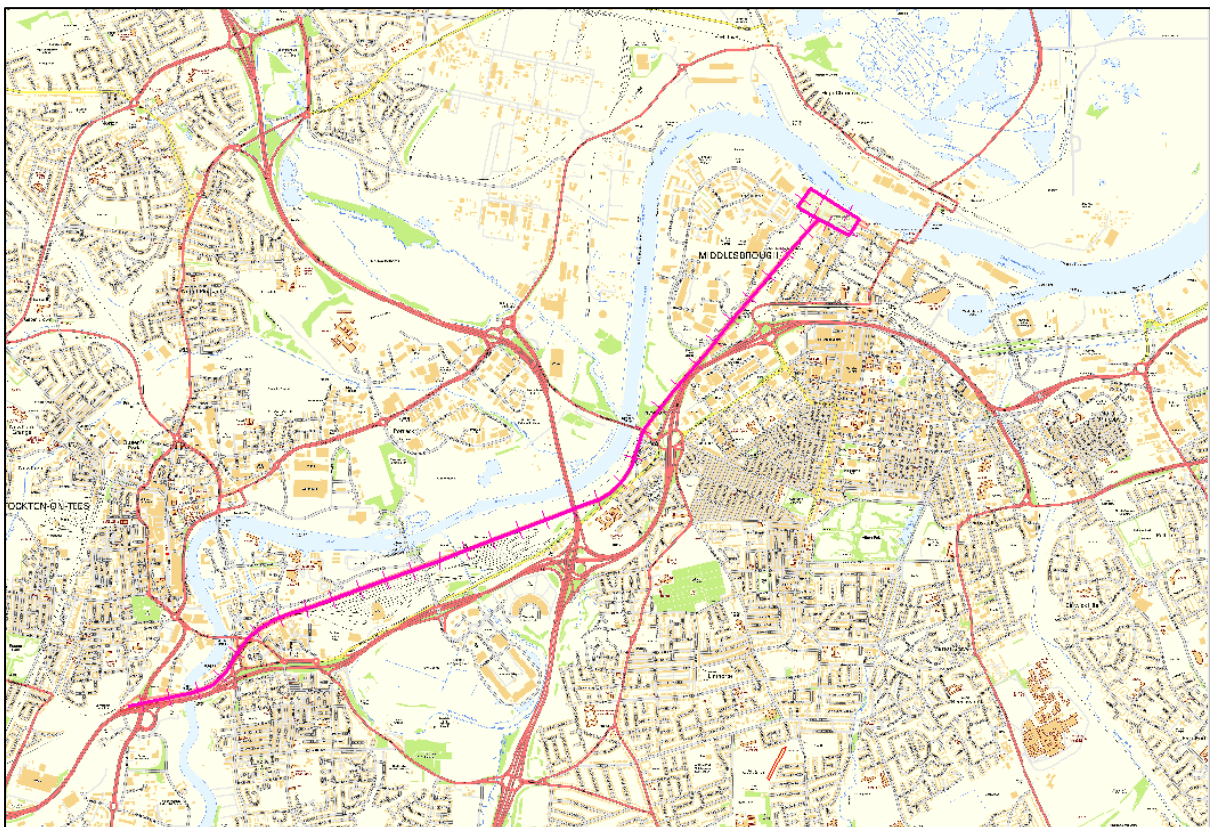


Figure 1. The route of the 1830 S&DR branch line from Bowsfield Lane in Stockton to Middlesbrough terminating at a new port on the Tees

Historic Background

Middlesbrough before 1830 comprised a farm surrounded by swampy marshland. Earlier it had been the location of a monastic cell originally founded in 686 A.D. and dedicated to St.

Hilda. This later evolved into a church and cemetery.¹ This association with St. Hilda would much later, provide the name for the earliest part of the new railway town of Middlesbrough and its new church of St. Hilda built in the 1840s.

When the Stockton & Darlington Railway opened in 1825 with its port at Stockton, it soon became clear that the port was struggling to meet demand. Sandbanks and silting caused ships to ground resulting in complaints from ship owners. A number of alternatives were considered, but in the end the deeper waters downstream and the swampy marsh land near the farm of Middlesbrough was chosen as the site of a new port, with a new extension to the mainline running from Bowesfield near Stockton along the south bank of the Tees.

Despite opposition from the House of Lords and largely due to the powerful influence of the S&DR shareholders, the Committee and Joseph Pease in particular, the Act for the Middlesbrough extension received royal assent in May 1828.²

The new Middlesbrough branch of the Stockton & Darlington Railway was formally opened on the 27th December 1830 with a train of passenger coaches and waggons hauled by The Globe – a new locomotive designed by Hackworth specifically for hauling passengers. The new staithes were tried out then 600 entertained at dinner in the specially decorated gallery of the staithes. There were free rides, refreshments, the firing of guns, and ‘great demonstrations of joy’. The staithes were lit by portable gas - the first ever burnt in Middlesbrough.

The creation of a port at Middlesbrough also served to improve communications between London and Durham. A month before the branch line formally opened, local merchants and businesses resolved to provide a weekly steam boat service linking the rivers Thames and Tees so that horses, stock, farming produce and other perishables could supply the London market, Furthermore, ‘Handsome accommodations are also intended to be provided for passengers’.³ The vessels would be stationed at the new S&DR facility at Middlesbrough so that the creation of this port had a much greater impact than if it served the coal trade alone.

It was clear that housing and other facilities were going to be needed for the workers now required to operate the port and the branch line. The site of the existing farmhouse, already known as Middlesbrough,⁴ was the best and driest location for building as it was positioned on higher ground (this raised ground can still be seen today). Plans were set out by the Railway Company’s surveyor Richard Otley in 1830 to demolish it and the associated buildings and

¹ Lillie 1968, 19

² Kirby 1993, 74

³ Durham County Advertiser 26th November 1830

⁴ Or formerly Midlesburc in c.1165, Middelburg in 1272, the name derived from the Old English for the middlemost burg (Ekwall 1987 324)

replaced them with building plots set in a grid pattern of streets around an open square.⁵ The bones of former parishioners in the old churchyard were carted away to make room for the new town.⁶

The building plots were offered for sale prior to the staithes being built in February 1830. Consequently, when the new branch line was opened in December 1830, the new railway town of Middlesbrough was already growing. The first house was built by a joiner Mr George Chapman on West Street in April 1830 and the first child to be born in the new town, John Richardson Chapman, was born there on the 22nd August that year.⁷ The new town was provided with a design brief in 1831 setting out the dimensions of the houses, doors and windows with the purpose 'of preserving some uniformity and respectability in the houses to be built'.

By 1841 the population had soared to 5,463 with 877 occupied houses, 62 uninhabited houses and 36 in the process of being built. The wider parish also included people living in barges and tents. Of this population, 2,272 had come from outside the county attracted to the new town by work created by the S&DR and growing industries.⁸

The old farmhouse was demolished in 1846 by the new owner Robert Manners, an innkeeper. During the demolition, fragments of the Norman Priory that once occupied the site were found.⁹ The site was then used for the Middlesbrough Hotel.

The buildings in this planned new town were sadly demolished between the 1960s and 2000, but the surviving street plan offers another opportunity for a new design brief to provide low costs and social housing and/or self-build plots to create a new distinctive residential area that reflects the important history of St. Hilda's.

Along the northern edge of the street pattern between the town and the railway leading to the staithes, the Middlesbrough Owners laid out a road called Commercial Street. North of this, development was designed to be industrial in nature and businesses were sought which would increase the demand for coal and the need to export and import at the port. This area remains industrial in character today.

The industrialisation of Middlesbrough extended along Commercial Street eastwards and a new major development would result in shifting the core of the town to the south. This was the construction of a new dock in 1842 necessitated by the tidal restrictions of the Tees and the

⁵ Teesside Archives U.OME/8/F 3

⁶ Tweddle 1890

⁷ <http://englandsnortheast.co.uk/MiddlesbroughBorn.html>

⁸ Census returns in Moorsom 1975, 160

⁹ Tweddle 1890

overwhelming demand for port facilities that had arisen since 1830. Due to limitations on the S&DR company's powers, this was carried out by the Middlesbrough Owners, and the dock opened in 1842 with the S&DR purchasing the docks on completion. The new dock required the branch line to divert south eastwards and this Middlesbrough Branch Railway opened in 1842 too and terminated in ten sidings leading to the loading facilities. This attracted considerably more development to the south east of the planned new town including the burgeoning iron industry which now had access to a sophisticated port. The new railway formed a barrier between the 1830 town and the post 1842 town. From that time onwards, the railway was referred to as the 'border' and the centre of Middlesbrough gradually shifted southwards away from the 1830 planned town at St. Hilda's.

The route of the branch line

This has been mapped based on the 1st edition Ordnance Survey mapping which is twenty-five years later than the 1830 opening of the branch line. The route was then finely tuned using mapping from 1829 and 1839. The route has been provided to the Council as a shape file suitable for uploading on to the Council's GIS so that it can be protected from future development and targeted for interpretation or enhanced access projects.

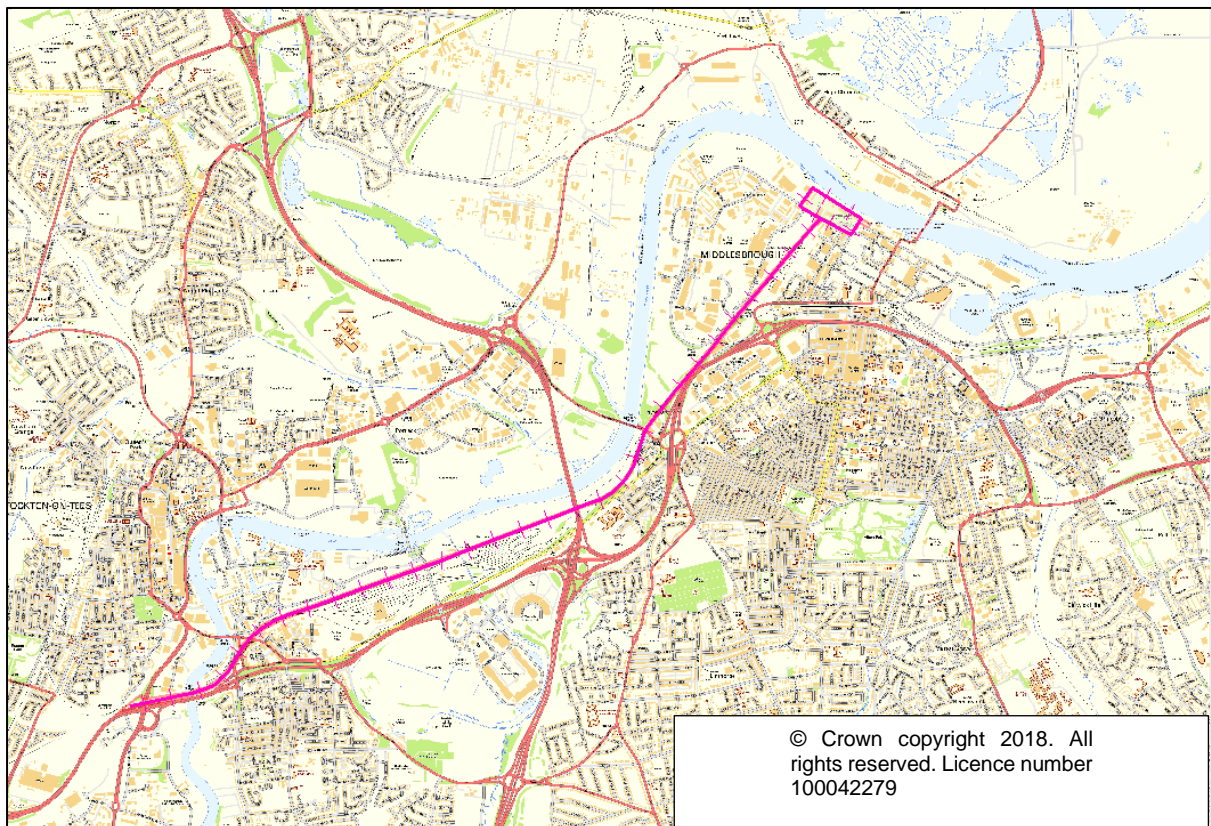


Figure 2. The route of the branch line with the dockside area on the riverside (in pink)

Why was the Middlesbrough branch line of the S&DR important in the history of railways and what is its significance today?

Historic interest

Early railway remains are of international significance; their subsequent development into an integrated national and international network was a key driver of the Industrial Revolution.¹⁰ The Stockton & Darlington Railway was the start of the modern railway network that went on to change the face of the world. The Middlesbrough branch line was an important development of that network which enhanced the railway company's ability to export from the area. Without the S&DR, Middlesbrough would never have evolved in the form and speed that it did. Without the S&DR, the burgeoning iron industry would have found another place from which to operate.

The time frame within which the Stockton & Darlington Railway is considered to be of the highest level of historic interest is from 1821 when the first Act of Parliament was passed until 1830, by which time other railway companies, having learned from the S&DR, started to build their own. Beyond 1830, the S&DR was no longer unique in Britain either in terms of what it built or in the evolution or construction of locomotives. The Middlesbrough branch line opened on the 27th December 1830 and so was towards the very end of this timeframe by which time other railway companies were also opening such as the Liverpool & Manchester Railway which opened on the 15th September earlier that year.

The 1842 branch line to the new dock is outside that highly significant time frame. However the Middlesbrough branch line still pre-dates the period (1850) which Historic England describes purpose built railway heritage assets as 'pioneering'. but survival is not always good. The survival is such, that none of the 1830 route merits designation in order to protect it.

Perhaps of greater significance however was the planned new town of Middlesbrough itself. Modern Middlesbrough was the world's first planned railway new town and that means it is of considerable historic interest. The loss of the housing means that the new town is of limited architectural interest (although the surviving Old Town Hall, Captain Cook public house and adjacent Custom's House are all nationally important listed buildings and the Ship Inn is also of considerable architectural interest). This area represents the birth of Middlesbrough and its significance will perhaps come to be appreciated more as 2030 approaches – modern Middlesbrough's 200th birthday.

¹⁰ RPS Clouston 2014 <https://content.historicengland.org.uk/images-books/publications/historic-railway-buildings-and-structures/historic-railway-buildings-structures-vol1-background-history-threats.pdf/> [accessed 130218]

If the new town was to be split into areas of significance, the site of West Street is of the highest level of archaeological and historic interest, because these were the first plots to be sold off, the location of the first house to be built and the place where the first baby was born in Middlesbrough.

From the outset, it was planned as a new town and represents an early use of the American style grid iron pattern. The creation of a town square in the centre and the layout of streets and infrastructure which enabled speculative build to take place within a designed plan and based on a design brief for the building plots, set it apart from the gradual evolution of New Shildon.

The development of Commercial and Lower Commercial Streets as a specific industrialised area is also of significance. This area was clearly marketed at businesses which would contribute towards the demand for coal and river exports. This area retains this industrialised character in its buildings and retains Commercial and Lower Commercial Streets and this character and layout is therefore worth preserving.

Architectural interest

Many of the structures associated with the railway heritage and buildings associated with the rebirth of Middlesbrough have been demolished; the architectural interest of the whole S&DR Middlesbrough area of 1830-50 is therefore limited. That is not to say that individual architectural gems do not survive. They do, and some are listed. Those that are listed are of considerable architectural interest and nationally important. Of particular note and of relevance to the S&DR story is the Old Exchange Building/Custom's House (HER 3846), the Old Town Hall (HER 3845), the Middlehaven Inn (Ship Inn) (HER 6114) and the proximity of the Middlesbrough Historic Quarter Conservation Area.

Archaeological interest

The potential for below ground remains to survive from the 1830s is largely unknown, but there is some potential in key areas. These include the trackbed where it survives, the readability of the higher ground in the centre of the new town where the early medieval monastic remains were located and the pre-1830 buildings and the foundations of the new town buildings, especially those on West Street which was the first street to be occupied.

It is less clear to what extent there is any archaeological survival at the 1830 staithes (site of), the 1830 wharves and jetties, below ground remains relating to the old churchyard, farm and monastic remains in the new town and below ground remains of the potteries and foundries on Commercial Street.

Artistic interest

The S&DR branch line and associated structures are of limited or no artistic interest.

The Heritage Audit (identification and recording (using national data standards) of the structures, features and elements of the line.)

There have been constraints to fieldwork for this project with access to live trackbed only being possible from Depot Road to Metz Bridge. Otherwise the line has been explored from various vantage points and through fencing. Around 246 additional records have been created, many from historic maps and these have been added to the Council's Historic Environment Record, however only 24 of these new records relate to extant sites seen during fieldwork. There are other extant sites which were already recorded on the HER such as listed buildings (The Custom's House, the Old Town Hall and the Captain Cook inn for example) and non designated heritage assets already recorded such as the former Ship Inn.

There is not enough heritage interest surviving and visible to attract visitors to the old town area and so if Middlesbrough is to cash in on the preparations for 2025 across the Tees, or to prepare for its own celebrations in 2030, considerable work needs to be done building on the previous investment in the Heritage Quarter Conservation Area.

Existing public rights of way around the 1830 route

There is already a significant investment in rights of way and cycle paths which can be used to create an 1830 rail trail. Recommendations to enhance access are outlined in detail in the report, although a more detailed access audit (and interpretation strategy) may be required.

The S&DR branch line is still an active railway line, although much of it is used for freight rather than passengers. It is clearly not possible to walk or cycle along the trackbed at any location. The route of the branch line is already partially served by a number of cycle routes and recreational trails. It is joined at various locations by the Eight Bridges Way cycle route and footpath, the England Coast Path, and the Teesdale Way. It also passes through reclaimed post-industrial landscapes now managed for their wildlife interest such as Maze Park. Much of the road network also has separate cycle lanes painted on the roads. Therefore using the 1830 branch line route to draw people into the area using footpaths or cycle routes is feasible and does not require a huge investment in new infrastructure.

The corridor alongside the 1830 trackbed is therefore accessible and this could be used to draw railway enthusiasts and tourists in from the 1825 mainline. Such an access route has a starting point at Thornaby Station or St. John's Crossing in Stockton. Thornaby Station provides links by train to other locations on the S&DR such as Allens West (with access to

Preston Park), Middleton St. George (Fighting Cocks), North Road in Darlington and the Head of Steam Museum and Shildon and Locomotion, the National Railway Museum.

It's finishing, or alternative starting point could be the 1877 present day railway station in Middlesbrough with an attractive walk through the Heritage Quarter Conservation Area towards the branch line and planned town.

However much in this Conservation Area relates to the later Victorian growth of Middlesbrough associated with the iron industry, not its foundation in 1830 as a port for the S&DR. The remains associated with 1830 have largely been destroyed. If 1830 is worth celebrating, the lack of 1830's interest needs to be addressed. The blocked rights of way into Dawson's Wharf should be reviewed to see if it is possible to combine a right of way (not necessarily on the same spot) with a working port.

Physical access to the railway corridor, or to appreciate the pioneering legacy of the S&DR is therefore possible without substantial investment. Some improvements are required to create links between existing paths or to enhance the existing path network, but it is already possible to walk or cycle much of the route. This brings in visitors from the mainline 1825 route and extends the offer already being developed there. There is therefore potential to draw in large numbers of visitors to the old town area and the port, but considerable thought and investment will be required to ensure that there is something of heritage interest to experience at the terminus of the branch line or the former planned new town and to reintroduce a sense of pride in the space once occupied by the St. Hilda's community.

Next steps in the interpretation, management and preservation of the trackbed.

Heritage led economic regeneration is a potentially successful way of breathing new life and income into an area of heritage interest. The association of the Middlesbrough branch line with the S&DR and the start of the modern railway network creates an opportunity to exploit this association and because of the remains of the planned new town it is a unique offer. It occurs at a time when significant investment is already being made to celebrate the 200th anniversary of the start of the modern railway network between Witton Park and Stockton and for the Teesside City of Culture Bid. It also creates an opportunity for protecting and building on the investment already made in the Boho Middlehaven Historic Quarter. However the branch line and the planned new town of 1830 also create another anniversary – the birth of modern Middlesbrough with the potential for major regeneration and celebration culminating in a new phase of development in 2030. Most of the land alongside the 1830 trackbed is owned by Middlesbrough Council (apart from in Stockton Borough) as is nearly all of the planned new town site. Trackbed from Metz Bridge to Dawson's Wharf, including Dawson's Wharf is owned

or on a long term lease by A V Dawson. Tenure is therefore not complicated if enhanced access or regeneration is to take place.

So, what could we showcase in 2030 about the birth of Middlesbrough and are we proud of what heritage interest we have to offer? The planned new town site is largely demolished and the few surviving buildings are in a very vulnerable state. Fly tipping is in evidence and the empty streets are used for car parking. There is nothing here to instil a sense of pride in the internationally important heritage of the S&DR and the first planned railway new town. This can be addressed between now and 2030. A more detailed action plan has been produced as an appendix, but some of the main tasks can be summarised here. Many of these can be carried out with considerable support if the new town area and the adjacent Conservation Area are made a Heritage Action Zone:

- 👉 Apply for Heritage Action Zone status for the new town, the adjacent Conservation Area, the 1842 dock, Dawson's Wharf and the 1830 trackbed route as far as Stockton (this will provide tangible help with the recommendations in this report).
- 👉 Proactive heritage led regeneration should target the remains of the new town, including its last few buildings and link them into the rest of the 1830s trackbed (site of) and the adjacent Conservation Area with the revived regeneration scheme at Middlehaven (the Boho area).
- 👉 Review the Middlesbrough Historic Quarter Conservation Area boundary with a view to including the remains of the planned new town of Middlesbrough from 1830 and the old town hall. Conservation Areas should be of historic interest and the former planned new town is of the highest level of historic interest.
- 👉 Prepare a design brief for any works on the site of the planned new town at St. Hilda's. The new town offers a ready-made planned street pattern, even with ready-made plots where social housing, low costs housing and self-build housing could be developed to an agreed design brief which reflects the original layout of high density, terraced housing with the capacity to introduce modern designs and materials while respecting scale and massing from the 1830s.
- 👉 Commission an interpretation plan to develop a house style for directional signs, off site applications costs and designed for a rail trail linking the mainline to the Middlesbrough branch line. This could simply join the house style being developed for the 1825 mainline or flesh out the proposals to concentrate on 'The Making of Modern Middlesbrough' as the main theme.
- 👉 Interpretation could use a combination of augmented VR applications for smart phones and onsite interpretation in part of the Old Town Hall.

- 👉 Commission an Options Appraisal and Statement of Significance for the Old Town Hall as part of an interpretation offer
- 👉 The Tees Marshalling Yards are now disused and could form the location of the Steam Cavalcade in 2025 – this should be informed by a more detailed Statement of significance for the marshalling yards
- 👉 In order to keep the paths clean on the proposed rail trail, a local group or the local authority should set up an 'adopt a line' scheme and a system of accreditation so that community payback, or volunteering can also be used in areas prone to fly tipping and litter dropping. Appoint S&DR rangers to monitor the line, organise volunteer litter picks and provide guiding for school groups and visitors.

Planning policy

The new Local Plan for Middlesbrough should contain S&DR specific policies designed to protect the remains and the route of the branch line. This should harmonise planning policy across the whole S&DR route.

Review the Middlesbrough Historic Quarter Conservation Area boundary with a view to including the remains of the planned new town of Middlesbrough from 1830 and the old town hall as a separate character area.

Current land owners along the branch line and stakeholders

Where known, land owners and occupiers have been added as point data to the GIS and passed to the council. This is to help the Council approach owners to seek consents or support for future initiatives in economic regeneration or enhanced access to the 1830 rail corridor.

A list of stakeholders who may wish to participate in the drive towards 2025/2030 and the economic benefits which could arise has been included in this report. These consist of owners and occupiers including Network Rail and the rail operators, local businesses who would benefit from association with an S&DR driven regeneration programme and may be able to support this, businesses able to help with publicity or hospitality and educational establishments.

CHH 22.4.18

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Abbreviations

References to the HER in this report are the primary reference numbers for the Historic Environment Record created by Tees Archaeology and used by Middlesbrough Council

References to MHER are new site records created as part of this project which will be uploaded to the existing HER on completion of this project.

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Historic Background to the formation of the S&DR Middlesbrough Branch Line

The Stockton & Darlington Railway (S&DR) which formally opened on the 27th September 1825, marked a significant milestone in the development of the modern railway. The S&DR differed from early waggonways and railways in its application and development of several areas of new engineering, not least the steam locomotive. It established a permanent rail infrastructure consisting of a mainline and branch lines providing a regular service transporting both goods and passengers. By linking populated areas and by providing transport to extract the resources of south west Durham to a national market, the S&DR resulted in population growth and movement and the growth of industry.

Its business model for running the service was not unlike the rail system that we have today with the trackbed being operated by one organisation and licenced operators running the trains. It was also designed and obliged by its Act of Parliament to carry not just coal but any goods that businesses and residents were prepared to pay for. From its opening day the trains were used for a wide variety of freight and passengers which included regular business commuting. This was the start of the modern railway and while there were technological hiccups and a huge learning curve while a whole new transport system evolved, it became an inspiration to the world within a few short years. The S&DR provided the singular point at which technological developments, engineering excellence and perseverance were married with financial and business support. This made possible the rapid expansion of railways in the 19th century across the globe, together with attendant huge worldwide social and economic change.

It was designed from the outset to have branch lines as well as the main line; and by 1830 it had branch lines at Darlington, Yarm, Haggerleases, Croft and Black Boy and had extended its main line to the new railway town of Port Darlington (Middlesbrough). This was the birth of modern Middlesbrough.

The First Middlesbrough

Middlesbrough before 1830 comprised a farmhouse and barns, stables, yards and a mixture of arable and pasture land all surrounded by swampy marshland belonging to William Chilton of Billingham and rented to John Whinfield Parrington.¹¹ The other major landowner in the area by 1830 was the Hustler family who lived at Acklam Hall. Two or three other houses were

¹¹ Quote from William Thompson (of 27 North Road, Darlington) in a letter to John Hackworth dated 3.10.1881 in Young 1975 (first pub. 1923), 242 and the Deeds of Sale dated 11th and 12th May 1830 reproduced in part in Moorsom 1975, 144-5

located nearby including an adjacent farm and farmland occupied by Henry Harrison and Joseph Garbutt which was called Monklands because this was the location of a monastic cell originally founded in 686 A.D. and dedicated to St. Hilda and later, an associated church and cemetery.¹² This association with St. Hilda would much later, provide the name for the earliest part of the new railway town of Middlesbrough and its new church of St. Hilda built in the 1840s. The 7th century cell evolved into a priory with twelve Benedictine monks, part of the Whitby brethren. The priory was dissolved in 1539 by Henry VIII and was passed into the private secular hands of John Hexham 'of Mydlesbroughe' and in due course passed to the Hustler family, from whom the S&DR Company were to purchase the land for their branch line.¹³ The remains of the church were demolished in 1660 but the foundations were still visible in the 19th century. The burial ground associated with it was still visible by the time the new town was planned in 1829.

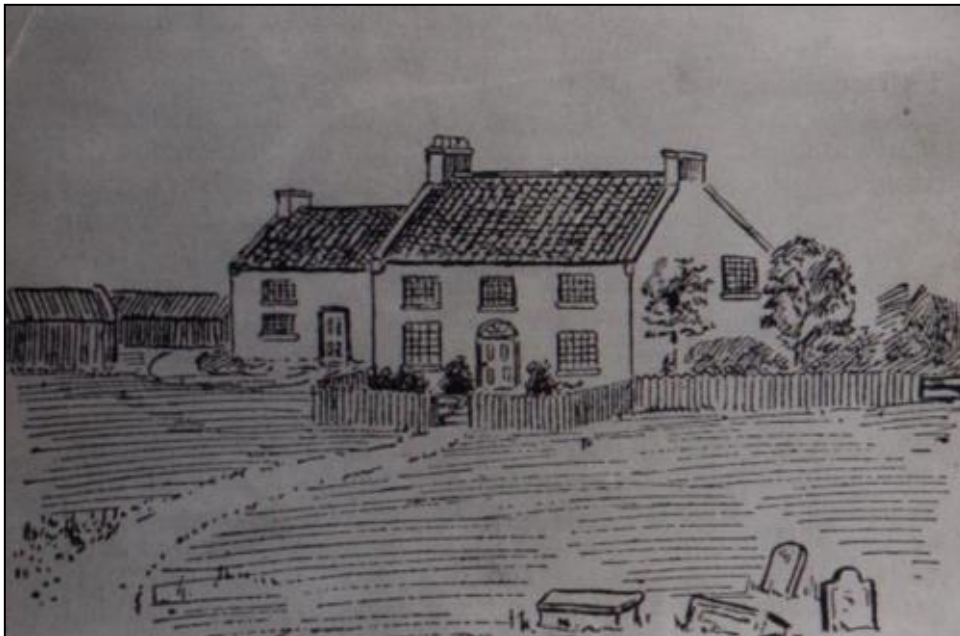


Plate 1. The farmhouse in 1808 with the remains of the burial ground that once formed the churchyard to the adjacent priory. The design of the house with arched fanlight, pantile roof and water tabling and multi pane windows suggests that much of this dated to the 18th century.

The farmhouse adjacent may have evolved from a medieval house with field behind it mentioned in historic documents in 1260; but by the 16th century there were several cottages and crofts in Middlesbrough as well as the farm. The house was rebuilt or remodelled in the 18th century and incorporated many architectural fragments from the priory and church.¹⁴

¹² Lillie 1968, 19

¹³ Lillie 1968, 31

¹⁴ Tweddle 1890 and Lillie 1968, 23



Figure 3. Middlesbrough in 1829. Extract from Richard Otley's map prepared for the S&DR (NYRO QDP(M)16)

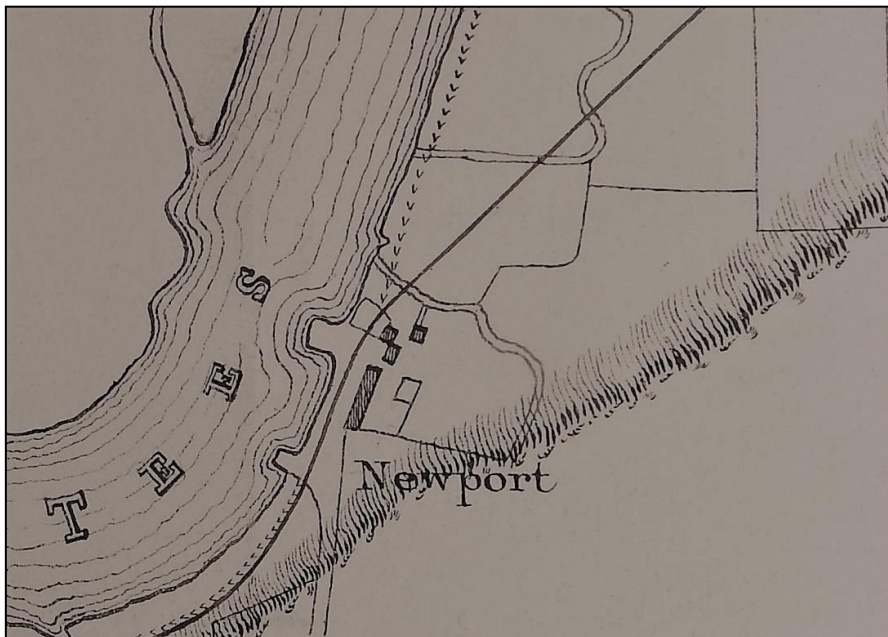


Figure 4. Newport in 1829. Extract from Richard Otley's map prepared for the S&DR (NYRO QDP(M)16)

To the south west a little collection of buildings including a public house run by a man called Marshall, were located at Newport (MH89 809). This was to provide refreshments for the first workers to start constructing the S&DR's staithes in February 1830. There were accounts of

a church being built at Newport in 1730, but it was never completed, and the church furniture was removed and used by local farmers.¹⁵

The site of what was to become the new town was described by Joseph Pease in his diary on the 18th August 1828. He sailed up the river with W. Backhouse and James, Jonathan and Charles Ianson towards Middlesbrough to view the proposed termination of the branch line. In front of them were 520 acres of bleak salt marsh occupied by no more than 40 people living in four houses. They returned to Seaton for the night and breakfasted at Cleveland Port on tea, coffee, eggs and ham (10d each, Waiter included!). The following day, in his diary Joseph wrote:



Plate 2. Joseph Pease

"Its [Middlesbrough's] adaptation to the purpose far exceeded any anticipation I had formed, the rising piece of land on which the Farm House of Middlesbro stands is peculiar & there remains many traces of this mound having been the site of more important buildings, there is a burial ground to which a very reasonable tradition asserts a Church or Chapel was attached in olden times, whether it stood where the waves no flow may be disputed but it does not seem improbable as remains of such an erection are visible. Imagination here had ample scope in fancying a coming day when the bare fields...will be covered with a busy multitude and numerous vessels crowding to these banks denote the busy Seaport."¹⁶

Building the Branch Line

The need to extend the S&DR's mainline further along the Tees arose from a recognition even before the S&DR was opened in 1825 that the railway had made possible a coastal trade in coal from the River Tees in competition with the Tyne and Wear. This possibility had led to a collaboration between Thomas Richardson and Jonathan Backhouse with Thomas Harris and Joseph Taylor to create the Tees Coal Company. Although the early years were financially

¹⁵ Lillie 1968, 32 quoting Tweddle

¹⁶

http://www.thenorthernecho.co.uk/history/railway/stockton/3166692.Complex_birth_of_first_railway_to_wn/ 16.4.2008

unrewarding it became increasingly clear that a huge market for coal awaited exploitation and the sole shipping point at Stockton was not up to meeting this demand. ¹⁷

In February 1826, the S&DR's resident engineer Thomas Storey wrote to Edward Pease bemoaning the lack of suitable coal staithes at Stockton and so more were built that year. However even allowing for the additional staithes at Stockton, the lack of adequate dockside facilities was leading to congestion at the port and it was not clear that Stockton was the best place to invest in a larger port. The water depths had been an issue from the outset and grounding was a common occurrence, whilst ships of more than 100 tons burden were obliged to depart from Stockton staithes with limited cargoes. Full loading could only take place after replenishment by keels¹⁸ which was expensive and inconvenient. So, thoughts turned to the deeper waters further down the estuary.

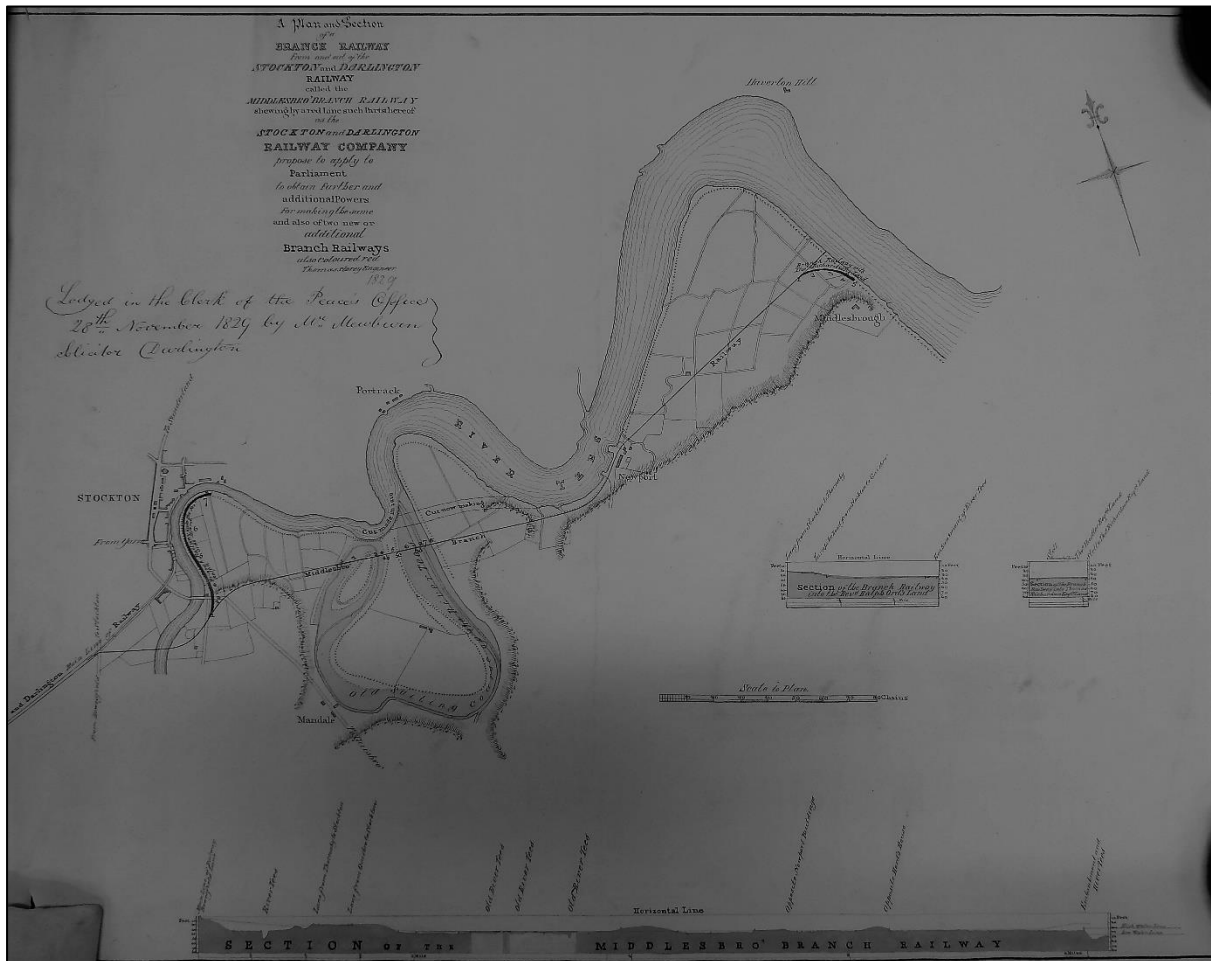


Figure 5. The proposed route of the S&DR branch line to Middlesbrough in 1829, surveyed by Thomas Storey, S&DR Engineer (NYRO QDP (M) 16)

¹⁷ Kirby 1993, 71

¹⁸ A keel is a smaller boat of twenty one tons (based on Storey's definition to the House of Lords Committee 9.5.1828)

In October 1826 the S&DR gave parliamentary notice of its intention to construct a branch line from the Stockton terminus to Haverton Hill and surveys were commissioned to plot the potential route in January 1827.¹⁹ Storey, the S&DR's resident engineer, and Richard Otley surveyed Haverton Hill on the north bank of the Tees for larger shipments and then the south side at Middlesbrough.²⁰ The proposed extension to Middlesbrough found favour because of its shorter length and reduced construction costs (Haverton Hill would cost about £1,000 more. The estimated costs for the Middlesbrough line including the bridges, staithes and quays was £35,786).²¹

Middlesbrough was favourably situated near the mouth of the Tees, and admirably suited for the growing trade of coal export. The Tees Navigation Company and the new Clarence Railway were all opposed to the new branch line and port, influenced by the fact that their own interests were at stake,²² but now negotiations had to take place to allow the S&DR to purchase land from the Tees Navigation Company and the landowners, the Bishop of Durham, William Chilton and Thomas Hustler Esq for land that would be required to build the railway terminus, staithes, coal drops, warehouses, track beds and eventually, housing for the workers.

Five hundred acres of the marshland and the farmhouse were purchased by leading S&DR Committee members Edward and Joseph Pease, Thomas Richardson, Henry Birkbeck, Francis Gibson and Simon Martin, forming the Middlesbrough Estate, Middlesbrough Company or Middlesbrough Owners (all three names were used). This separate company had to be created because the S&DR's Acts of Parliament did not allow them to carry out any work other than building and running a railway, but there were many other development opportunities arising that the key investors wished to exploit. Joseph Pease, who was already the Treasurer for the S&DR, was to be its chairman.²³ The proposed branch line to Middlesbrough would also include two additional branches serving adjacent landowners the Revd Ralph Ord who owned land on the riverbank opposite Stockton and Thomas Richardson's land near the proposed staithes at Middlesbrough.²⁴

The shareholders for the S&DR ratified the Middlesbrough extension in October 1827 and a parliamentary bill was introduced early in 1828. While it met with little opposition in the Commons, the Lords fought it, representing as they did coal owners from Tyne and Wear who

¹⁹ Storey stated under cross examination at the House of Lords that he surveyed the Middlesbrough route in 1826 (minutes in Moorsom 1975, 108)

²⁰ Kirby 1993, 71 and Minutes of Lords' Committee published in Moorsom 1975, 101

²¹ Kirby 1993, 73 and Minutes of Lords' Committee published in Moorsom 1975, 101-2, 112

²² Young 1975 (first pub. 1923), 239

²³ Young 1975 (first pub. 1923), 240

²⁴ NYRO QDP (M) 16

feared the competitive advantage Durham would have from using the railway to access the London market via the new port. During cross examination at Committee stage between April and May 1828, Thomas Storey was specifically asked if the proposed Middlesbrough extension would have an adverse effect on any 'Gentleman's Residence', or on 'the Pleasure Grounds of any Gentleman'. Having categorically stated that it went over marshy ground only, this helped to allay at least some of the concerns of the Lords. Cross examination also included the proposed staithe at Haverton Hill by the Clarence Railway and the extent to which this offered a more practical alternative. It was also noted that George Stephenson himself had suggested that a new branch line to Middlesbrough would disadvantage Stockton and that a better solution would be to construct a canal with weirs to control the water levels. There was a strong implication in the House of Lords Committee meeting that Stephenson's report had been suppressed, but in fact the option had been explored but the funding not raised.²⁵ Despite this opposition, and largely due to the powerful influence of the S&DR shareholders, Committee and Joseph Pease in particular, the bill passed and the Act for the Middlesbrough extension received royal assent in May 1828.²⁶

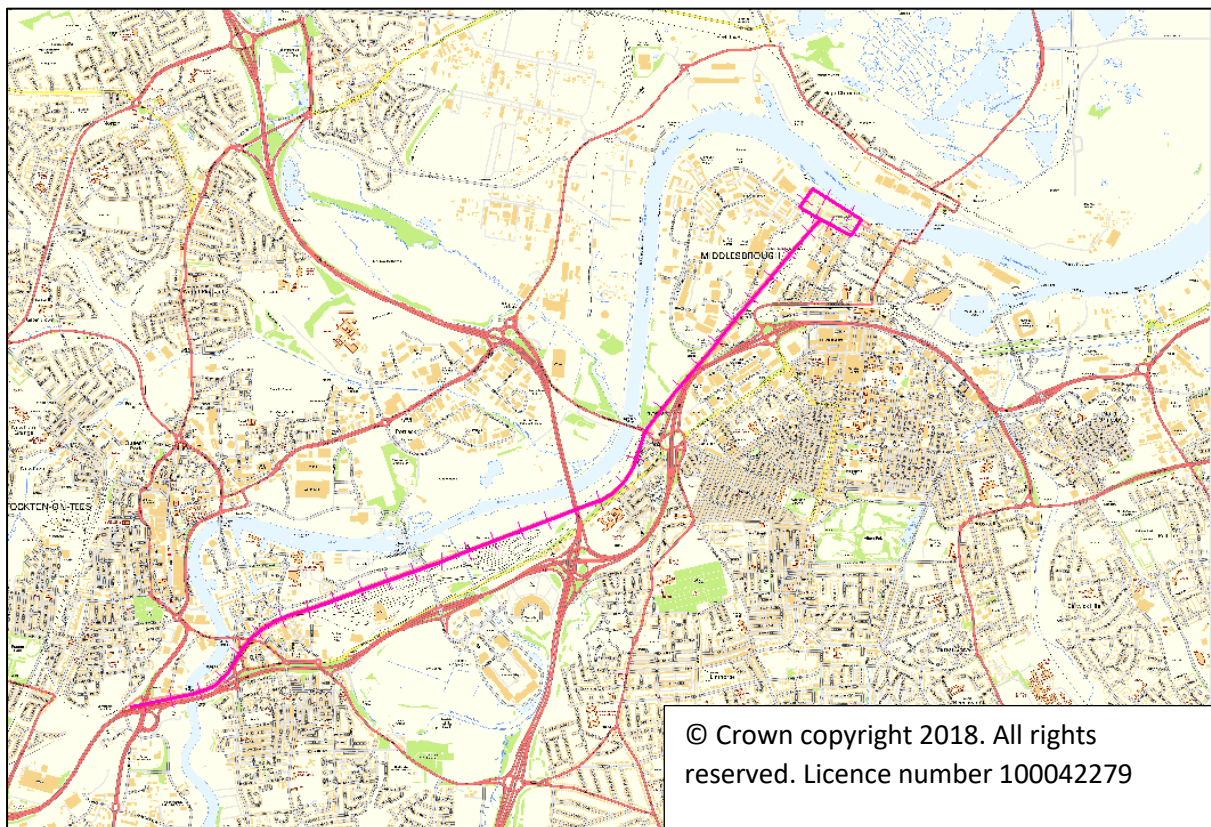


Figure 6. The route of the 1830 S&DR branch line today

²⁵ Minutes of Lords' Committee published in Moorsom 1975, 102, 121 (Stephenson's letter dated about 19/20th October 1825), 129-30

²⁶ Kirby 1993, 74

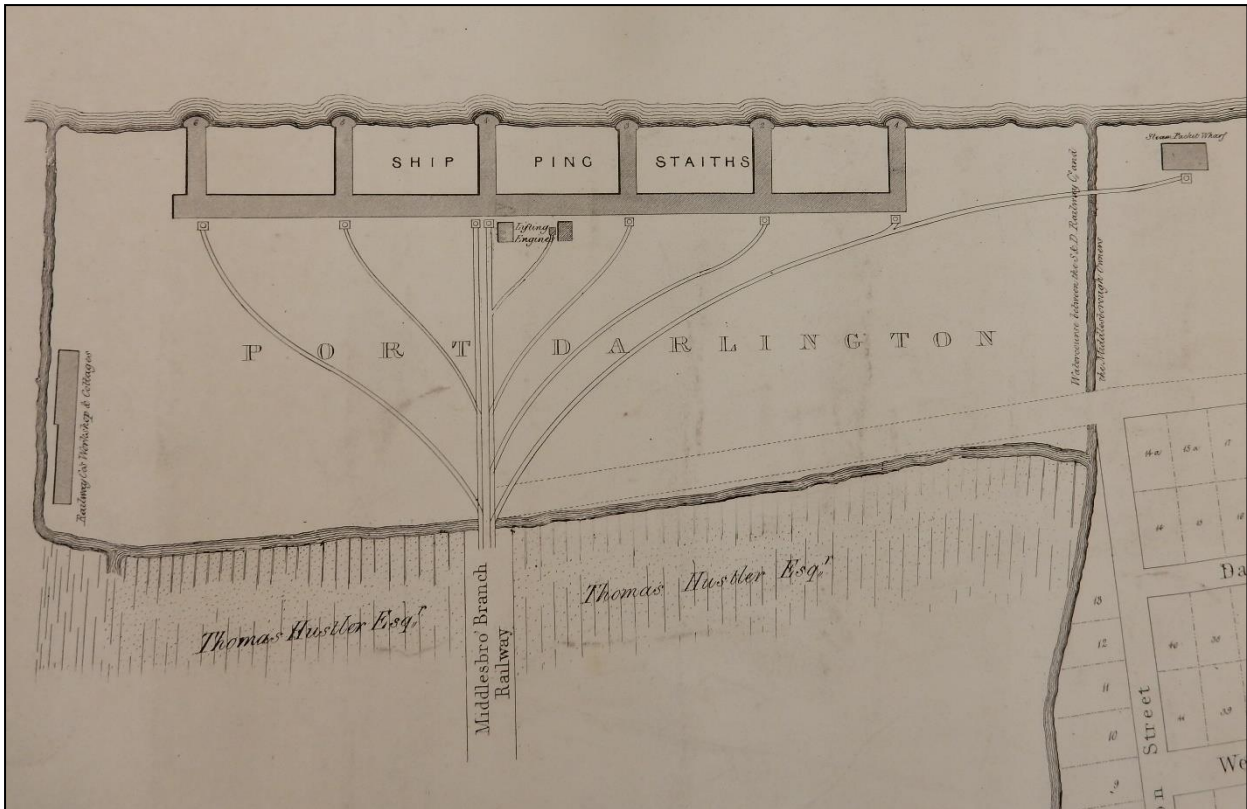


Figure 7. 1830 plan of the shipping staithes by Richard Otley. The long building on the left was the Railway Company workshop and cottages. The branch line entered in the middle and then tracks spread to each of the six staithes and the lifting engine. To the right the watercourse was the boundary between the S&DR Company and the Middleton Owners and east of that was the steam packet shipping wharf.

The branch line left the 1825 main line at Bowesfield Lane in Stockton and headed directly across the river Tees. In doing so, it bypassed the coal depot at St. John's Crossing and the coal staithes along the Tees at Stockton. It continued over the old course of the Tees, past the small cluster of farm buildings and an inn at Newport and directly towards the Tees just north of the farm at Middlesbrough.

The most notable pieces of infrastructure for the new branch line in addition to the trackbed were the suspension bridge designed and constructed under the supervision of Captain Samuel Brown RN at a cost of £2,300, the stone bridge over the Old River and the steam powered coal shipping staithes capable of loading six colliers at a time. The latter, designed by Timothy Hackworth, were an outstanding success, whereas the suspension bridge was a costly failure from the outset due to its inability to bear the weight of the fully loaded coal trains. It went on to be replaced in 1844 by an iron girder bridge designed by Robert Stephenson.²⁷ The construction of the branch line was also the trigger for the S&DR to commission the first ever locomotive designed purely to haul passenger traffic. Other smaller buildings were

²⁷ Kirby 1993, 74

constructed including ‘cottages’ at Bowesfield Lane, (in effect railway buildings), accommodation bridges, culverts to carry water courses and level crossings to allow farmers access to both sides of the trackbed.

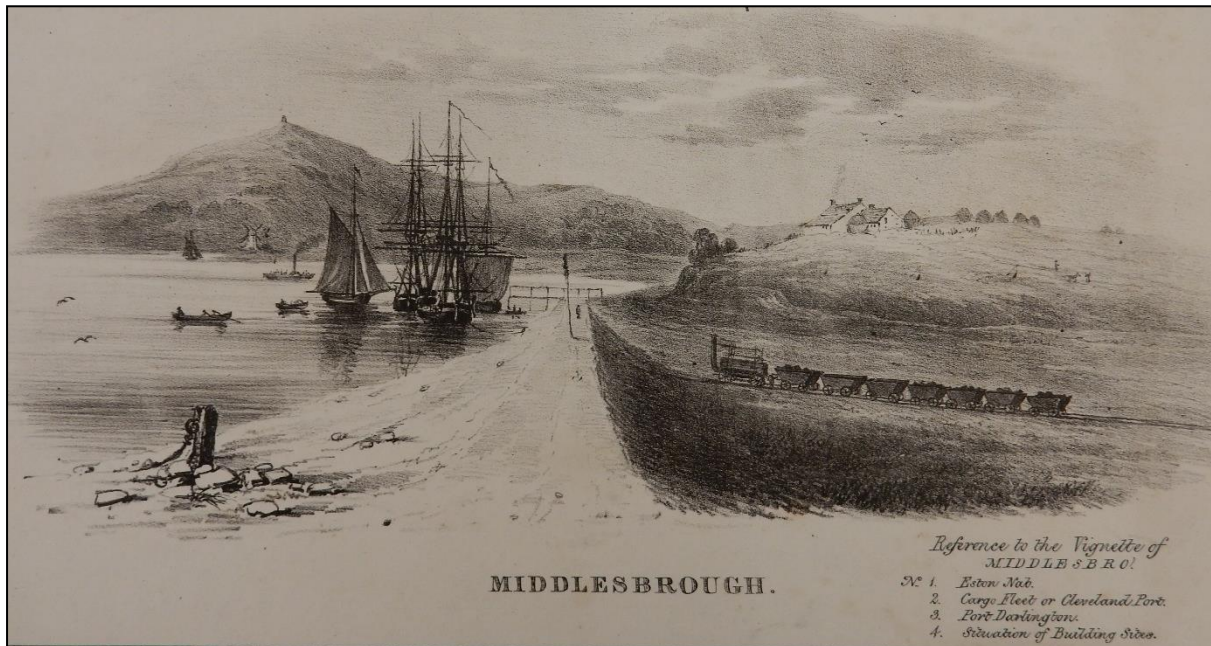


Plate 3. A vignette from a plan by Richard Otley dating to 1830 before Hackworth's staithes were built and the farmhouse demolished. This was Middlesbrough before the railway town was built. It was designed to show where the staithes and coal drops could be built and on the rising ground to the right, the farmhouse would be demolished and replaced with a grid pattern of streets and terraced housing. The train in the foreground was to show how the staithes would be approached.

Middlesbrough is Born Again

The new Middlesbrough branch of the Stockton & Darlington Railway was formally opened on the 27th December 1830 with a train of passenger coaches and waggons hauled by The Globe. The waggons carried a single block of coal weighing over two tons from Black Boy Colliery which was now served by the Black Boy branch line, opened on 10 July 1827.²⁸ The new staithes were tried out then 600 entertained at dinner in the specially decorated gallery of the staithes, under the chairmanship of Francis Mewburn. There were free rides, refreshments, the firing of guns, and 'great demonstrations of joy'. The staithes were lit by portable gas - the first ever burnt in Middlesbrough. The committee had a medal struck in honour of the event, which was generally worn that day, being pierced with two holes which enabled them to be threaded with ribbon and worn around the neck. The obverse had a view of the staithes and the reverse a view of the suspension bridge across the Tees at Stockton.

²⁸ Kirby 1993, 70.



The staithe and drops were put to immediate work although some construction work on the staithe appears to have still been necessary. The creation of a port at Middlesbrough also served to improve communications between London and Durham. A month before the branch line formally opened, local merchants and businesses resolved to provide a weekly steam boat service linking the rivers Thames and Tees so that horses, stock, farming

produce and other perishables could supply the London market. Furthermore, 'Handsome accommodations are also intended to be provided for passengers'.²⁹ The vessels would be stationed at the new S&DR facility at Middlesbrough so that the creation of this port had a much greater impact than if it served the coal trade alone.

Living in Middlesbrough ³⁰

The S&DR Company must have recognised the need to house the workers and their families who would be employed on the branch line or at the new port and to provide temporary accommodation for more transient workers. However, under cross examination at the House of Lords Committee in 1828, Thomas Storey stated that the S&DR were not in the habit of making buildings for worker's accommodation and that no financial provision had been made to provide any.³¹ Yet, it was clear that housing and other facilities were going to be needed. Storey's response that workers could seek lodgings in buildings nearby was clearly impractical.

The site of the existing farmhouse, already known as Middlesbrough,³² was presumably the best and driest location for building as it was positioned on higher ground. Plans were set out by the Railway Company's surveyor Richard Otley in 1830 to demolish it and associated buildings and replaced them with building plots set in a grid pattern of streets around an open

²⁹ Durham County Advertiser 26th November 1830

³⁰ Most of the historic documentation from the 1820s to 1830 continue to use the name Middlesbrough for the town, the branch line and the general area, however Port Darlington is sometimes used specifically for the port facilities, although Middlesbrough Dock is also used.

³¹ House of Lords Committee Minutes 9.5.1828 published in Moorsom 1975, 111

³² Or formerly Midlesburc in c.1165, Middelburg in 1272, the name derived from the Old English for the middlemost burg (Ekwall 1987 324)

square with a burial ground in the north east corner.³³ The open square was on the site of a pond used by the farm for the livestock, but it was filled in. The burial ground had been part of a churchyard; the church itself long since demolished, although the foundations were still visible.³⁴ The churchyard had never been totally disused, but the bones of former parishioners were carted away to make room for the new town.³⁵

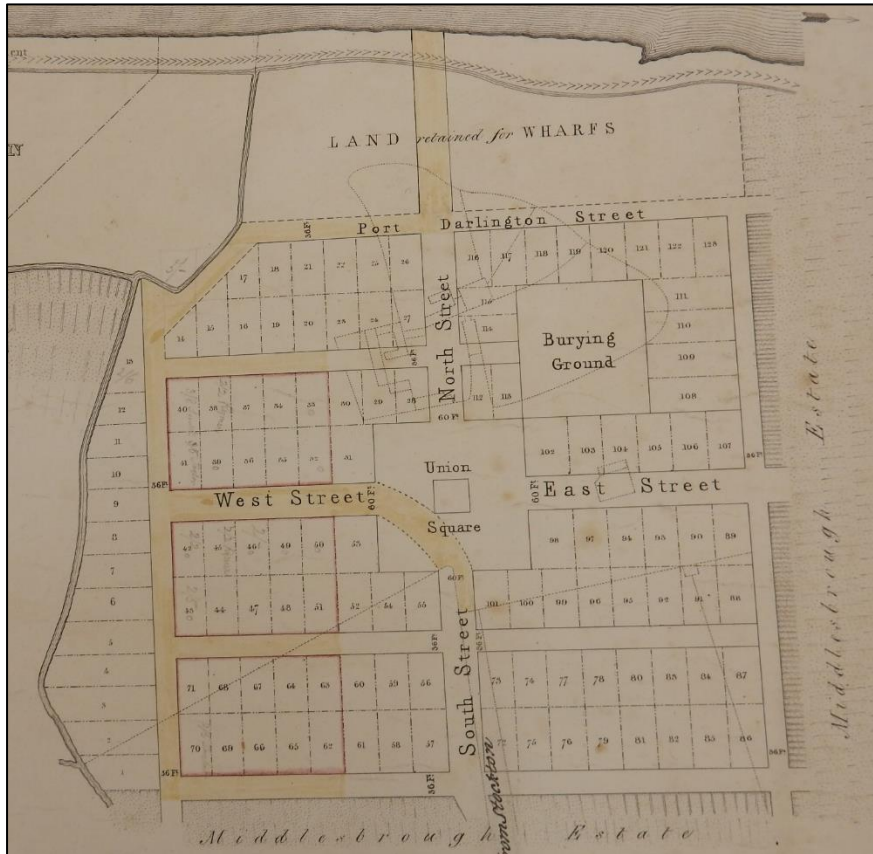


Figure 8. The plans for the settlement at Port Darlington/ Middlesbrough immediately south of the proposed wharfs and shipping staithes. Note the dotted lines around North Street. This is the outline of the farmhouse demolished to make way for the new railway town. The streets that were set out still survive in Middlesbrough, although most of the houses have been demolished.

The building plots were offered for sale prior to the staithes being built in February 1830, so that workers and support services could be provided locally. The first plots to be sold were on the west side, just avoiding the farmhouse and the burial ground. These plots consisted of thirty lots each containing about 700 square yards and were to be sold or rented. The sales and plans of the proposed Town of Middlesbrough were placed at the principal inns for prospective purchasers to view at Darlington, Stockton, Yarm, Guisborough, Stokesley, Whitby, Northallerton and Durham. An advert in the Durham County Advertiser for manufacturers and builders read:

³³ Teesside Archives U.OME/8/F 3

³⁴ Tweddle 1890

³⁵ Tweddle 1890

“The Lots offered for sale have been arranged with the utmost attention to public convenience and advantage, and with a view ultimately to the formation of a Town at Middlesbrough, which, from increasing trade in the Port of Stockton, it is apprehended will soon rise into importance.”

36

Various leading lights were quick to purchase these early lots themselves as a long-term investment, so Henry Pease, Richard Otley (the S&DR surveyor) and Thomas Richardson were amongst the owners of plots sold up to 1831. Other purchasers represented gentlemen looking for investments, in-keepers, smiths, iron merchants, butchers, brick layers, brewers, cabinet makers millers, shopkeepers, painters, shoemakers, ship builders, coal fitters, farmers, yeomen and a master mariner.³⁷



Plate 4. George Chapman's House on West Street (now demolished). The windows are Victorian replacements; the original windows would have been 8/8 sashes as seen on the first floor of the shop next door.

Consequently, when the new branch line was opened in December 1830, the new railway town of Middlesbrough was already growing. The first house was built by a joiner Mr George Chapman on West Street in April 1830 (based on photos of a plaque on the house frontage)³⁸ and the first child to be born in the new town, John Richardson Chapman, was born there on the 22nd August that year.³⁹ George Chapman also bought three other plots in the new town.⁴⁰

Deeds of Covenants from February 1831 set out the responsibilities of the Middlesbrough Estate that they would set out streets and surface them with tarmacadam or pave them and construct footways at the sides within four years. They also agreed to provide sewers and

³⁶ Durham County Advertiser 20th February 1830, quoted in Moorsom 1975, 140

³⁷ Schedule of persons purchasing land transcribed in Moorsom 1975, 154-5

³⁸ The plaque is now in the Dorman Museum

³⁹ <http://englandsnortheast.co.uk/MiddlesbroughBorn.html>

⁴⁰ Schedule of persons purchasing land transcribed in Moorsom 1975, 154-5

water courses for existing houses and those still to be built.⁴¹ Tales survive of people sinking up to their calves on the roads between the houses in the earliest days and these memories must therefore relate to the period before 1835.

Two of the Peers who supported the Act through Parliament were rewarded by having two of the proposed new streets in Middlesbrough named after them - Lords Dacre and Suffield. Lord Feversham was the chair of the Committee which took evidence on the Bill in the House of Lords and his name too was remembered in Feversham Street.⁴²

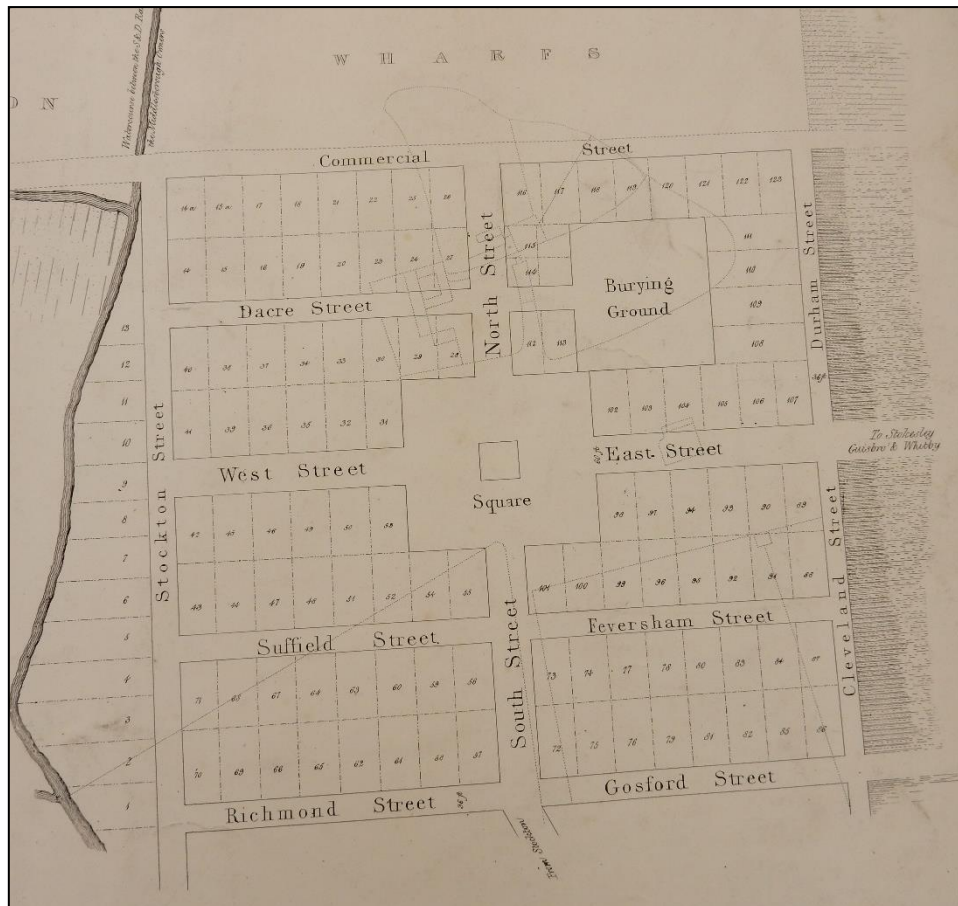


Figure 9. A slightly later version of the same map with more streets named (U.OME (2)/6/1). Suffield and Dacre Streets took their names from peers in the House of Lords who supported the Act authorising the Middlesbrough branch line. Lord Feversham was the chair of the Committee which took evidence on the Bill in the House of Lords.

The new town was provided with a design brief in 1831. The dimensions of the houses, doors and windows were set out in the Deed of Covenants with the purpose 'of preserving some uniformity and respectability in the houses to be built'. The height of the houses was to be no less than 19 feet to the eaves from street level, and windows had to be portrait shaped with heights and widths specified. The height and width of doors was specified and steps could not

⁴¹ Deeds of Covenant dated 8th February 1831 and cited in Moorsom 1975, 145

⁴² Moorsom 1975, 75

protrude into the street more than 12 inches. Similarly bow windows were not permitted to extend into the street more than 12 inches and had to be covered with 'slates or blue tiles'. Walls between houses were to be party walls of not less than 10 inches thickness and if timbers were used in a party wall they had to be no nearer than 5 inches to the opposite side. Where external walls were built at the sole expense of the builder, adjacent builders could only use that wall as a party wall in return for payment.

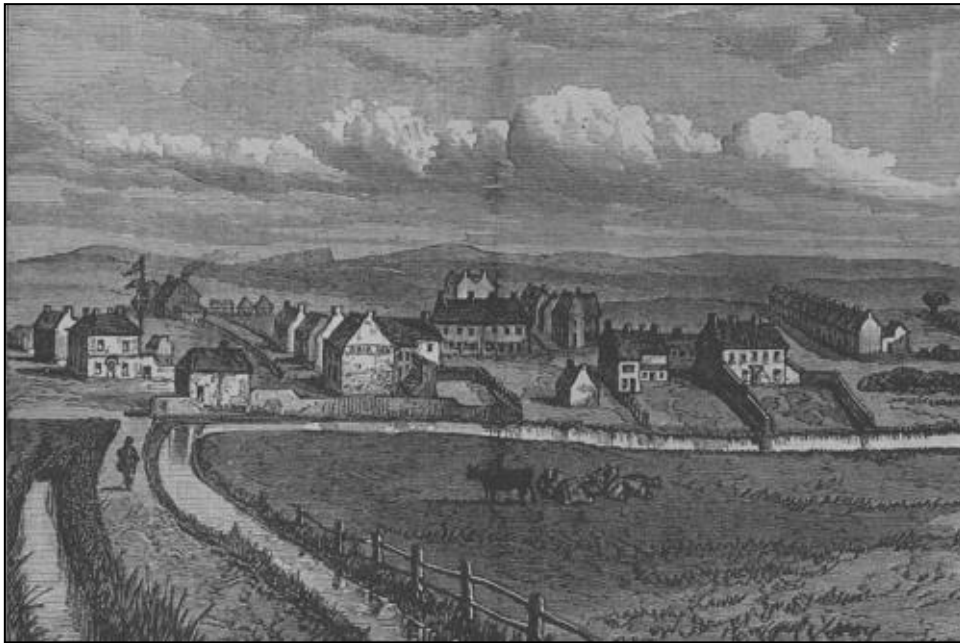


Plate 5. Middlesbrough in 1832 with the Ship Inn gable end facing. The Ship Inn is one of the few buildings still to survive, albeit altered and derelict

The Deeds also covered various bye laws for living in the new town. Tenants of houses, shops, warehouses stables etc were required to sweep and clean pavements in front of the property between 7 and 10am at least once a week and a surveyor was required to order the removal of frost or snow from pavements when necessary. Water from the roofs of houses was to be carried off in spouts or pipes fixed to the building and fed into the common sewer beneath the pavements. The surveyor could order that this take place where the rainwater goods failed and then charge the tenant for the works.

Various activities considered to be a nuisance were also prohibited. These were many and various and included obstructing the roads, having ferocious dog breeds unmuzzled, letting off firearms, making bonfires, setting off crackers, squibs, rockets or other fireworks in the streets or public passages, loitering, depositing rubbish, offal or filth in the streets, hanging goods for sale too far over the street, killing, slaughtering or singeing any beast except between 8pm and 8am and allowing blood or offal to spill into the streets, putting flower pots on windows without them being properly fixed, leaving cellar doors open in the dark, animal

baiting, playing football or other games to the annoyance of residents, breaking windows and throwing rubbish into wells or reservoirs. The repair and maintenance of the infrastructure such as sewers and streets and the appointment of a surveyor was to be paid from rates. Annual meetings were to be held to agree further bye laws, to appoint surveyors and to agree the rateable values.⁴³

The building plots were gradually filled, a public house opened, shops and manufacturers opened up. By 1831, the population of Middlesbrough township was 154, but the main occupation of the families was still agriculture. At that time there were 26 houses, all fully occupied. However the wider parish had a population of 383.



Plate 6. West Street in 2018. This was the first street to be developed in 1830 and the first house, built by Mr Chapman was located about where the horse is standing in the photograph. This is also where the first child was born in the new Middlesbrough. The Old Town Hall forms a focal point in the distance.

Along the northern edge of the street pattern between the town and the railway leading to the staithes, the Middlesbrough Owners laid out a road called Commercial Street. A shipyard was established here (by the Laing family); the first ship to be built in the shipyard was a wooden

⁴³ Deeds of Covenant dated 8th February 1831 and cited in Moorsom 1975, 146-9

brig named the Middlesbro' which was launched sometime between on 5 March 1832 and 27 January 1833.⁴⁴ Along the riverbank to the east, the Middlesbrough Owners mapped out plots designed to attract businesses that would use coal and take advantage of the proximity of the river. Commercial Road was extended along here to serve this newly planned industrial area and that new stretch was known as Lower Commercial Street.

The next enterprise to move into this area was a pottery; this was unsurprisingly a venture of more well-known S&DR officers – Richard Otley (the S&DR's land surveyor), John Davison, Thomas Garbutt, Joseph Taylor and 'one other'. The pottery was established east of the shipyard, and the first kiln fired in April 1834. It made dinner, tea and breakfast services, toilet ware, garden pots and chimney pots.⁴⁵ The Middlesbrough Owners agreed to make a rail spur from the staithes into the Pottery Yard for delivering the coal for the kilns. Colliers imported fine white clay from Cornwall and flints from southern chalklands. A deep water jetty was constructed out to the river which became known as pottery wharf. This was located about where the southern end of the Transporter Bridge is now.⁴⁶

Richard Otley

Richard Otley was from Kendal and went on to work for the Chaloner Estate in Guisborough, then as agent for the Skelton Estate. He became the S&DR's land surveyor in 1825 at the behest of Joseph Pease. He prepared the plans for the new town and went on to purchase some of the plots. Otley was also one of the founders of the Middlesbrough Pottery Company.⁴⁷ The Public Records Office contains hundreds of his letters reporting progress to the S&DR on the various building projects along the main and various branch lines.

The next industrial business was a foundry in 1840 when John Vaughan and Henry Bolckow purchased another 2.4 hectares of muddy riverbank land on Lower Commercial Street to manufacture iron. This new industry would mark the next major phase of expansion of Middlesbrough with the additional purchase by John Vaughan of land in the developing new town for workers' housing in 1840 and in 1842, Bolckow bought twenty cottages already built in Suffield Street.⁴⁸ With these developments Commercial Street and Lower Commercial became an industrialised area and the tranquillity of the riverbank was gone forever.

⁴⁴ Harrison 2010, 10. Two different sources cite two different dates

⁴⁵ Harrison 2010, 12

⁴⁶ Harrison 2010, 13

⁴⁷ Harrison 2010, 12-13

⁴⁸ Harrison 2010, 16-17

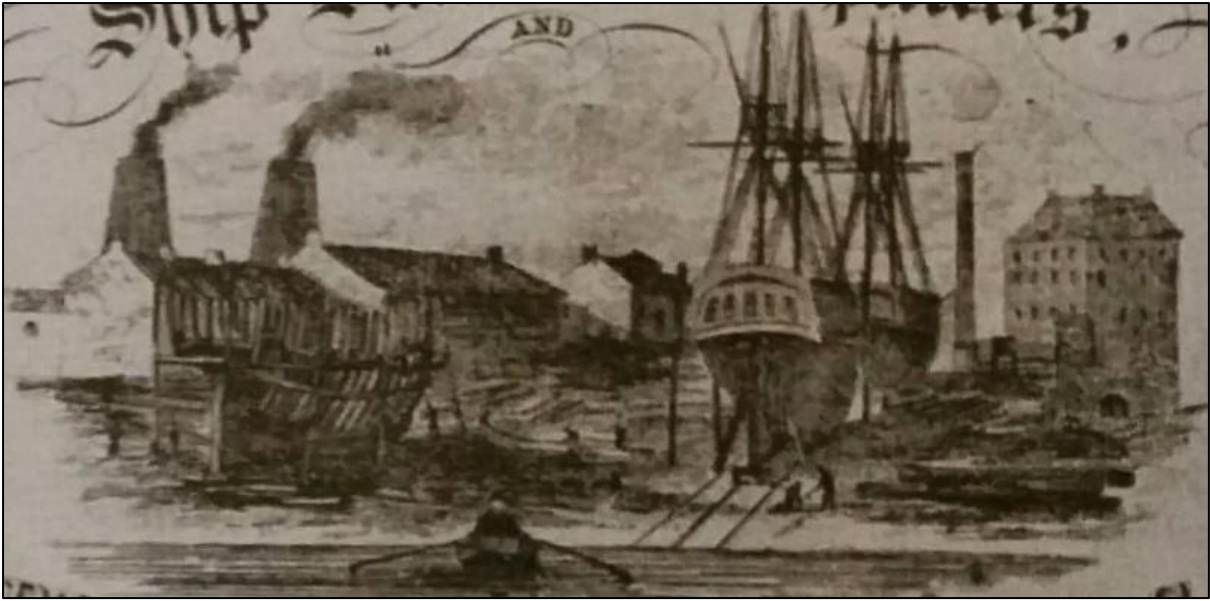


Plate 7. The riverbank at Lower Commercial Street taken from a business card on c.1834 by the ship builders Holmes, Sons & Harding.

By 1841 the population had soared to 5,463 with 877 occupied houses, 62 uninhabited houses and 36 in the process of being built. The wider parish also included people living in barges and tents. Of this population, 2,272 had come from outside the county attracted to the new town by work created by the S&DR and growing industries. Although 3,191 inhabitants came from within the county, very few of the adults came from Middlesbrough itself. Not only was it a town of immigrants, it also saw fifty people leave in the previous year to live in America.⁴⁹

The old farmhouse was demolished in 1846 by the new owner Robert Manners, an innkeeper. During the demolition, fragments of the Norman Priory (MHER 803) that once occupied the site were found.⁵⁰ The site was then used for the Middlesbrough Hotel.

As the town expanded, a number of religious groups identified the need for additional spiritual guidance. In March, 1833, the committee of the Unitarian congregation at Stockton-on-Tees met to consider establishing a Unitarian Church in Middlesbrough, the result of which was the erection of three cottages on West Street with a meeting house over, entered by a broad staircase from the street. This short lived meeting house closed in 1840 and afterwards let to the Baptists. After a lapse of twenty years, it was re-opened by the Unitarians in 1863 until the opening of their Church of the Divine Unity, in Corporation Road on June 30th, 1873.

The second place of worship opened in modern Middlesbrough was the Wesleyan Chapel, in the north-west corner of the Market Place, at the latter end of 1833, capable of seating two hundred. Other non-Conformists provided themselves with chapels, that of the Primitive

⁴⁹ Census returns in Moorsom 1975, 160

⁵⁰ Tweddle 1890

Methodists' being opened in 1841 and with the S&DR opening an iron foundry works in 1844, Edward Pease and various other Friends turned to thoughts of a new Quaker Meeting House.⁵¹ On September 25th, 1840, the new Church of St. Hilda, erected near the site of the old one, was consecrated by the Bishop of Durham, acting for the Archbishop of York; this was located in the north east corner of the new town grid pattern. The new railway town area went on to be known as St. Hilda's to distinguish it from those parts of Middlesbrough which went on to expand after the 1840s and remains known as St. Hilda's today. The foundation stone of this new parish church was laid by Mrs. Hustler, of Acklam Hall on July 24th, 1838; the Middlesbrough owners presented land for the church and churchyard.

The Exchange Hotel, a substantial edifice in the Grecian style, had already been built, at a cost of £4,500, afterwards used as the Police Court, at the corner of North Street and Commercial Street. It still stands today, although is more commonly known as the Custom's House, a later function of the same building. By 1839, the planned new town of Middlesbrough was not fully occupied, but many plots had been filled and housing had been constructed beyond its original boundaries (see figure 10 below).

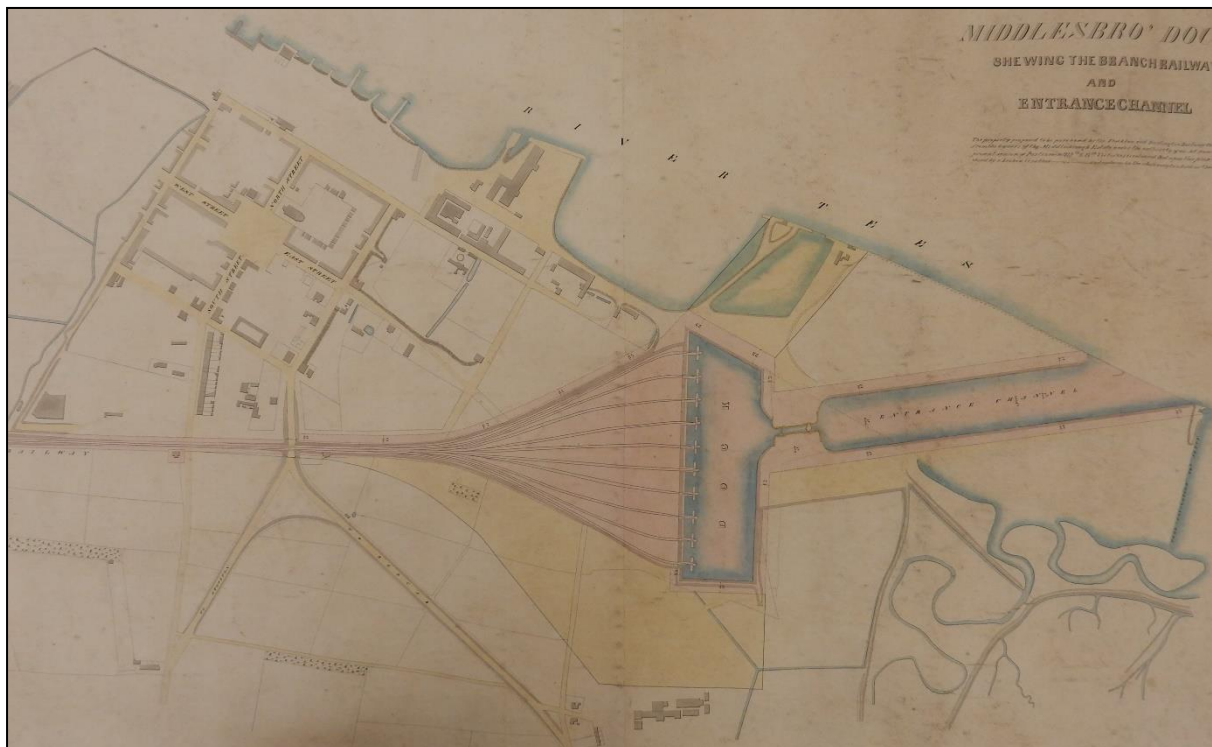


Figure 10. Middlesbrough's new dock as proposed in 1839 with the new town gradually filling up

⁵¹ Tweddle 1890 and Diary of Edward Pease 15.11.1844 quoted in Moorsom 1975, 139

The industrialisation of Middlesbrough had been extending along Commercial Street eastwards and a new major development would result in shifting the core of the town to the south. This was the construction of a new dock in 1842.

The new port at Middlesbrough had been a resounding success. By 1830 the number of vessels using Middlesbrough as opposed to Stockton was significant; 735 ships left from Stockton that year, but 1,293 from the new staithe at Middlesbrough.⁵²

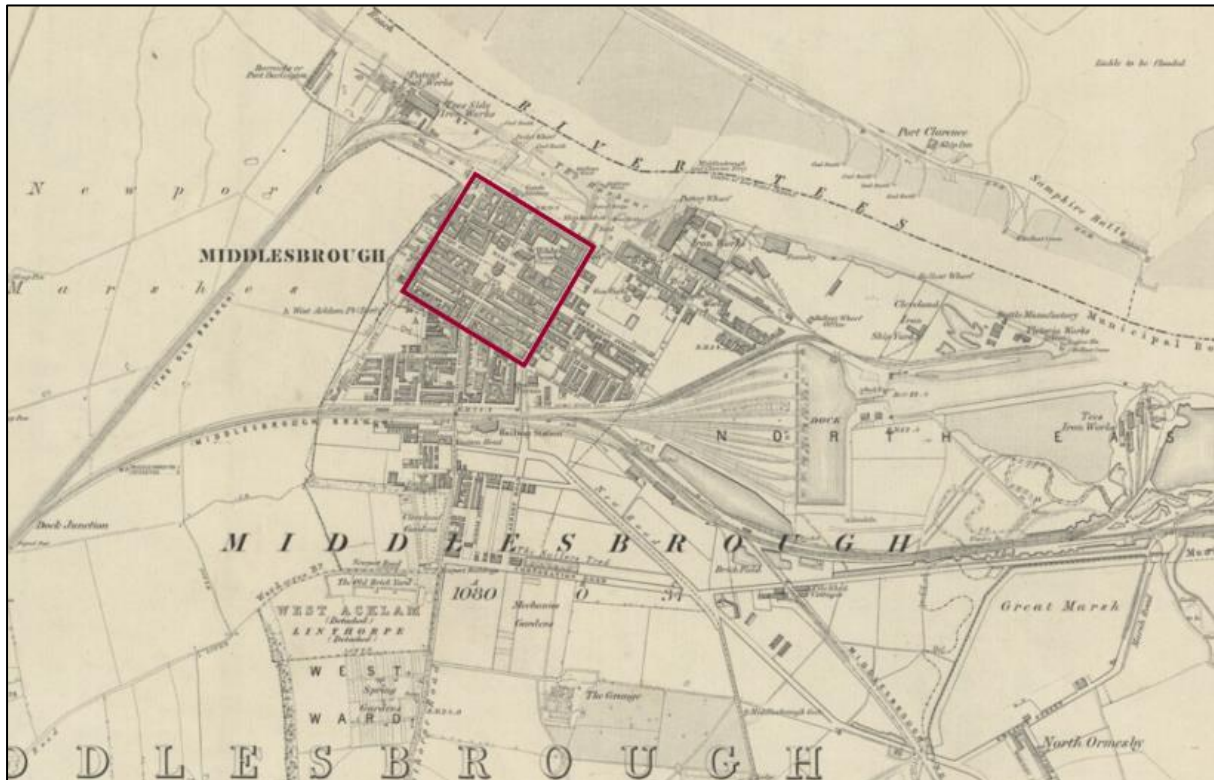


Figure 11. Middlesbrough in 1853 with the new dock and a new branch line forming a border between the 1830s town (boundary of the original planned town in red) and the expanding town to the south. The town centre would shift south of the new Middlesbrough branch line and the original 1830s track would become The Old Branch, then The Old Town Branch.

Overwhelmed by the volume of imports and exports, Thomas Richardson, on behalf of the Middlesbrough Owners, proposed a new deep water dock with cargo and coal handling facilities in November 1838. In 1839 work started on a new Middlesbrough Dock which was designed by Sir William Cubitt with the whole infrastructure built by resident civil engineer George Turnbull. After three years and an expenditure of £122,000, the formal opening occurred on 12 May 1842. On completion, the docks were bought by the S&DR. The new dock required the branch line to divert eastwards and this Middlesbrough Branch Railway opened in 1842 too and terminated in ten sidings leading to the loading facilities. This attracted considerably more development to the south east of the planned new town and the new

⁵² Harrison 2010, 6-7

railway formed a barrier between the 1830 town and the post 1842 town. From that time onwards, the railway was referred to as a 'border' and the centre of Middlesbrough gradually shifted southwards away from the 1830 planned town at St. Hilda's.

The rail network in the area was extended again in 1846 forming the Middlesbrough - Redcar Branch. The network was again enhanced in 1853 with the opening of the 'Middlesbrough - Guisborough Branch'.

By the time of the second edition survey at the very end of the 19th century the iron industry dominated the area with the establishment of the Iron Masters District by the Middlesbrough Improvement and Extension Act of 1866. The District was established on the site of the former Middlesbrough Marsh. The marsh was ideally suited for the needs of the industry given the large river frontage available and the existing rail network formerly serving 'Port Darlington'. The marsh went on to give its name to Marsh Road and the Marsh Road railway bridge. By the time Middlesbrough was fifty years old, the population had grown to fifty thousand⁵³ and the new town of Middlesbrough was now the 'old' town, known as St Hilda's district and located across 'the border'.

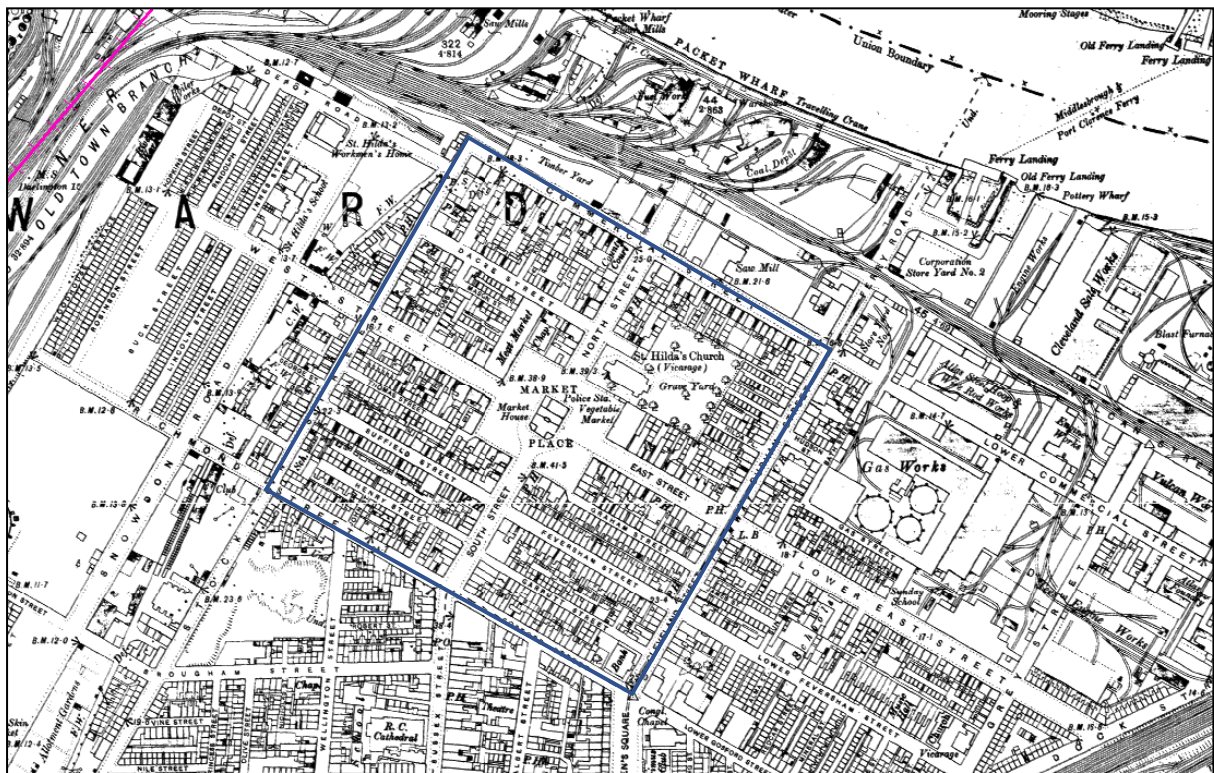


Figure 12. The planned new town now fully developed and surrounded by a growing population and industry in 1888-93 (OS 1st ed 25 inch revised)

⁵³ Tweddle 1890

The Historic Environment Audit

Using a combination of desk-based research, historic mapping exercises and fieldwork, Historic Environment Records have been created for the branch line and associated structures and this information has been passed to the Council separately. Around 246 additional records have been created along the 1830 route, many from historic maps and these have been added to the Council's Historic Environment Record, however only 24 of these new records relate to extant sites seen during fieldwork.

The branch line includes no scheduled monuments or listed buildings, but there are listed buildings in the vicinity, only one of which has a direct association with the S&DR's creation of a planned new town in the 1830s (The Old Coal Exchange). There are other extant sites which were already recorded on the HER such as the Old Town Hall and the Captain Cook inn and non designated heritage assets already recorded such as the former Ship Inn.

Some of the more significant S&DR engineering features or historic events, surviving or destroyed, are considered in more detail below.

The staithes and coal drops (MHER 762-770)

Condition: destroyed

In January 1829, the railway company advertised for plans for the construction of shipping staithes and machinery, offering premiums of 150 guineas and 75 guineas for the best two designs.⁵⁴ The staithes were to be paid for by the new Middlesbrough owners and the construction overseen by William Burn employed by the S&DR as a supervisor/ clerk.⁵⁵ The coal drops were to assist in the moving of coal from waggons brought to site by train and then load coal on to ships ready for export to London. The process had to be quick to allow as much coal as possible to move through the site and prevent bottle necking and the coal had to be transferred with a little delicacy to stop it breaking into smaller parts on dropping from the staithes into the ship as this would reduce the value of the coal.

On the 20th April 1829, the S&DR sub Committee reviewed the twelve plans submitted and Timothy Hackworth's were accepted and J. Cooke of Yetholm's came second.⁵⁶ This was ratified in July 1829 at the annual meeting of shareholders and Hackworth received the £150 award. Hackworth was instructed to find an engine suitable to lift the coals from the staithes to the ships and a number of options were explored and costed. The S&DR chose the engine at the Glebe Colliery as being most suited for this purpose and Hackworth was instructed to

⁵⁴ Young 1975 (first pub. 1923), 240 and Holmes 1975, 23

⁵⁵ Jeans (1875) 1974, 107

⁵⁶ Moorsom 1975, 132

obtain the best terms for the Company.⁵⁷ The building to house the engine was built by William Burn and other buildings at Middlesbrough by Robert Richelieu.⁵⁸

William Burn

Burn arrived from Edinburgh to work on the railway in March 1829. In addition to overseeing the works on the staithes and the suspension bridge, he also designed an additional bridge, supervised the construction of an engine house, cottages and the weigh house and cottages at Bowesfield Lane and what was to become the South Stockton station. He designed the first station at Fighting Cocks in 1830 at the request of the Committee.⁵⁹ He designed the skew bridge on the Haggerleases Branch and the miller's house and mill nearby, after which he appears to have stopped working for the S&DR.⁶⁰

Towards the end of February 1830, prepared timbers for the staithes from New Shildon were put on board keels and transported from Stockton timber yard to Middlesbrough. The timbers were landed at various points along the river bank and then the workers adjourned for the day to Marshall's public house at Newport (MHER 809).

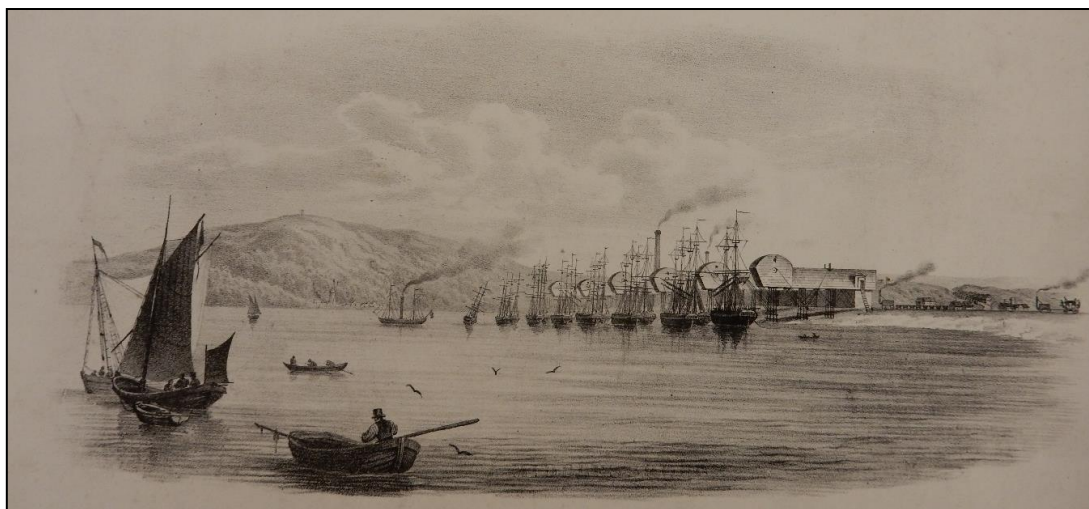


Plate 8. Hackworth's six steam powered coal drops and staithes with a fully laden coal train approaching. Eston Nab sits in the distance (extract from 1830 plan – Teesside Archives U.OME/8/F3 and U.OME (2)/6/1).

The following day, a Tuesday, the work of construction commenced under the supervision of Robert Parnaby (previously foreman for the Duke of Cleveland). The first pile to be driven into the embankment was a failure because it was sunk into the wrong position and had to be cut

⁵⁷ Note of minutes published in Moorsom 1975, 133

⁵⁸ Note of minutes published in Moorsom 1975, 135

⁵⁹ PRO RAIL 667/31, Minutes of SDR Sub Committee

⁶⁰ Fawcett 2001, 19

off at the base. After that the works ran smoothly.⁶¹ Later that year, Edward Elgey and Robert Parnaby visited different timber yards to select the most suitable timber for the shipping staithe.⁶² The stonework for the staithe was carried out by William Bulmer and the ironwork provided by William Lister.⁶³

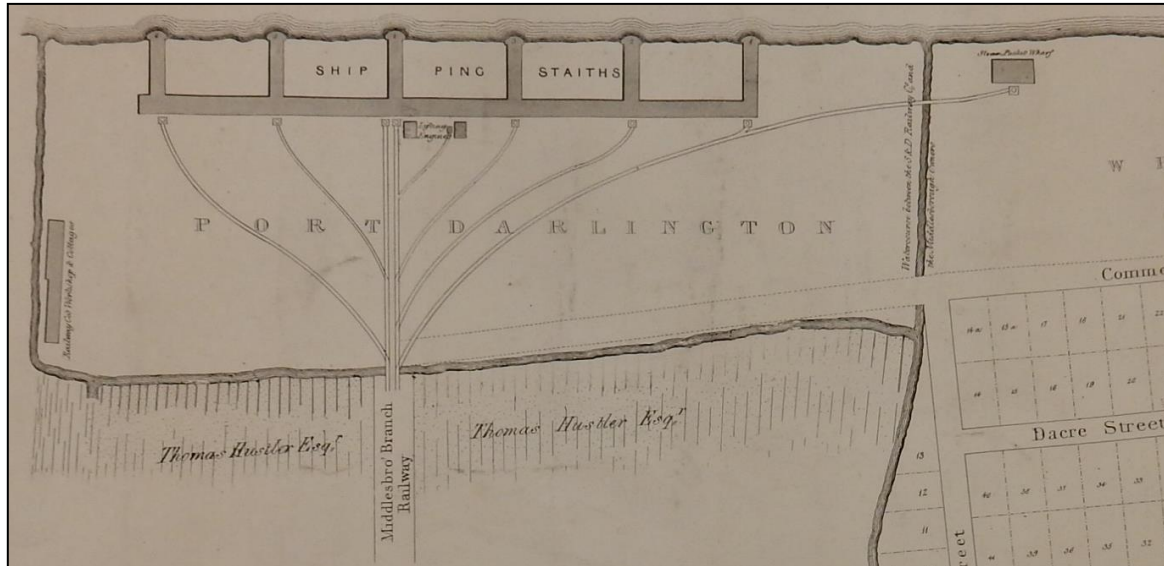


Figure 13. Hackworth designed 6 staithe at Port Darlington with sidings extending from the branch line towards each one. A row of cottages can be seen to the west which were demolished before 1855. These were referred to as barracks and workshops. The two central structures are the beds for a lifting engine. The watercourse to the east marked the ownership boundary between the S&DR and the Middlesbrough Owners. East of the watercourse is Steam Packet Wharf. (Plan surveyed by Richard Otley 1830 U.OME (2) /6/ 1)

Hackworth's staithe allowed 6 ships to be loaded at one time; the laden waggons being run onto a cradle and then lifted by steam power from one of two engines on to a platform or staithe 20ft high, from which coals were lowered by coal drops to the ships, a labourer descending with each waggon, undoing the fastening of the bottom, allowing the coal to drop into the hold. A contraption set the descending empty wagon and labourer down on to the rails on the staithe and carried off to a siding.⁶⁴ An observer in 1836 (by which time there were 8 coal drops) noted that waggons were discharged at a rate of one in two minutes with most of this time being taken with the descent and ascent of the waggon. The result at this speed was coal being loaded at a rate of 21 1/5 tons per minute.⁶⁵

On opening, the engine and machinery were in the charge of Thomas Greener. The whole operations were managed by William Fallows who had been appointed agent to the Stockton

⁶¹ Holmes 1975, 24 and Young 1975 (first pub. 1923), 241 quoting a letter dated 3.10.1881 from William Thompson to John Hackworth. It may have been the joiners who came from New Shildon and the timber from Stockton

⁶² Note of minutes published in Moorsom 1975, 135

⁶³ Minutes of committee 9 April and 4 June 1830, published in Moorsom 1975, 135

⁶⁴ Tweddle 1890

⁶⁵ George Head's 'Home Tour' cited in Moorsom 1975, 158

& Darlington Railway at Stockton in 1829, and who, in 1831, became a permanent resident of Middlesbrough, where for fifty-eight years he played an active role in his community including becoming one of its mayors and justices of the peace.⁶⁶

Thomas Greener (11 January 1786 – 16 January 1853)

Thomas Greener was originally from Killingworth in Northumberland. His working life started as an apprentice ship's carpenter at South Shields and a further fifteen years at sea. He returned to dry land and was in charge of the winding engine at Cowpen near Blyth and if he didn't already know George Stephenson from his Killingworth days, he certainly did at this stage in his career. Stephenson engaged Greener to lay the rails for the Stockton & Darlington Railway and when the railway opened in 1825 he was appointed engineer to take charge of the engine at Etherley Incline. He was described at the time as being:

'...a man of ready wit and jocular disposition, and could entertain the workmen at dinner hour, or at intervals of refreshment and relaxation, in a very humorous and exhilarant way. Being an old British sailor, he could spin a yarn to any extent about seafaring life, naval exploits, shipwrecks, and the perils and dangers of the tempestuous ocean.

*He was a man of limited stature compared with some of the stalwart navies, but was of a hasty disposition, and very irritable when he received any real or imaginary provocation, and sometimes excited such angry feelings as were not desirable.'*⁶⁷

Thomas resigned his post at Etherley in 1826 or 27 so that he could follow George Stephenson down to the Liverpool & Manchester Railway where he surveyed the track and supervised the laying of the track across the notorious Chat Moss under the supervision of John Dixon, the railway's surveyor. The Liverpool & Manchester Railway opened on the 15 September 1830 and Greener remained there but on the 27 December 1830 he returned to take charge of the staithes at the opening of the Middlesbrough branch line. In January 1830, Robert Stephenson recommended Greener as the engineer for the Canterbury to Whitstable Railway, although it is not clear if he was ever appointed. He described Greener as a 'plain, straight forward, unlettered man'.

Greener later took an active part in the construction and execution of the Whitby & Pickering Railway which was completed in 1836 and then moved to London where he was involved in the construction of the London & Croydon Railway which opened on 5 June 1839 and

⁶⁶ Tweddle 1890

⁶⁷ Glass 1875

then the London & Blackwall Railway which opened on 6 July 1840. He later became an inspector for that railway and went to become an engineer at the Brentford Royal Brewery. Greener died of 'paralysis' in January 1853 and was buried in Tower Hamlets cemetery.⁶⁸

On the opening day 600 guests were entertained at dinner in the gallery of the staithes, under the chairmanship of Francis Mewburn.⁶⁹ As part of the celebrations a medal was struck which featured the staithes on the obverse side.⁷⁰

In addition to the staithes, a row of cottages and a workshop (MHER 758) were constructed by the S&DR on the north west side of the port. On later maps (OS 1st ed 1853) this row of cottages was referred to as a barracks suggesting that they may have been used to house workers.

Work on six staithes was finished by the end of October 1830⁷¹ and work on new staithes started in October 1832 bringing the number of coal drops up to eight.⁷² They were designed to match the existing ones with random stone walling, but with a few minor modifications to improve structural stability.⁷³ Progress did not always run smoothly. In July 1832, the workmen working under Parnaby, walked off site as they were not being paid and some staithes were still being painted in August that year, although again works ground to a halt due to insufficient lead.⁷⁴ In March 1833 orders and regulations were agreed for Owners and Captains of Vessels using the shipping staithes.⁷⁵

⁶⁸ Walker, T. M 2018 (unpub)

⁶⁹ Young 1975 (first pub. 1923), 242-3

⁷⁰ Young 1975 (first pub. 1923), 242-3

⁷¹ RAIL 667/1026

⁷² RAIL 667/ 1042 Letter from William Burn to Mr Otley

⁷³ RAIL 667/ 1042 Letter from William Burn to Mr Otley 19 Oct 1832

⁷⁴ RAIL 667/ 1042 Letters from William Burn to Mr Otley

⁷⁵ Moorsom 1975, 136

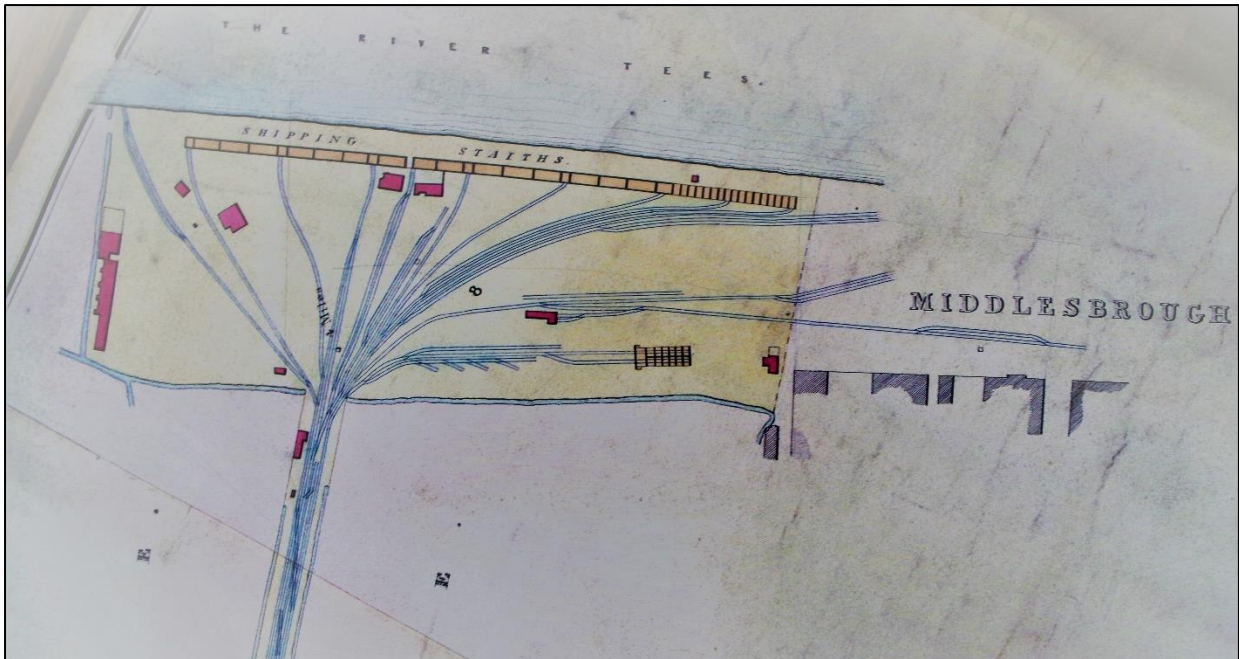


Figure 14. The shipping staithes in 1839, surveyed by Thomas Dixon (PRO RAIL 1037/459)

By 1835 there were grumbles from shipping Captains about the state of the water at the staithes, suggesting that further improvements were required.⁷⁶ By 1836, some ships (The James, for example) were damaged at Middlesbrough because of the bad state of the berths and found it necessary to moor on the opposite side of the river at Samphire Batts.⁷⁷ Despite these problems, the coal drops and staithes were described in glowing terms by George Head in his 'Home Tour' of 1836:

*'The extraordinary length of the building appropriated to the coal staithes, four hundred and fifty yards long, or thereabouts, by means of which all the shipping operations are conducted close to the water's edge under cover, renders it, at first sight, a remarkable object, and the more singular inasmuch as the laden coal-waggons are, in the first instance, raised by a steam engine to the upper floor, and then lowered again to the vessel below, - a circuitous application of additional labour, than which it certainly appears a more direct mode might have been devised.'*⁷⁸

Head's description of the working of the staithes and coal drops by pony is of particular interest. He described the half a dozen laden wagons being dragged together along the railroad to a particular drop then....

'...at work by a stout cob, which is then ridden carelessly back again bare backed, by a small boy, at a shambling trot, notwithstanding that the interstices between the planks admit here

⁷⁶ RAIL 667/1065

⁷⁷ RAIL 667/1083

⁷⁸ Cited in Moorsom 1975, 157

*and there full two inches of daylight. However the pony proceeds, clattering on unconcernedly, otherwise than holding his nose close to the floor, the better, and more cautiously, to observe where to place his feet at every step.... The beast when I witnessed his performance, had only a halter on his head, without winkers, or any harness except collar and light rope traces. As soon as the boy had fastened the hook of the trace to the foremost waggon, the pony invariably turned round his head, as if to inquire whether all were ready, and then exactly at the proper moment commenced his march, the load meanwhile rumbling after him; arrived at the drop, the carriages being detached, he here stood jammed close to the wall; showing perfect cognizance, as the carriage passed him, of the degree of attention due to the various noises and manoeuvres going forward, and not only being aware when it was proper to step out of the way, but how long precisely it was safe to stand still.*⁷⁹



Figure 15. OS map of 1853

The limitations of the staithes and the opening of new enclosed docks at Hartlepool so that loading could take place regardless of the tide, resulted in the Middlesbrough Owners led by Thomas Richardson to offer to construct an enclosed dock for the S&DR at Middlesbrough in return for an option on shipment of all coal brought beyond Stockton. Work on this dock started in 1840 and a further branch of 1 ¼ miles from the existing Middlesbrough line was constructed

⁷⁹ Cited in Moorsom 1975, 157

to it.⁸⁰ In March 1842 this new dock was opened and so the old staithe fell out of use. In May 1843 they were offered as locations for ship yards and shops in return for rent providing the tops were repaired with some planks of wood. The Middlesboro Lime Company offered to take two of the divisions under the old staithe for their lime providing that the S&DR Company would place a small land crane on the end and allow the lime to be weighed.⁸¹ By the 1850s the old staithe area was being used by the Teesside Iron Works and the Patent Fuel Works.⁸² Three coal staithe were still in use (one of which was a later one) as was the Packet Wharf, the sidings and the barracks or cottages built in 1830. By the 20th century it was still being used as an iron works.⁸³



Plate 9. The extended quayside built by A. V. Dawson pushes the frontage further into the Tees, however to the NW the frontage is less extended and so the timberwork that survives there may be late 19th century

Today the site of the staithe and the sidings that led to them is Dawson's Wharf and is used for freight movements by A. V. Dawson who continue the tradition established by the S&DR in 1830 of using this site to export and import freight from the Tees. Rails still extend into the site from the branch line but they are on a slightly different route. The site has been resurfaced many times, but not all of the site is built over. Some archaeological evidence may survive of the 1830s structures, but only below ground. The riverbank position on the 1830 plan

⁸⁰ Holmes 1975, 29

⁸¹ RAIL 667/ 224

⁸² based on the 1st ed OS maps 1853

⁸³ OS 2nd ed 1898-9

corresponds to the position of the riverbank on the 1st edition Ordnance Survey map surveyed in 1853, but some land reclamation took place in the late 19th century and Dawson's have added another strip of quayside to the frontage, pushing it further out into the Tees. This means that if anything structural survives below ground of the 1830 staithe it will be considerably further inland than the present dockside.

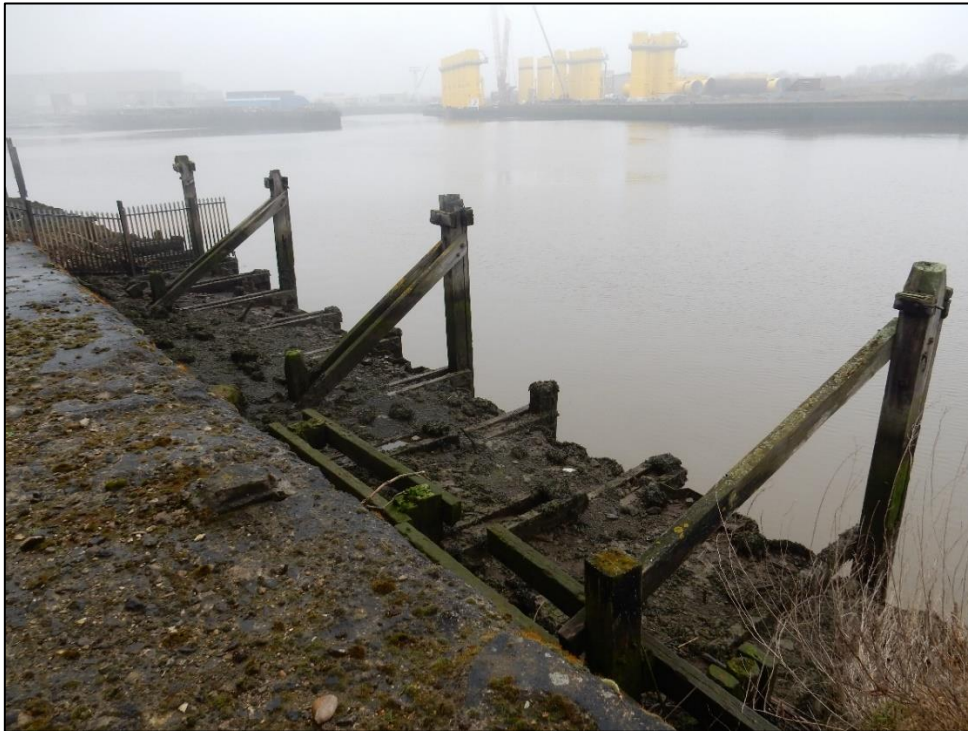


Plate 10. Timberwork possibly late 19th century in date along the quayside at Dawson's wharf (NW of the staithe) where further land reclamation has not taken place since the late 19th century

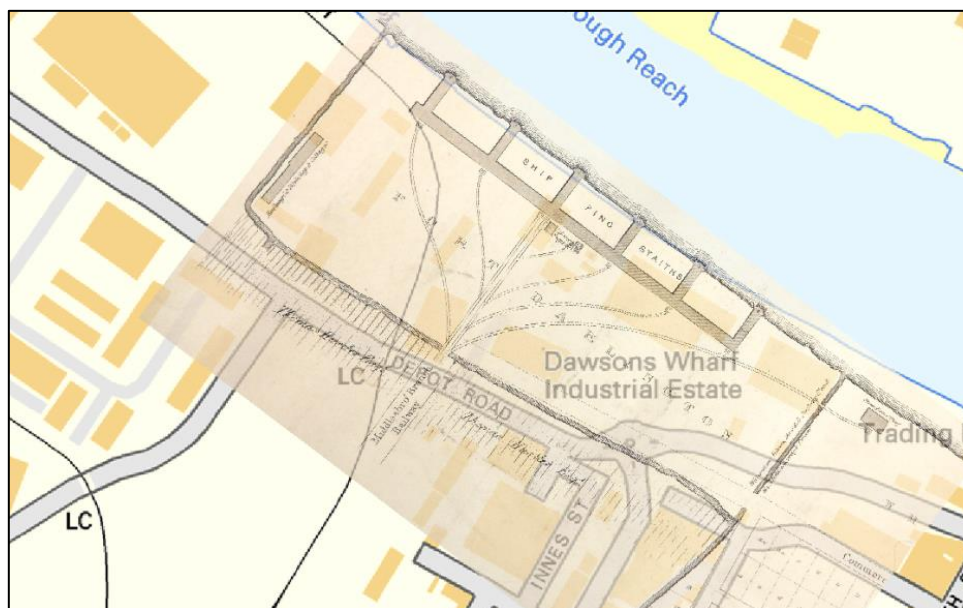


Figure 16. A modern map overlaid with the 1830 map showing the position of the staithe, coal drops, sidings, workshops, lifting machinery and Steam Packet Wharf.

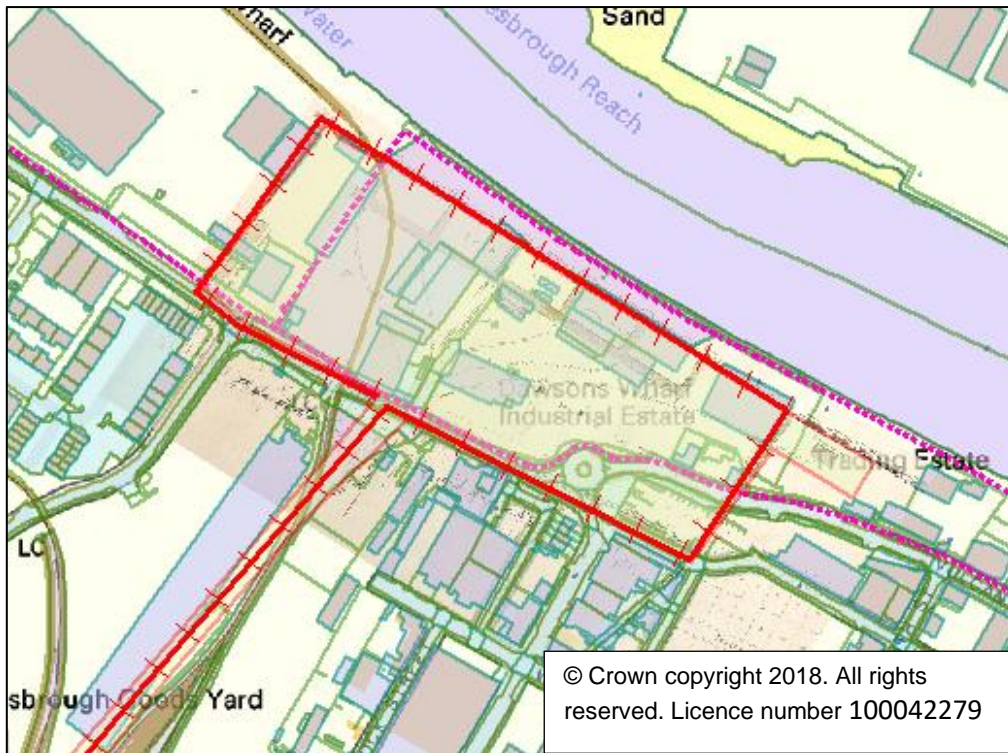


Figure 17. The extent of the wharf in 1830 is shown in red, but the current riverbank is about 30-50m beyond that suggesting significant land reclamation in the late 19th century. (Pink dots are rights of way, but some are legally blocked)

Timber wharfs – Newport

Condition: survives



Plate 11. Left: Timber wharfs south of Newport Bridge. Right timber wharfs north of Newport Bridge. Both sets were being used in the 1930s

Newport was radically altered by the introduction of the branch line. From a small group of buildings including a public house, it was to change especially after the discovery of iron in the Cleveland Hills. The river frontage was considerably expanded in the late 19th century to form the ironmaster's district. Structures such as quays, a crane, a ferry and a granary were

surveyed for the second edition OS map in 1897 and the timber structures for the wharfs can still be seen south and north of Newport Bridge; these are most likely associated with the iron industry but can still be seen in use in photographs dating to 1934 (see plate 40).

The Trackbed (HER 3882)

Condition: survives in places

In June 1829, Thomas Storey, the S&DR's resident engineer, was instructed to receive proposals to construct the branch line. Those proposals were received in early July by the S&DR Sub Committee for cutting and forming Lots No. 1 & 2 on the branch line.

Lot No.1 was to be let to Francis Peacock and Lot No. 2 to William Raper.⁸⁴ Storey was urged to let the remaining lots on the 24th December 1829.⁸⁵ This batch also included Lot No. 2 (again) which was let to Messrs. Robson, Newbiggen and Dodds for cutting and sodding.

Lot 3 was let to William Harrison and William Hildra for cutting, rood side gutters (drainage ditches alongside the railroad), side cutting and sodding.

Lot 4 was let to John Bland for cutting, rood side gutters, side cutting and sodding.

Lot 5 was let to John Dawson for cutting, rood side gutters, side cutting, sodding and rood stubbing fences (probably hedging).

The allocation of these lots suggests that the trackbed was made of cuttings where appropriate and had drainage ditches running parallel to it and in some cases fencing made of hedging, probably hawthorn. Hedging is shown on Dixon's 1839 survey⁸⁶ of the line and fits with the contracts to build the line which included 'stubbing fences'.

Some late 19th century sidings (MHER 796) survive alongside Riverside Park Road consisting of about two rows of dressed stone topped with hedging; enough to delineate property but not enough to prevent trespass on to the line. Based on its position, this is likely to be a siding to the Newport Ironworks rather than an 1830 section of trackbed, but the construction method appears little altered from 1830. The 1855 mapping (OS 1st ed) also surveyed a signal box at this location. The same Ordnance Survey mapping suggests that the line largely ran north of the present day active trackbed and sidings and is often now disused or buried beneath later developments. For example the line appears to have run south of Princeton Avenue under or on top of a large embankment which runs parallel to the road, but north of the present day trackbed. At Maze Park, the 1830 trackbed appears to lie between the large spoil mounds and the present day railway.

⁸⁴ Note of minutes published in Moorsom 1975, 133

⁸⁵ Note of minutes published in Moorsom 1975, 134

⁸⁶ PRO RAIL 1037/459



Plate 12. Boundary wall made of iron slag running along Forty Foot Road and the branch line.

Some interesting later boundary features do survive. Along Forty Foot Road and Riverside Park Road, the railway boundary consists of iron slag walls (MHER 785-790). This is a testament to the iron industry which resulted in the massive growth of Middlesbrough from the 1840s. The boundary walls therefore must post date this period. The reuse of waste products from the iron industry is a good example of Victorian recycling.

Based on the 1839 survey of the line, the trackbed in 1830 appears to have been constructed from the outset with two tracks, rather than the single track with passing places used on the 1825 mainline. Lessons had been learned from the battles over rights of way on the mainline and finances were now more secure to allow the greater investment for two tracks.

The trackbed terminated at the port for freight and goods, but from the outset the branch line was designed to carry passengers. It is not clear where passengers were dropped off initially, presumably just before the trackbed divided into sidings at the staithes or on the edge of Commercial Street, but in 1832 a shed was provided for passengers to use as a station. In 1837 the trackbed was extended along Commercial Street where the passenger branch terminated outside the new Exchange building. The site of this trackbed and the 1838/9 station is now under later larger buildings. The sidings increased north of here so that by the 1850s they extended along the harbour frontage and now sit under Depot Road.

The approximate route of the 1830 trackbed has been plotted on to modern mapping as part of the S&DR GIS information supplied to the Council.

The Suspension Bridge (Stockton Council) Condition: destroyed, but underwater remains survive

On the 18th July 1829 the foundation stone was laid for the new suspension bridge across the Tees, designed by Cpt. Samuel Brown of the Royal Navy, whose design was chosen based on price over others including Hackworth.⁸⁷ In addition to being cheap, his design may have been chosen to appease the shipping owners who were concerned that a conventional stone bridge would be an obstruction to shipping. It was going to be the first railway suspension bridge and the first railway bridge constructed over a navigable river.⁸⁸

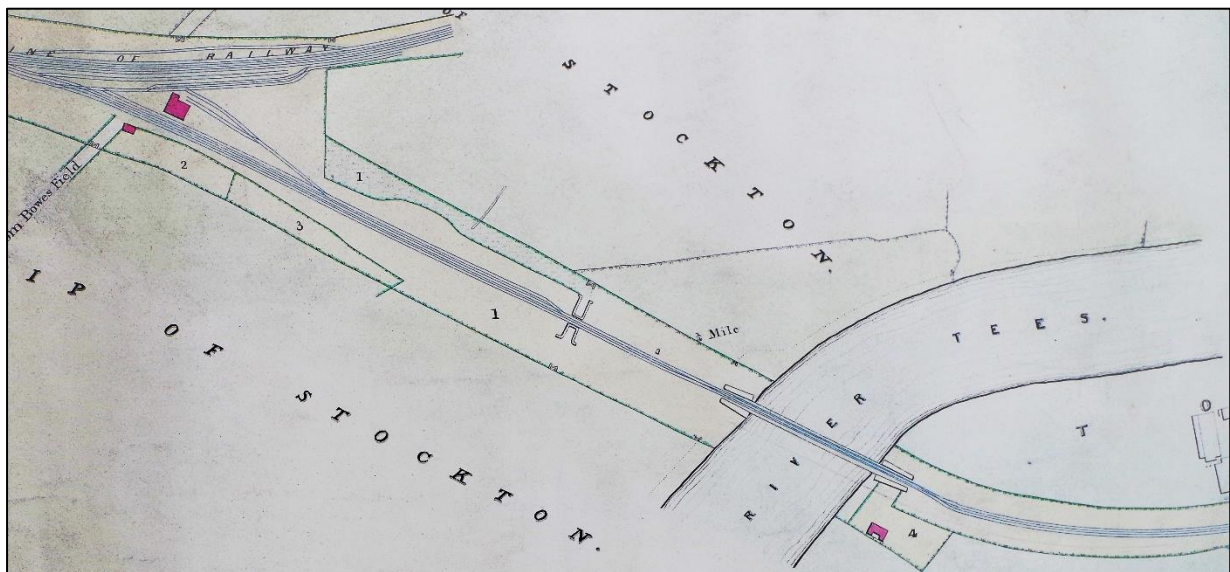


Figure 18. The suspension bridge across the Tees on Thomas Dixon's plan of 1839 (RAIL 1037/459)

On the 17th December 1830, the bridge was tested. Twenty-eight empty wagons were placed on the suspension bridge with engine and tender, weighing altogether 37 tons, and extending from one end of the bridge to another. The result was a depression of over two inches. Eight loaded wagons were then placed on the bridge at equal distances, so as to cover the length of the bridge. The weight was 34 tons 1cwt, and the depression was still nearly three inches. The bridge continued to be tested with varying numbers of loaded waggons, but the masonry of the two towers belonging to the structure was affected; on the Yorkshire side it split. So, no further weights were added. Instead it was decided that it would be safe to pass over any number of empty wagons, but, loaded wagons would have to be passed over one at a time, with the engine passing first. This would allow 20 wagons to pass over in 5 minutes once 'the man got into the method'.⁸⁹ Not everyone was satisfied with this approach, though. One driver

⁸⁷ Holmes 1975, 24

⁸⁸ Holmes 1975, 24 (as opposed to the Gaunless Bridge on the mainline which went over a non-navigable river)

⁸⁹ Jeans (1875) 1974, 108-9

was so worried that as he neared the bridge, he set his locomotive to 'crawl' and leapt out of the cab. He dashed across and safely waited on the other side for his train to make its perilous path over the swinging bridge. Then he jumped back aboard and, full steam ahead, drove for Port Darlington.⁹⁰

Only three days after the official opening of the branch line, strengthening works were taking place to the bridge and by 1844 it was replaced with an iron girder bridge.⁹¹ On the west, Stockton bank of the river and underneath the 1906 rail bridge you can still (apparently) clearly see the remains of the original 1830 suspension bridge with four-hole sleepers lying just below the water's surface.⁹²

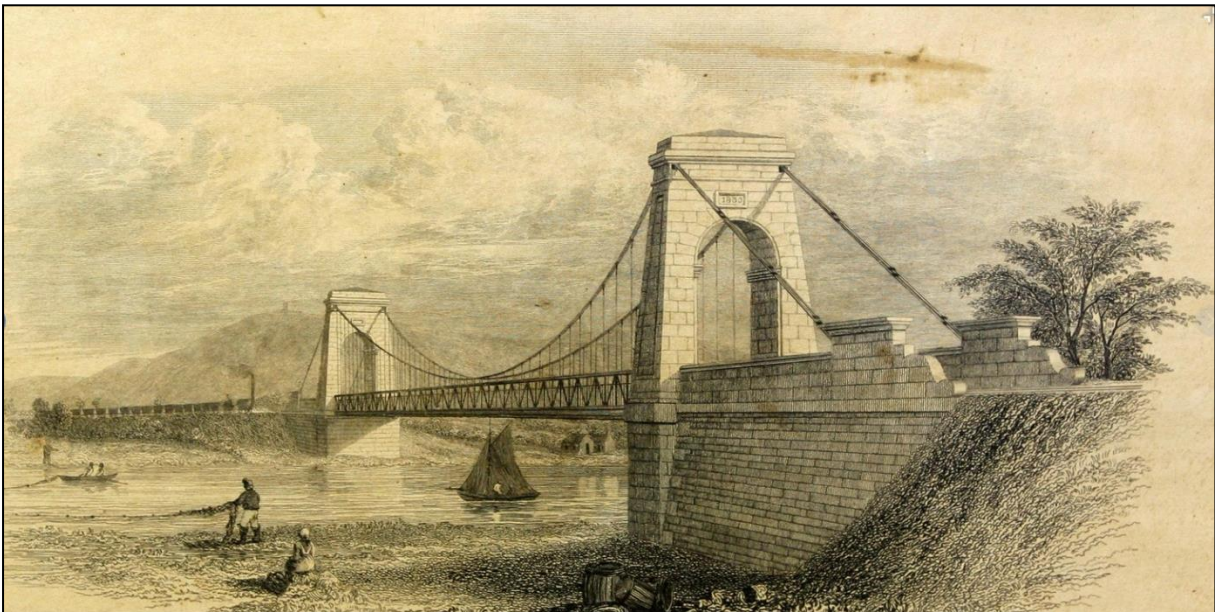


Plate 13. The Tees Suspension Bridge 1830

The bridge over the old river (part Stockton Council)

Condition: destroyed

In June 1829 Thomas Storey, the S&DR Engineer, was instructed to prepare a plan for a bridge to be built across the old river.⁹³ The works were underway by July 1829; the contractors were Carter and Simpson. The bridge was built of stone with piers and ribbed arches and a stringcourse below the coped parapet. Invoices and progress reports also refer to ironwork and timberwork. For example, the ironwork for the bridge across the old river was landed in November 1830 and a crane erected to put it together. By December 1830, smiths were

⁹⁰ The world's first, and worst, railway suspension bridge 7 Feb 2015 / Chris Lloyd, Deputy Editor

⁹¹ RAIL 667/1026 Letter from William Burn to Richard Otley sent from Stockton and Holmes 1975, 24

⁹² <https://picturestocktonarchive.wordpress.com/2017/11/03/river-tees-railway-bridge-remains-19-october-2017/> [accessed 040318]

⁹³ Note of minutes published in Moorsom 1975, 133; RAIL 667/1026. Letters from Wm Burn to Richard Otley written in Stockton

working on the ironwork⁹⁴ and while the bridge was ready for the opening on the 27th December 1830, works continued afterwards on the planking in July 1831 and in 1832, the ironwork was being painted.⁹⁵

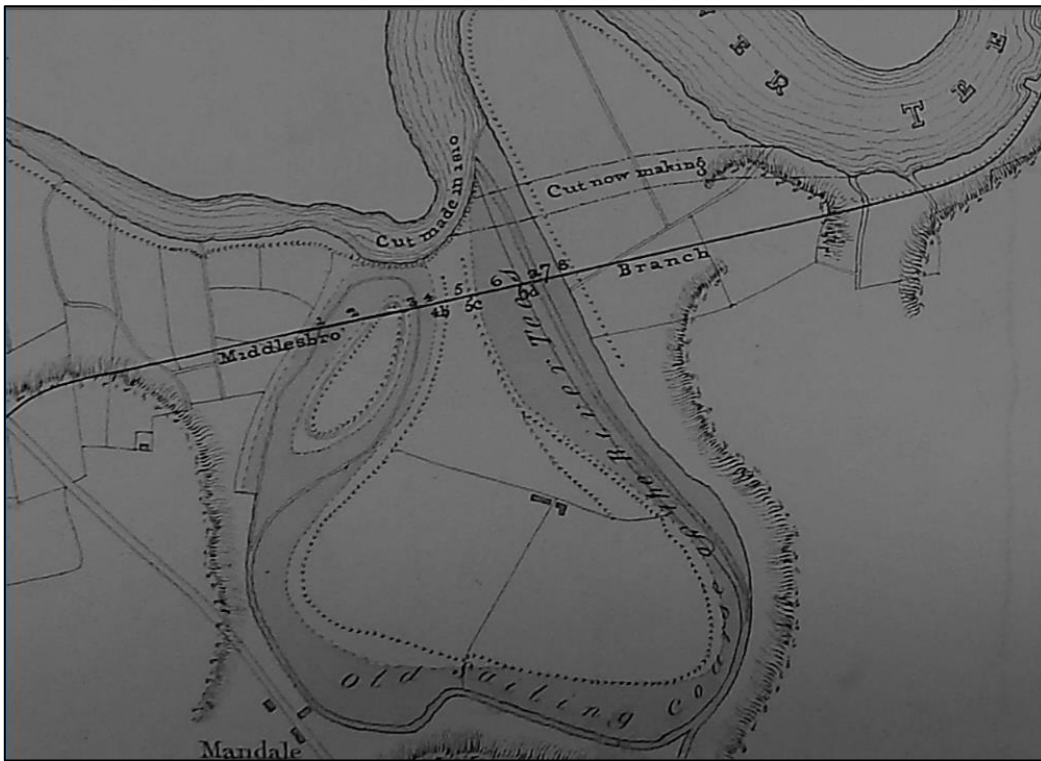


Figure 19. The course of the old river in 1829 where a railway bridge was required from Thomas Storey's survey of 1829 (NYRO QDP (M) 16)

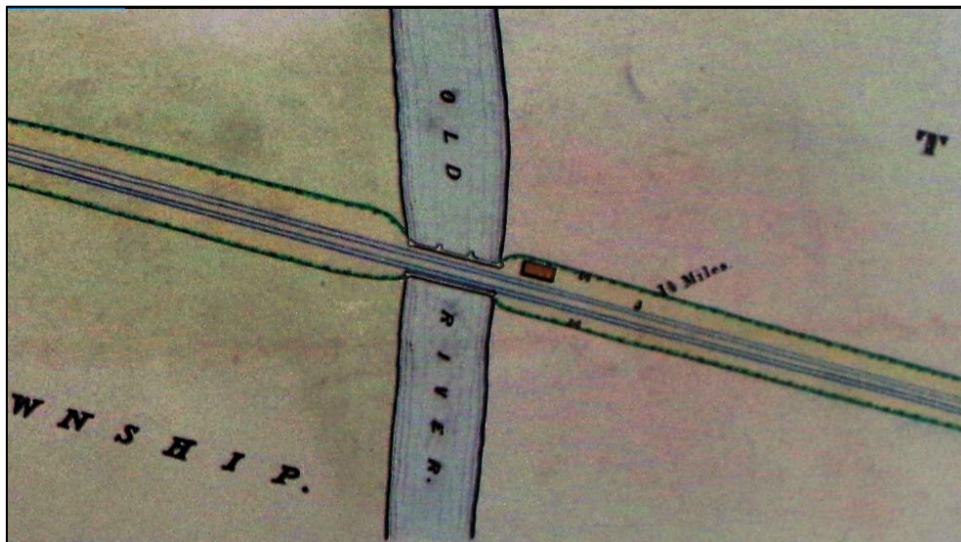


Figure 20. The bridge over the old river surveyed in 1839 by Thomas Dixon

⁹⁴ Ibid

⁹⁵ RAIL 667/ 1083

Accommodation Bridges

Condition: destroyed

With the exception of the suspension bridge and the bridge over the old river, there were few bridges on the original 1830 route. Some accommodation bridges were required and these appear to have been located at $\frac{1}{2}$ mile from Bowesfield on the Stockton side of the Tees and another at $2\frac{1}{4}$ miles from Bowesfield. The one nearest Bowesfield was approached through five bar gates and both seem to have gone under the trackbed.

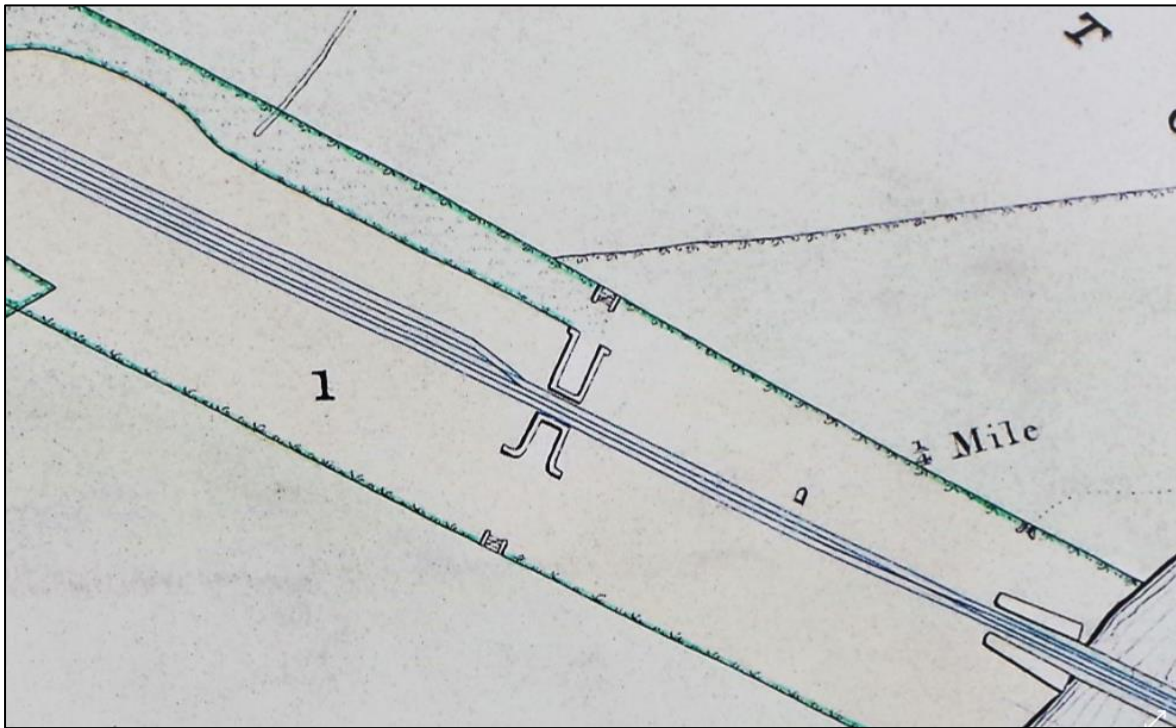


Figure 21. The first accommodation bridge under the line between Bowesfield and the Tees.

Level Crossings

Condition: destroyed

Level crossings were no more than opposite five bar gates to allow access across the trackbed. The first was located 1 mile from Bowesfield, another at $1\frac{1}{4}$ and $1\frac{1}{2}$ miles, one at nearly $2\frac{1}{2}$ miles, a third at over $2\frac{1}{4}$ miles but with only one gate, another just after Newport Station, one at three miles and one just before $3\frac{1}{4}$ miles, making eight level crossings in total.

By the late 19th century level crossings existed at North Street, Depot Road, Corporation Store Yard No.2 (MHER 723) and Ferry Road, but had no buildings associated with them. Signal boxes are shown on the OS maps dating to the 1890s along with signal posts, but little

survives; there is one late 19th century signal post opposite William Lane's Foundry on Forty Foot Road.⁹⁶ Coal depots were also shown on the 1890s OS maps but survival is not clear.

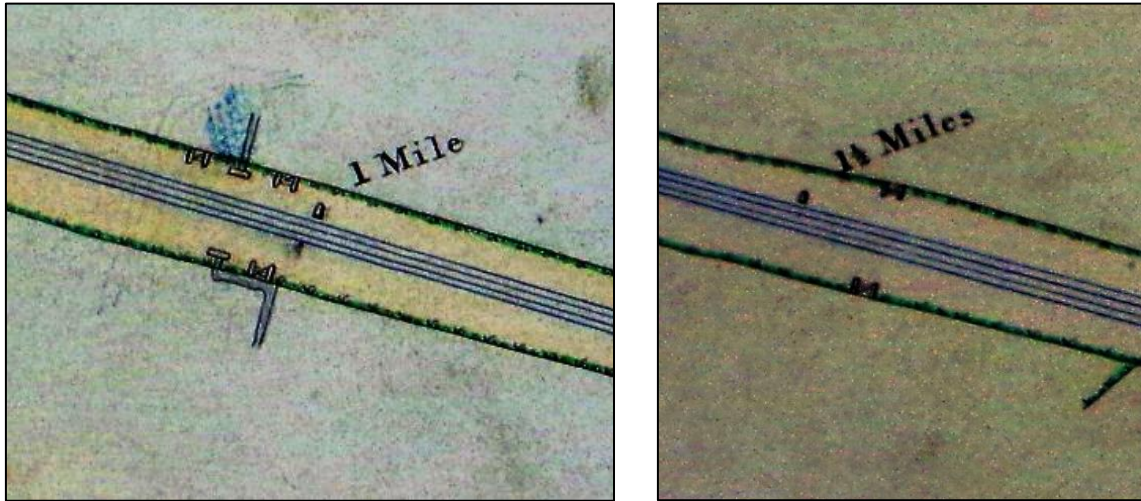


Figure 22. Left: Dixon's survey of 1839 showing a culvert to carry water under the line and a level crossing with a five bar gate to cross the line. Right: the same survey showing a level crossing at 1 ½ miles from Bowesfield

Culverts

Condition: destroyed

Culverts were required to carry water courses under the line and were also used to run parallel to the line to drain water from the trackbed. Both types are shown on the 1839 plan of the trackbed by Dixon. At least five culverts are visible on Dixon's plan of 1839, one at 1 mile from Bowesfield, another just beyond that, two culverts just after Newport Station and another at 1 ¼ miles. Substantial drains alongside are shown on Dixon's plans, presumably through marshy areas before the track reaches the Tees at 1 ¼ miles.

The trackbed has been considerably altered over the centuries as more branch lines were added to carry trains to the later stations and to provide sidings to the adjacent iron works and other industrial sites. It is not always clear where, amongst all the trackbeds that exist today, which ones follow the 1830 route. Excluding sidings to industrial plants, the 1830 route appears to be nearer the north side of the present day route than the south. Access has been permitted on to the line only between the Metz Bridge and Dawson's Wharf where there are no visible surviving features. The spoil heaps of Maze Park partly overlies the route. The apparent route of the 1830 line appears to be no longer in use east of Metz Bridge but survives as waste ground between later rails and one short section has been built over. The lack of

⁹⁶ MHER 807

permitted access elsewhere means that it has not been possible to determine if any level crossings, accommodation bridges or culverts survive.

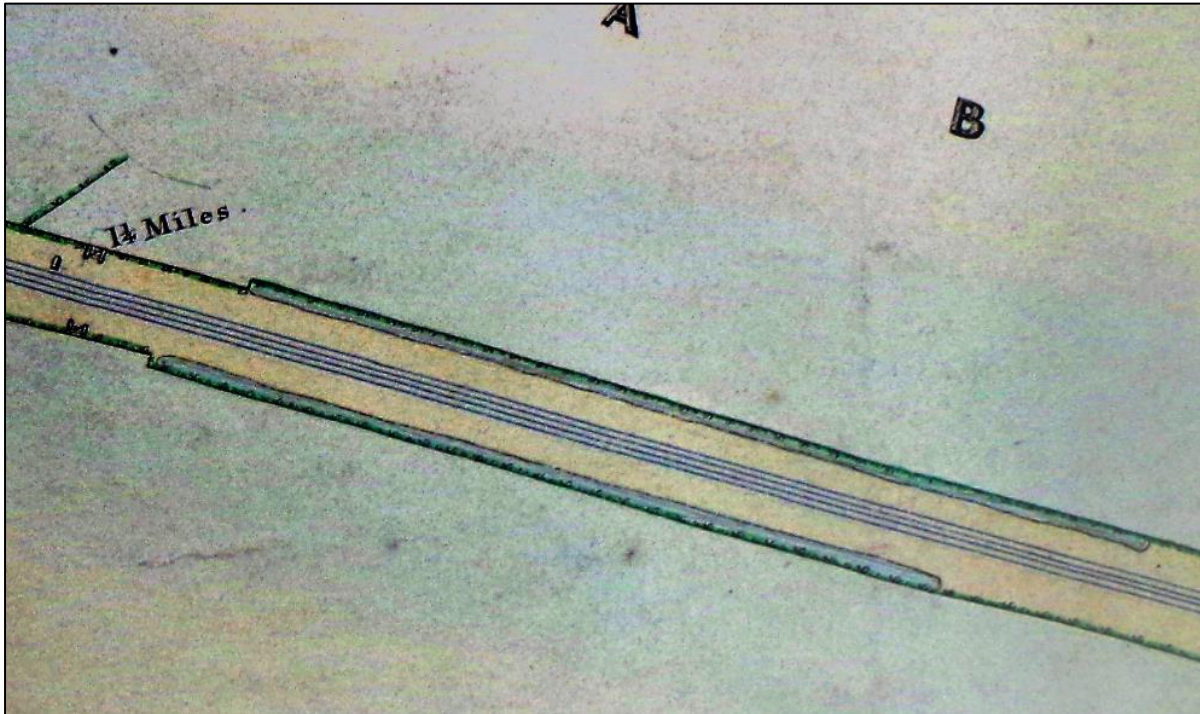


Figure 23. An open drain running alongside the trackbed at 1 ¼ miles. Plan by Thomas Dixon 1839 (PRO RAIL 1037/459)



Plate 14. Remains of a disused trackbed running between the current trackbed and Riverside Park Road. This trackbed was a late 19th century siding, but the low stone boundary walls and hedging are typical of early S&DR trackbeds.

There are some surviving stretches of siding, probably late 19th century north of the present day boundary of the railway and parallel to Riverside Park Road (MHER 796). These sidings share many similarities with early S&DR trackbeds having a low boundary wall of dressed stonework and being topped with a hedgerow (now). They probably served as a siding to the Ironworks and run under Marsh Bridge (HER 4813). A signal box was also located here in the

mid 19th century. Such disused sidings could be used to provide additional safe access for pedestrians or cyclists along the route of the S&DR branch line.



Plate 15. A late 19th century railway bridge (Marsh Bridge or Fox Heads Bridge), now a footbridge, which sits over former sidings which once ran under this bridge (or an extended part to the north, since demolished). The walling on the left is the remains of a building with a window opening. The walls are made of reused dress sills or lintels from another structure. There was a signal box in this location in 1855 (OS 1st ed 6 inch)

Recommended action:

- 👉 Surviving sidings between the railway line and Riverside Park Road should be conserved and protected from future road works
- 👉 Ground disturbance to land in Dawson's Wharf could reveal buried remains relating to the 1830 railway and Port Darlington
- 👉 Ground disturbance works to buildings on the north side of Commercial Street or under Depot Road could reveal buried remains relating to the early passenger railway and the extension of the railway prior to 1855.
- 👉 Development proposals which are on the site of, or close to, the plotted 1830 route of the S&DR trackbed should be scrutinised in the planning process and developers asked to investigate whether sub surface remains survive of the S&DR branch line.

- 👉 Where development takes place close to the S&DR 1830-39 trackbed, consideration should be given to creating an accessible route alongside to allow access to the route and link places of interest
- 👉 The iron slag walls running alongside the branch line and Forty Foot Road merit conservation because they link the two main defining features of the birth of Middlesbrough, namely the S&DR and the iron industry. They are also something of note to interpret if the branch line is used to create a recreational rail linking Stockton and the S&DR's mainline to Middlesbrough.
- 👉 Victorian recycling is a potential inspirational theme for economic regeneration drives in the area

The First Middlesbrough Station and Carriage Sheds (MHER 804) Condition: destroyed

Middlesbrough's first station consisted of a wooden shed built in 1832 provided in response to a request from Thomas Harris the coach operator.⁹⁷ At that time, the new town was still relatively small and perhaps did not merit anything more substantial. Further, the provision of passenger services was still in the hands of private operators and so the S&DR were less likely to invest in anything more comfortable. Two years later, the S&DR took back control of the passenger service and so thoughts turned to more comfortable provision.

In 1837 the coach service was extended along Commercial Street to make the start and finish outside the new Exchange, but little was done to improve the passenger facilities because any further extension was likely to require a building in a different location. In November 1838 the Directors ordered a temporary coach shed for the winter but anything more substantial was put off until the following Autumn when they agreed to build a shed able to accommodate four coaches and their passengers on Commercial Street (was Port Darlington Street) opposite the Coal Exchange (later the Custom's House). The contract for this shed and station was let on the 25th October 1839 and it was to be built by Messrs Atkinson and Hampton for £255 with provision for revisions as work proceeded.⁹⁸ Based on an early owners' map of 1849, it consisted of a trainshed fronted by a small office/ waiting room.⁹⁹

⁹⁷ Fawcett 2001, 20

⁹⁸ Fawcett 2001, 115 citing PRO 667/11

⁹⁹ U OME 10/36



Plate 16. Site of the 1839 coach shed according to the commemorative plaque which has incorrect information on it. The dates are wrong, and the location is wrong; the station was further west and north. This was the location of the explosion which put The Globe locomotive out of action in 1839 however.



Figure 24. The 1839 station in plan on an 1849 map facing what is now Commercial Street, north west of the Custom's House

In 1842 the new Middlesbrough Dock opened providing far better facilities for coal shipment. In the previous year, production also started at the Bolckow & Vaughan ironworks heralding the start of the Victorian boom. The station was now in the wrong place and not suitable for the growing town. A new site was found alongside the Middlesbrough Owners' Dock Branch which in turn formed the springboard for another branch line to Redcar which was a fishing village but being transformed into a resort. The 1839 station was converted into a goods station.

Recommended action:

- 🏛️ The interpretation plaque on the building on the corner of North Street and Commercial Street should be replaced with more accurate information



Figure 25. The extended trackbed of 1837 to Commercial Street where a temporary station was provided from 1838 and replaced with a permanent structure in 1839. This was replaced by another station in 1846 and instead converted into a Goods Shed.



Plate 17. The 1846-7 station designed by Middleton

The 1846 station (HER 3903)

Condition: destroyed

The foundation stone for the new Middlesbrough Station was laid on the 26th June 1846 and opened on the 26th July 1847. The S&DR funded it and broke with its tradition of Quaker simplicity by designing an ostentatious structure worthy of a growing Victorian town. In fact the town was growing so quickly that another platform was added to the design four months into the building contract. Like North Road Station in Darlington, the architectural style was Italianate, but with an Ionic porch between two arches and was designed by John Middleton.¹⁰⁰ The station had always been squeezed into a tight spot and soon the growth of Middlesbrough was such that it too needed replacing. It was replaced with the present-day station on the same site in 1877.¹⁰¹

The 1877 railway station (HER 3903)

This station is a possible access point for exploring the 1830 S&DR branch line and the rebirth of Middlesbrough new town. It is an architectural gem, albeit that it was badly damaged during the Second World War and so owes much to its post war reconstruction.



Plate 18. The 1877 railway station and Albert Bridge (HER 1819) now a result of post war rebuilding. This was built on the site of the 1847 station and so presumably a temporary station was provided nearby during building works

The line was managed by the North East Railway (NER) by the time this station was built, but perhaps because of the line's origins as a S&DR station, combined with the economic success of Middlesbrough, meant that some considerable architectural flourishes were permitted by the company directors to build a high status building. It was designed by their architect William

¹⁰⁰ Fawcett 2001, 119

¹⁰¹ Fawcett 2001, 120

Peachey and opened in December 1877. It was the first major station in the North East to be designed in a robust, up-to-date gothic manner.¹⁰² The station was located above street height so that the trackbed could pass over Albert Road, so a carriage ramp up to it was provided with shops under the forecourt. The trainshed boasted the lattice girder principals and pointed arches all contributing to its neo Gothic appearance.



Plate 19. Bomb damage inside the sheds at Middlesbrough Station in the Second World War

South Stockton Station (Thornaby) (Stockton Council)

Condition: destroyed

As Middlesbrough grew in importance and size, Stockton's role diminished. It was now at the end of a minor branch line and Darlington-Middlesbrough trains had to be shunted to gain access.¹⁰³ In 1830, a weigh house and cottages were designed by William Burn near the south end of Stockton Bridge and this was later to become the site of the first South Stockton station. Despite this, the S&DR built a new station for Stockton to a design by John Middleton in 1845, but less than three years later it was closed despite local protests. It was located on the site of the later 1875-6 Goods Shed at St. John's Crossing in Stockton, some walls of which survive.

¹⁰² Fawcett 2011

¹⁰³ Fawcett 2001, 19

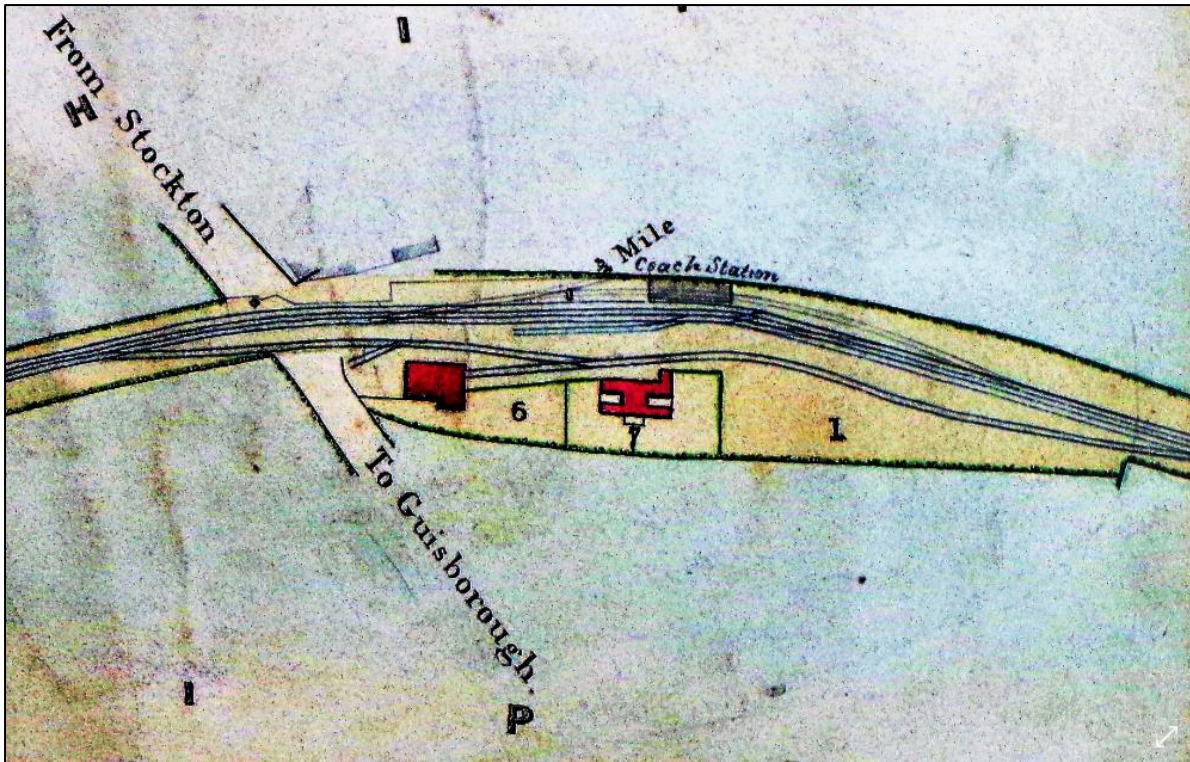


Figure 26. Dixon's 1839 survey of the coach station at Thornaby, then known as South Stockton. Sidings were now in place to serve adjacent businesses.

Poorer alternative facilities were provided at South Stockton (Thornaby); this was a reused wooden shed transplanted from Middlesbrough where it had temporarily served Redcar passengers while the new station was built. It was shown as a Coach Station on Dixon's 1839 survey.¹⁰⁴ Tickets were purchased at the weigh house in Stockton until that too was demolished. Minor extensions were made to the wooden shed in 1853 so that it consisted of a trainshed nearly 100 ft long and an office building providing toilets, three waiting rooms, a booking office and a very small booking hall fronted by a verandah.¹⁰⁵ This too has been replaced and the present day station at Thornaby lacks any architectural interest at all.

Bowesfield Lane 'Cottages' (Stockton Council)

Condition: destroyed

Where the new branch line left the 1825 route, a weigh house and cottages¹⁰⁶ were required to control the movement of traffic to Middlesbrough. These buildings were designed by William Burn and works finished in 1832. William Bulmer and Christopher Hunter were the builders.¹⁰⁷ Another weigh house and cottages was provided on the south side of Stockton Bridge. In August 1832 an engine house was added to the buildings at Bowesfield Lane.¹⁰⁸

¹⁰⁴ PRO RAIL 1037/459

¹⁰⁵ Fawcett 2001, 121

¹⁰⁶ The S&DR use the term cottages for a variety of buildings including early stations and offices

¹⁰⁷ RAIL 667/ 1042 Letter from William Burn to Mr Otley

¹⁰⁸ RAIL 667/ 1042 Letter from William Burn to Mr Otley



Figure 27. Bovesfield Cottages including an engine house and weigh house designed by William Burn and built by Bulmer and Hunter in 1832 (1st ed 6 inch OS map surveyed 1857)

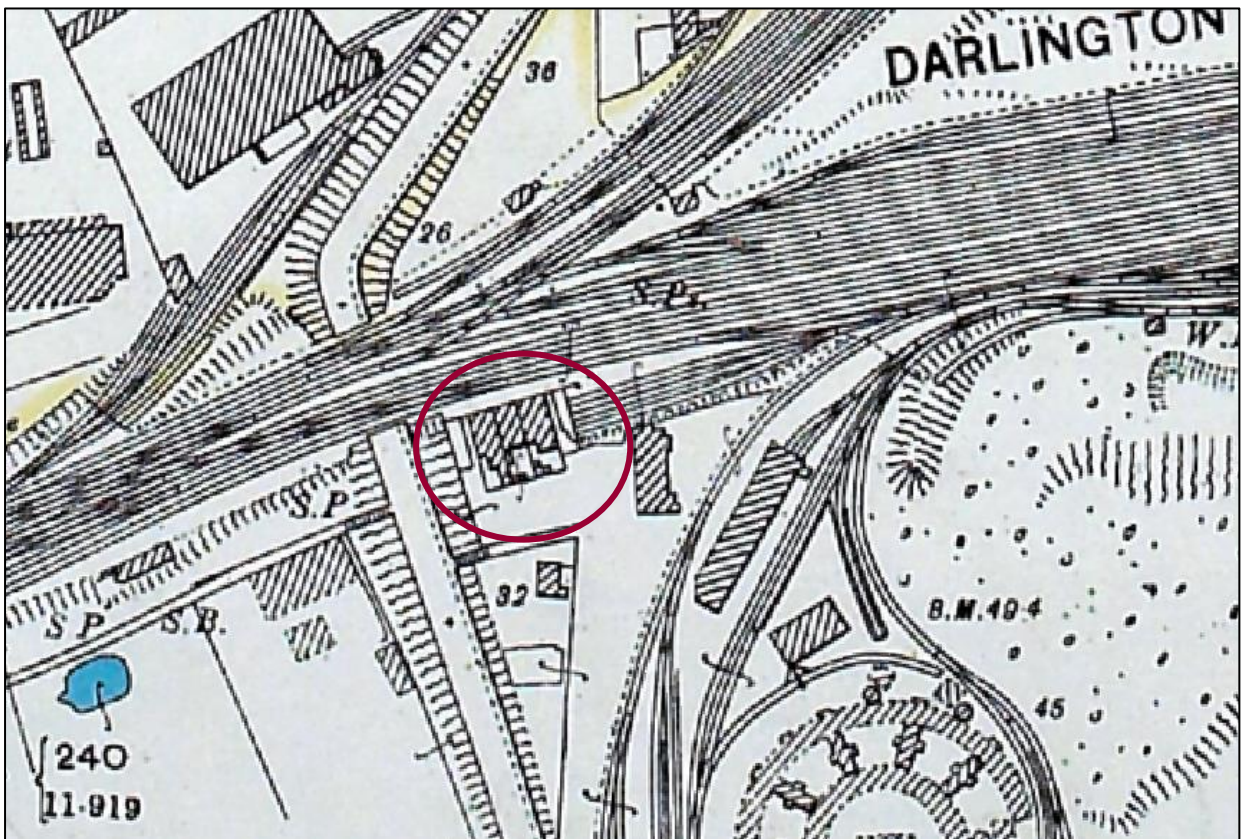


Figure 28. Bovesfield Cottages in 1899 (OS 2nd ed)

The New Town of Middlesbrough (MHER 754)

Condition: mostly destroyed

The town plan (as described earlier in detail in this report) still survives in the form of the street pattern, but all the housing has been demolished. Surviving buildings are the Old Town Hall (HER 3845 see below), the Custom's House (HER 3846) and the Captain Cook inn (HER 5556) and these have only survived because they are listed. The site is currently used for car parking along the empty streets, horses graze and fly tipping is rife.

The buildings were demolished from the 1960s onwards at a time when the option to retain the buildings and upgrade them to meet modern living standards while retaining their historic and architectural interest and the sense of community was not fully considered. However many houses were still standing in 2000 when other options could have been considered.¹⁰⁹ The street pattern was one of the first British examples of an American-style grid-iron pattern¹¹⁰ and so is therefore of considerable significance and merits protecting as the main surviving component of modern Middlesbrough's earliest settlement.



Plate 20. The site of the new town in 2000 with some buildings surviving including on West Street which was the first street to be developed in 1830

¹⁰⁹ These can be seen on Google Earth dated 2000 on Faversham St, Gosford St, part of East St, Tower Green, part of West St, Suffield St, and the south end of Stockton St.

¹¹⁰ Harrison 2010, 7



Plate 21. The site of the first housing at Port Darlington (Middlesbrough) in 2017. Elements of the grid pattern remains, but the housing has been demolished.

Recommended action:

- 🏠 The new town street pattern and original street names should be conserved. Ideally its future use should be residential with a design brief to guide new development towards small scale high density development. Assistance would be possible by creating a Heritage Action Zone in this area

The Custom's House/ Old Coal Exchange (HER 3846)

Condition: good

This listed (grade II) elegant Greek Revival style building on North Street was built as a Coal Exchange (with offices and public rooms) and the Exchange Hotel in 1836 by G. Burlison of Darlington. It cost £4,500 to build and opened in August 1837. The venture proved unprofitable and was sold in 1853 to the newly formed Middlesbrough Borough Council. It then became known as Corporation Hall and was adapted to accommodate the Council Chamber, justices' rooms, the residence of the Superintendent of Police and eight lock-up cells. In 1881 it was sold to H.M. Customs and Excise to become their local headquarters.¹¹¹ They stayed there until c.1976 and then became a Community and Recreation Centre early in 1981 when £120,000 was spent on cleaning and renovating it.

¹¹¹ <http://myplaceboro.co.uk/about-us/customs-house/> [accessed 040318]

It is one of the few buildings surviving from the new town area and was damaged when the passenger locomotive *The Globe* exploded in 1839.¹¹² Some investment has taken place in enhancing its setting, but the current disused plots of the new town are attracting fly tipping which is diminishing the positive impact of the building and its recently landscaped surroundings. It has a café at ground floor level which would enhance the offer for any railway heritage visitors but is not open to the wider public.



Plate 22. The Coal Exchange/ Customs House and former Exchange Hotel

The Old Town Hall (HER 3845)

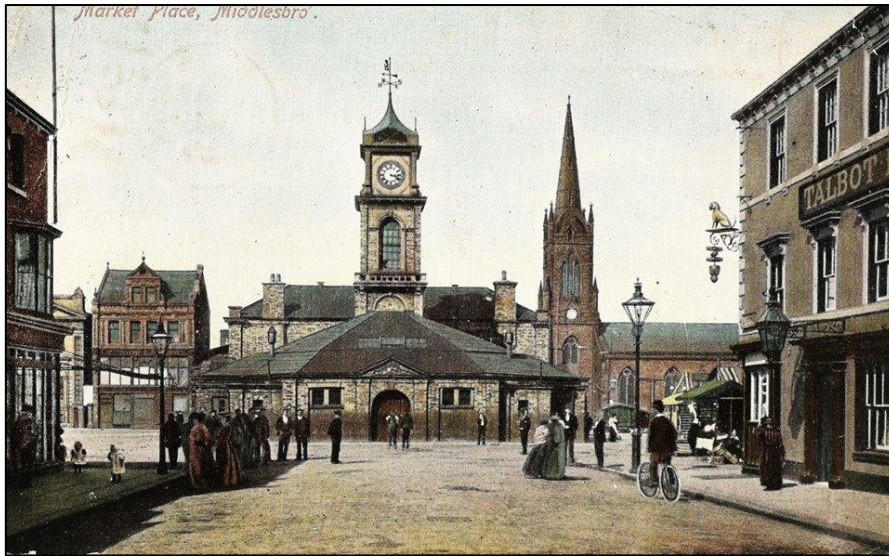
Condition: poor

This dates to 1846 and was designed by William Lambie Moffat of Doncaster and included a council chamber inside and a police station. It was here in October 1862 during a tour of the north that Chancellor of the Exchequer William Gladstone, declared:

“This remarkable place, the youngest child of England’s enterprise, is an infant, but if an infant, an infant Hercules”.

¹¹² Pearce 1996, 57 – the windows were blown out

Then and now



It was replaced by the new town hall in Albert Road in 1889. It was more recently used as a public library and community centre but it has been empty for about eighteen years and is now derelict and at risk. The old town hall also features in a 1959 painting by L S Lowry along with the now demolished St Hilda's Church.

Conservation and a new use are urgent if the building is to be saved. A condition survey exists commissioned by the Council. The building has its own Facebook page and is the focus of public concerns regarding its future. It is an obvious focal point for heritage interpretation for the planned town and the 1830s S&DR branch line. A Statement of Significance and an Options Appraisal might reinvigorate the process of finding a new use.

Recommended action:

- 👉 A new use is urgently required for the old town hall; it could in part, be the location for a heritage interpretation offer.
- 👉 A statement of significance and options appraisal could help reinvigorate this process
- 👉 Heritage Action Zone status could help with this process

The first design for a purpose-built passenger locomotive

Condition: destroyed

The motivation behind the Middlesbrough extension was largely driven by the need to better export coal to the London markets, although the minutes of the S&DR Sub Committee in 1828¹¹³ also stated that the extension would be used for transporting lime and stone “downwards” and manure and ‘Materials the Property of the Company’ “up”. This therefore differed from the motivation behind the mainline which was to transport any goods (including coal, lime, stone, manure and flour) and passengers as required. However, having obtained the necessary consents to build the new branch line, there were opportunities to improve the facilities for other haulage.

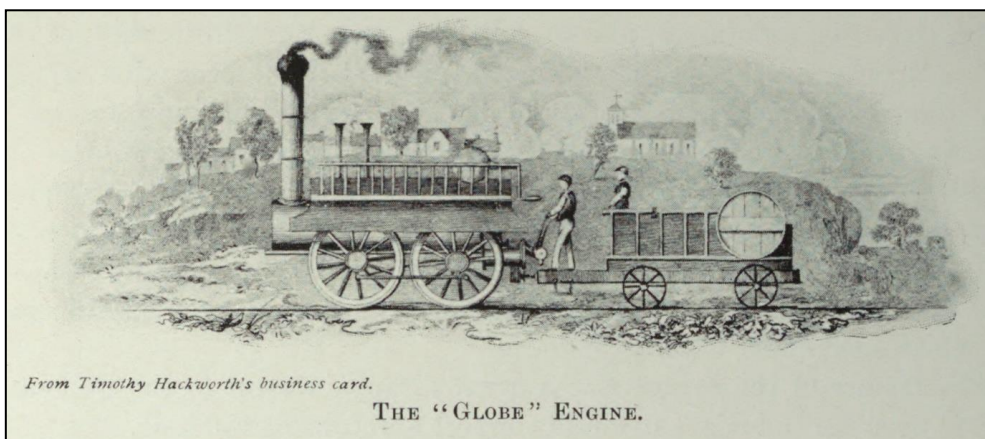


Plate 23. The Globe Locomotive taken from Timothy Hackworth's business card

In 1829, the S&DR Committee instructed Timothy Hackworth to build an engine suitable for passenger traffic, for the Middlesbrough branch line. This new locomotive was a faster running engine built for lighter loads combining steadiness and reliability. Hackworth named this engine The Globe.¹¹⁴

¹¹³ 5th January 1828, minutes published in Moorsom 1975, 131-2

¹¹⁴ Young 1975 (first pub. 1923), 233

The Shildon workshops were not large enough to erect the 'Globe',¹¹⁵ so the parts had to be made in various locations across the North East of England. The plans having been drawn up in 1829, Hackworth set off on March 1st 1830 to various companies who would make the necessary parts in Stockton, Stranton, Sunderland, North and South Shields, Newcastle and Bedlington.¹¹⁶ His travels took many days, but it was his visit to Robert Stephenson & Co lasting three days, where he explained the manufacture of the first crank-axled inside double horizontal cylindered engine ever designed where his plans were met with disbelief. Robert Stephenson & Co must have overcome their disbelief, because they then delayed production of the Globe once it was half complete and used the crank axle design themselves on a locomotive they called Planet which was delivered to the Liverpool & Manchester Railway. The Globe was then completed two months later and was used in the official opening of the Middlesbrough branch line when it was driven by Johnny Morgan.¹¹⁷ The livery of The Globe was recorded in a much later report of 1925. The chimney and boiler were black, the side valances blue and black with black panels and the decorative features in green and yellow, the steam dome yellow and the wheels blue.¹¹⁸

The Globe went on to work the S&DR passenger trains with great success for nine years (although there were issues with a broken crank axle at Aycliffe Lane on the main line), but in 1839 it exploded through lack of water in Middlesbrough, just outside the station on North Street, damaging several windows in the Exchange building; an adjacent ironmonger's shop was also damaged.¹¹⁹ It was never repaired after that and may have been sold to William Lister to be used in the building of a locomotive.¹²⁰ The Globe had apparently reached speeds of fifty miles an hour during its nine years of steady service. This was an astonishing advance in the development of the locomotive and, also advanced the safety of the driver through the provision of guards to secure the driver or fireman. Young Daniel Adamson, son of Daniel Adamson who ran the passenger service from Shildon from 1827, later spoke of Hackworth and his technological innovations at a banquet held in Shildon in April 1876:

*'Perhaps there was no man in the whole engineering world more prepared for the time in which he lived. He was a man of great inventive ability, great courage in design, and most daring in its application...The invention of the crank axle was the most daring thing which Hackworth ever attempted.'*¹²¹

¹¹⁵ Young 1975, 233-237

¹¹⁶ Young 1975 (first pub. 1923), 235

¹¹⁷ Young 1975 (first pub. 1923), 235-6 and Pearce 1996, 56.

¹¹⁸ Pearce 1996, 57

¹¹⁹ Pearce 1996, 57


¹²⁰ Pearce 1996, 57

¹²¹ Cited in The Auckland Chronicle, April 29th, 1976

At the point of commissioning this innovative passenger locomotive there had only been a very small population in Middlesbrough for it to serve, but its provision was part of a wider S&DR improvement to its passenger services. The Globe went on to operate along the length of the mainline from Shildon to Middlesbrough and various minor accidents, breakdowns or maintenance involving The Globe were recorded at Aycliffe Lane (1834), Simpasture (1832) and Shildon (1833).¹²² The commissioning of The Globe was followed by the S&DR commissioning two 'Planet' type engines from Robert Stephenson & Co presumably for comparison purposes and the first one was paid for in November 1830 with a second one booked out in March 1831. These too were used on the increasingly large volume of passenger traffic mostly on the Middlesbrough branch.¹²³

Passenger traffic and business commuting had been exceptionally popular since 1825 and the mainline had linked the communities of Stockton, Yarm and Darlington and the growing railway town of New Shildon. However, the provision of this service was through private operators rather than a public body and so the Committee decided to impose more rules and regulations on the operators, mainly Richard Pickersgill and Richard Scott as part of a plan to improve the service. Over the next few years, the S&DR took over all passenger services, eventually appointing William Kitching as their agent for passenger services from October 1833. Within six months the Middlesbrough branch passenger trains were taken over by the Company and locomotive-hauled mixed trains started to run.¹²⁴ The journey from the old stone bridge over the Tees at Stockton to Middlesbrough took about twenty minutes for a passenger by 1836.¹²⁵

Recommended action

-  As part of a wider heritage offer for 2025 and 2030 and beyond, a replica Globe could be reconstructed to provide steam events and to attend the Steam Cavalcade in 2025. Private sponsorship and crowd funding would help to pay for the work, curation and the transport costs

The New Dock (HER 3870)

Condition: good

By 1840 the S&DR Company were keen to overcome the tidal restrictions of the Tees by building an enclosed dock. Due to limitations on the company's powers, this was carried out

¹²² Pearce 1996, 57

¹²³ Pearce 1996, 57

¹²⁴ Holmes 1975, 27

¹²⁵ Extract from George Head's 'Home Tour' of 1836, cited in Moorsom 1975, 157

by the Middlesbrough Owners, and the dock opened in 1842 (formal opening 12 May). An Act of 1849 enabled the S&DR to absorb its various satellite railway companies and also vested in them the ownership of Middlesbrough Dock.¹²⁶ The dock was expanded three times in the 19th century, the first (1869-74) entailed the demolition of the dock offices, the latter being replaced by a gothic two-storey building by William Peachey, the NER Darlington Section architect. The second (1878-86) left these buildings unscathed. The third from 1897-1902 expanded it further and filled in an area of water on the north side to provide more siding accommodation for coal wagons. At the end of all this, the dock had grown from the 9 acres (3.6 hectares) of 1842 to 25½ (10.3h). No further expansion took place prior to its closure in 1980, when the entrance lock was opened and it became a tidal basin. The last ship to use the dock was the Evpo Wave which, on July 24, 1980, unloaded 5,000 tons of bauxite. Partially filled in on the west side, the dock now forms an attractive water feature, overlooked by the second clocktower and the town's football stadium.¹²⁷

The Clock Tower (HER 3872)

Condition: good

The present clock tower dates to 1903 and is a replacement for one built in 1847 and designed by the architect John Middleton under the supervision of the S&DR. It was a landmark for approaching ships and just beneath the clock faces there was a little balcony for a look-out. Although the tower had four sides, there were only three clock faces suggesting that some of the industrialists had refused to contribute towards its costs. Nearby were a group of cottages and the dock offices.

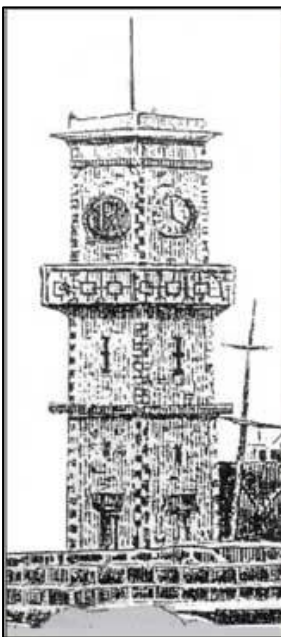


Plate 24. Left: the first clock tower demolished before 1903. Right: the replacement clock tower

The burgeoning coal trade and the increasing size of ships meant that Middlesbrough Dock underwent three remodelling and enlargement schemes during its first sixty years. The third enlargement (1897-1902) involved quite drastic changes, including a resiting of the dock entrance further east. A new clocktower and offices were therefore required. It was obstructing the expansion of the dock and so was demolished in 1903.¹²⁸ The function of the replacement tower was as a hydraulic accumulator, maintaining hydraulic pressure to the lock

¹²⁶ Fawcett 2011

¹²⁷ Fawcett 2011

¹²⁸ Fawcett 2001, 119, but contra Rowe who says present one demolished or built in 1878.

gates and dockside cranes at the new dock. The tower was designed by the NER Architect's Department, under William Bell, and the building contract was let in October 1903. The costs divided into £805 for the accumulator house (excluding tanks and machinery) and £542 for the upper tower and clock. The building contractors were Thomas Dickinson & Son, of West Hartlepool, while the clock was provided by Potts of Leeds, the NER's usual suppliers.¹²⁹ It was restored in 2005 as part of the Middlehaven development, but Bell's replacement dock offices adjacent from 1901 have been demolished. It is listed grade II*. Grade II* buildings are particularly important buildings of more than special interest; only 5.8% of listed buildings are Grade II*.¹³⁰

The Significance of the 1830 S&DR Middlesbrough Branch Line

This section of the report identifies why the S&DR Middlesbrough Branch Line was important in the history of railways and sets out its heritage significance and unique selling point. This builds upon the work already undertaken for the three councils along the mainline trackbed of 1825.¹³¹

Having described and identified what makes the branch line and associated structures significant, this is then defined more accurately in terms of a timeframe for the different parts of the branch line. This process has also helped to clarify what gaps there are in our knowledge regarding the significance of the branch line and makes recommendations for processes to fill these gaps.

The report sets out to discuss significance using the special interests outlined in the England's National Planning Policy Framework (2012). This allows the same terminology to be used whether dealing with the planning process or the significance of the trackbed and associated remains and will make it easier to transfer information into the planning process if appropriate. Therefore, the significance of the 1830 branch line and associated features is divided into architectural, archaeological, historic and artistic interests. The historic interest is key to this process because the S&DR in 1825-1830 played a significant role in the development of the modern railway, and this association therefore raises the significance of the architectural and archaeological interest of the remains, which individually may have only had local or regional importance. In any event collectively the special interests are likely to combine to suggest national or international importance.

¹²⁹ Fawcett 2011

¹³⁰ <https://historicengland.org.uk/listing/what-is-designation/listed-buildings/>[accessed 190418]

¹³¹ Archaeo-Environment 2016

This report does not seek to provide a statement of significance for every heritage asset along the route but confines itself to the bigger picture (although some features are selected for special attention). It does not discuss the significance of the other S&DR branch lines or the 1825 mainline as this is dealt with elsewhere. It is taken as read, that the 1825 mainline and the branch lines of the same date are recognised as being of the highest level of significance because it is the start of the modern railway network that went on to change the face of the world.

Historic Interest

Railways are a British invention and their early remains are of international significance according to a report commissioned by Historic England. Their subsequent development into an integrated national and international network was a key driver of the Industrial Revolution.¹³²

The time frame within which the Stockton & Darlington Railway is considered to be of the highest level of historic interest is from 1821 when the first Act of Parliament was passed until 1830, by which time other railway companies, having learned from the S&DR, started to build their own. Beyond 1830, the S&DR was no longer unique in Britain either in terms of what it built or in the evolution or construction of locomotives. The Middlesbrough branch line opened on the 27th December 1830 and so was towards the very end of this timeframe by which time other railway companies were also opening such as the Liverpool & Manchester Railway which opened on the 15th September earlier that year. The 1842 branch line to the new dock is outside that highly significant time frame. However the Middlesbrough branch line still pre-dates the period (1850) which Historic England describes purpose built railway heritage assets as 'pioneering'. This means that any structures which survive from this period in a reasonably unaltered state will normally merit statutory protection, normally through listing.¹³³ The branch line of 1829-30, the first wharves and staithes of 1830-2 and the second dock of 1840-2 and its branch line all fall within the pioneering date and are therefore of considerable historic interest, but survival is not always good.

The rail corridor from Thornaby to where it diverts off towards the 1840s dock near Metz Bridge has been in constant use since 1830 and while that continual use has altered the line considerably, it is also part of its historic significance that it remains in use after nearly 190 years. However this is only the general route; the actual route of the 1830 trackbed has in

¹³² RPS Clouston 2014 <https://content.historicengland.org.uk/images-books/publications/historic-railway-buildings-and-structures/historic-railway-buildings-structures-vol1-background-history-threats.pdf/> [accessed 130218]

¹³³ Historic England 2017 Infrastructure: Transport Listing Selection Guide p8

some places been built over as it was located at the furthest north point of what became very large marshalling yards. Consequently, the 1830 trackbed appears to have been buried under the spoil mounds that form Maze Park. The survival is such, that none of the 1830 route merits designation in order to protect it.

Middlesbrough would not have existed without the S&DR. The choice of Middlesbrough as the location of a new port was more of an extension to the 1825 mainline than a branch line. It was conceived very early on in the evolution of the S&DR. The S&DR was designed at the outset to have branch lines, but the Middlesbrough line was not part of that original design. It arose from a recognition that the original port at Stockton was not fit for the large numbers of vessels needing to load up with coal and other produce from the Durham hinterland. The continual problems arising from the creation of sand banks in the Tees led to other deeper water options were being explored as early as 1826.¹³⁴ In 1827 surveys took place, shareholders approved the project and the proposal was announced in the local press before being put to parliament in January 1828. The land was purchased in 1828, Middlesbrough Estates formed in 1829 (this was a means to allow the S&DR to carry out non railway works that it had no legal authority to do) which would purchase additional land for the development. The designs were set out and construction works started the same year. Therefore in terms of conception, consents and construction the Middlesbrough line was within the 1821-1830 significant timeframe of the S&DR and so it too can be considered to be of considerable historic interest.

Perhaps of greater significance however was the planned new town of Middlesbrough itself.

The New Town

This was not the first railway town ever built – that credit belongs to New Shildon where the S&DR established the engineering works in 1825. New Shildon evolved gradually with buildings and houses constructed as required. However the birth of (New) Middlesbrough in 1830 was a result of a different process. From the outset, it was planned as a new town and represents an early use of the American style grid iron pattern. The creation of a town square in the centre and the layout of streets and infrastructure which enabled speculative build to take place within a designed plan and based on a design brief for the building plots, set it apart from the gradual evolution of New Shildon. Middlesbrough was therefore the world's first planned railway new town and that means it is of considerable historic interest. The loss of the housing means that the new town is of limited architectural interest (although the surviving Old Town Hall, Captain Cook public house and adjacent Custom's House are both nationally

¹³⁴ Kirby 1993, 71-4

important listed buildings and the Ship Inn is also of architectural interest), but the method of demolition suggests that the foundations may still exist of the very first houses. This area represents the birth of Middlesbrough and its significance will perhaps come to be appreciated more as 2030 approaches. If the new town was to be split into areas of significance, the site of West Street is of the highest level of archaeological and historic interest, because these were the first plots to be sold off, the location of the first house to be built and the place where the first baby was born in Middlesbrough.

The development of Commercial and Lower Commercial Streets as a specific industrialised area is also of significance. This area was clearly marketed at businesses which would contribute towards the demand for coal and river exports. This area retains this industrialised character in its buildings and retains Commercial and Lower Commercial Streets and this character and layout is therefore worth preserving.



Plate 25. Feversham Street in 2018, originally named after Lord Feversham who chaired the committee meetings in the House of Lords that steered the Bill for the Middlesbrough branch line through Parliament










Place and Street Name evidence

While much has been demolished, the street names and the street patterns are a link to the past and should be preserved. In particular the street pattern of the new town has survived and this is of considerable archaeological interest. Further, many of the names link directly to the S&DR story such as those streets named after the supporting Lords as the Bill processed through Parliament. The name St. Hilda's used for the neighbourhood reflects not just the

name of the now demolished 19th century church that stood here, but also the medieval monastic community of St. Hilda's that once resided here. Depot Road is named after the Coal Depot that was located there and Fox Head Bridge (Marsh Street Bridge) linked workers from their housing to the south of the bridge which was known as 'Fox Heads' to the Newport Rolling Mills operated by Messrs Fox, Head and Company. Therefore the names also provide clues about the nature of past settlement and land uses.

Summary of historic interest

The Middlesbrough branch line is of considerable historic interest because:

-  It falls within the S&DR's highest level of historic interest date range of 1825-30.
-  It falls within the early pioneer date range of the world's railways (up to 1850)
-  Part of it has been in continual use since 1830
-  Middlesbrough would not have existed without it
-  It led to the foundation of the new town which is the first planned railway new town in the world
-  The new town is an example of an early use of the American grid-iron street pattern
-  The distinctive industrialised character Commercial Street merits conserving
-  The street names in the New Town as they were in 1830-40 and the area name St. Hilda's are of considerable historic interest
-  Surrounding street names relating to the second wave of expansion such as Vulcan Street, also old wharf names such as Steam Packet (named in 1830) are also of historic interest

Architectural interest

Much of the structures associated with the railway heritage and buildings associated with the rebirth of Middlesbrough have been demolished. The rapid expansion of Middlesbrough and the constant need to adapt the railways to new demands and technological improvements means that reshaping, rebuilding and demolition has constantly taken place. The early structures and buildings were functional rather than ostentatious. The S&DR had no culture of architectural pretention, largely due to its Quaker origins. There was pride in the design of the suspension bridge and the coal drops, but the early passenger stations were simple wooden sheds. The later stations were of more architectural interest but as a result of the loss of the first two stations, nearly all of the new town, the staithe, part of the 1842 dock and the first

clock tower, the architectural interest of the whole S&DR Middlesbrough area of 1830-50 is limited.

That is not to say that individual architectural gems do not survive. They do, and some are listed. Those that are listed are of considerable architectural interest and nationally important. Of particular note and of relevance to the S&DR story is the Old Exchange Building/Custom's House (HER 3846), the Old Town Hall (HER 3845), the Middlehaven Inn (Ship Inn) (HER 6114) and the proximity of the Middlesbrough Historic Quarter Conservation Area.

The Middlehaven Inn is modern Middlesbrough's earliest inn of 1831 and was originally known as The Ship Inn. It is located on Stockton Road which was the most westerly of the roads in the planned new town. It has a more modern frontage masking its 1830s structure. It had a concert hall to the rear and a cabin room where ships' masters' paid their men. Although it is not listed, it is on the Council's Local List of buildings. It merits conservation.

Also of architectural interest and associated with the later expansion of the town is the new clock tower (HER 3872), the Captain Cook Public House (HER 5556) and the surviving walls of the saltworks (HER 3981). The listed Captain Cook Public House is derelict and at risk, as is the Middlehaven Inn which has been left gutted after a fire; both are very vulnerable to demolition.



Plate 26. Two derelict inns in the new town or immediately adjacent to it. The Middlehaven on the left has an older 1830s building behind a more modern frontage. This was the Ship Inn which can be seen in the earliest depictions of Middlesbrough. The Captain Cook on the right dates to 1842 but with its ornate neo Gothic appearance dating to 1893. Both could make a positive contribution to the area's historic and architectural interest, but are failing to do so because of their derelict condition

Most of the older buildings between the New Town and the site of the original port are red brick late 19th or 20th century warehouses, some rendered. They have no architectural pretensions and the turnover of buildings appears quite high, so that the first phase of structures from 1830 have long gone. Their warehouse character is entirely appropriate to the area and reflects its long use as an export point and they are therefore of some architectural

interest. This tradition has continued with the massive modern warehouses on Dawson's Wharf. The earliest buildings in Vulcan Street do not have fine frontages either; the exteriors were designed to be purely functional. The tradition of decorative frontages belongs to the later phases of development in the 1880s (such as the Saltworks and Engine Shed on Vulcan Road).¹³⁵

Interspersed amongst them are some smaller buildings which have survived since the very early 20th century and retain traditional brickwork and pantiled or slate pitched roofs. Two are visible on Ferry Road and both also have small sections of slag walling which appears to have been used throughout the area presumably from the period of growth associated with the iron industry (MHERs 783-4). One is now a gas meter house for PD Ports These add architectural interest and historic character to the area.



Plate 27. Two small buildings on Ferry Road which retain an early architectural character and surviving sections of iron slag walling



Plate 28. Boundary walls for the branch line on Riverside Park Road and Forty Foot Road. This iron industrial waste material must post date the second wave of expansion in Middlesbrough brought about by the discovery of iron ore in the Cleveland Hills in 1850. It has been patched up with various accessible materials and has become distinctive of the area. It is also of historic interest because it is associated with the iron industry. The walling on the right is opposite William Lane's Iron Foundry and perhaps originated from there in the 19th century.

¹³⁵ Harrison 2010, 87

Beyond the town, there are only a few buildings associated with the railway that have survived. None of the railway bridges appear to date to 1830, but there is some architectural and archaeological interest surviving from later periods.

The Middlesbrough branch line appears not to have had many structures or buildings associated with it. Much of the line was on reasonably level ground and so accommodation bridges were limited in number and concentrated at the Stockton end. None appear to survive. Level crossings mostly consisted of five bar gates and these have been removed as the railway corridor widened. Similarly, culverts have also been filled in and built over.

The surviving bridges are later and much altered. Metz Bridge appears to have more than one phase and was built on a skew and the NER line drawings in use from 1915-25 also suggest two phases and two spans to this structure (one over the Marsh Branch and one over Forty Foot Road) with renewed cross joists and decking.¹³⁶ The bridge has been reduced in length to accommodate a modern road network and the ramps that joined Forty Foot Road are now buried, but allegedly survive below the modern road.¹³⁷

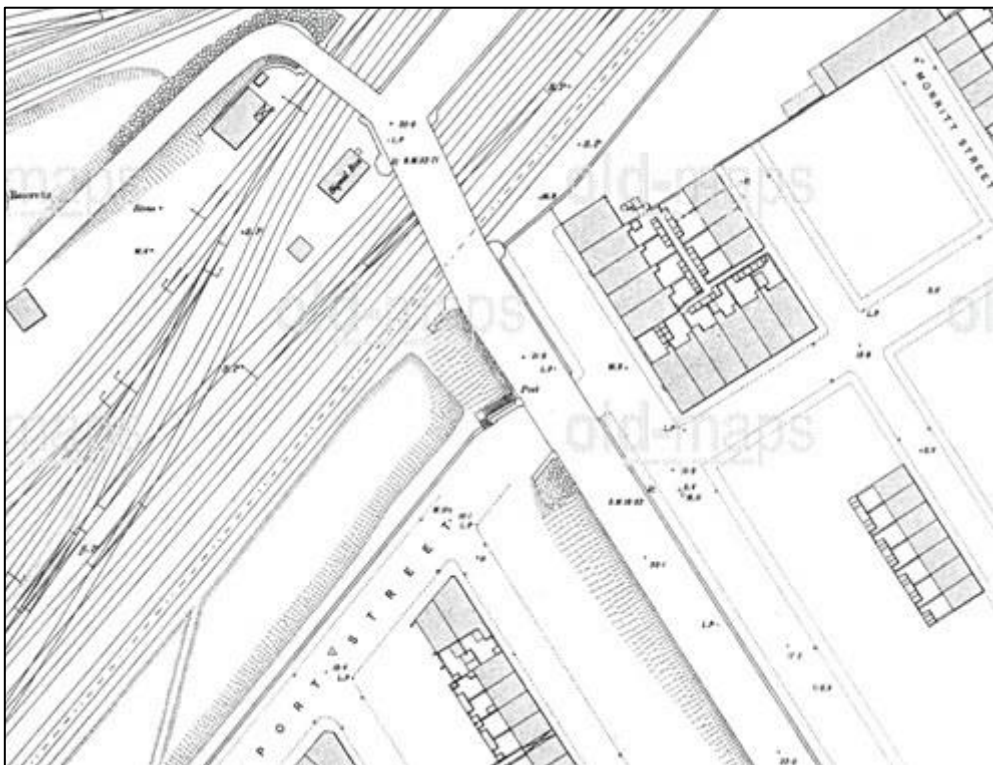


Figure 29. OS map dating to 1894 showing the workers' housing in the process of being built. Marsh Street Bridge (or Fox Heads as it became known as) provided safe passage for workers across the expanding trackbed from the residential area to the Newport Rolling Mills operated by Messrs Fox, Head and Company and the Newport Ironworks. The area on the SW side of the bridge with a signal box remains undeveloped and the sidings to the north of it survive in part. The ramp also survives and forms a cycle and footpath route.



¹³⁶ NERA 2012, 62S

¹³⁷ Stuart Duffy pers comm, William Lane Foundry



Marsh Road Bridge is shown on the OS maps with a survey date of 1888-93 (published in 1894), but not on the maps of 1855. It was approached by steep ramps and also had buildings abutting on to it. On its north west side is the remains of a building with a window. On its north east side is dressed stone walling forming a ramp on to Riverside Park Road but possibly also incorporating another building. While one building is largely overlooked, the other makes a positive contribution to the streetscape in an area where the only other architectural or archaeological interest is slag waste walling and two distant blast furnaces surviving from the Newport Ironworks.

Summary of architectural interest




The Middlesbrough branch line is of limited architectural interest because:

-  Most of the buildings and structures dating to 1830 have been demolished
-  Survival from 1840 onwards is partial but benefits from the proximity of the Conservation Area which is of considerable architectural and historic interest




Individual surviving buildings which relate to the S&DR railway history and of considerable architectural interest are:


-  The Old Town Hall
-  The Custom's House/ Old Coal Exchange
-  The Middlehaven Inn (former Ship Inn)

Other buildings associated with a later period of development associated with the ironworks and of considerable architectural interest are:

-  Captain Cook Public House (Listed)
-  The Middlesbrough Saltworks wall on Vulcan Street (Listed)
-  The Engine Shed for the Bolckow and Vaughan Ironworks on Vulcan Road

Buildings and structures associated with later development and of some architectural interest:

-  Early 20th century brick warehousing, often with blocked and altered openings reflect the area's use for export
-  Small red brick buildings of early 20th century date with pitched roofs add historic character and architectural interest to the streets.
-  Slag walling, usually with repair patchwork in a variety of materials, found on Ferry Road, along Forty Foot Road and Riverside Park Road

 The remains of two blast furnaces near Riverside Park Road

Archaeological interest

Trackbed and railway structures

Although the branch line is of the highest level of historic interest, it is less clear to what extent structures or evidence survives from these pioneering dates. The 1830 trackbed went on to be widened considerably to meet the demands of growing industry and continues in use today as the Old Town Branch, therefore survival of remains from 1830 is unlikely. However the broad route remains in use which is in itself of significant historic interest and still terminates at the site of Port Darlington. Indeed the original site of the staithes and coal drops is used by A. V. Dawson, a Middlesbrough based logistical services company covering Road Haulage, Rail Freight, Port Services plus Warehousing and Storage. The rails are not original, but the railway corridor is and this is also the case for much of the branch line. Although the archaeological potential has not been tested along much of the route, it can be considered to be of high archaeological potential and considerable interest in some places. South of Princeton Drive and Maze Park, the 1830 route appears to have gone out of use and may be buried beneath later earth moving operations. The survival of some early trackbed for sidings between Riverside Park Road and the current freight line is of some archaeological interest, but they are probably associated with the iron industry and not the 1830 S&DR.

Waterside features

The archaeological potential of the waterside features is less clear. The riverbank has undergone significant reclamation since 1830. The creation of the staithes at Port Darlington slowed water movement and so attracted mud and silt and led to the riverbank silting up. This was exploited by Bolkcow and Vaughan for their foundry on Lower Commercial Street because it created the possibility of dry ground where previously tidal waters made the riverbank undevelopable. Further, the Middlesbrough Owners agreed that ballast from coal ships returning from the south would be tipped on the silt.¹³⁸ This process combined with the excavations of the later dock of 1842 pushed the riverbank further into the river. At Port Darlington more recent land reclamation works to create a new quayside by A. V. Dawson has created an additional strip of land (concrete). Any (surviving) riverbank features from 1830 are consequently c.30m inland and buried under later development.

¹³⁸ Harrison 2010, 17

The coal staithes were sold off once they were made redundant by the new dock, but the timberwork was reused by ship building yards and other businesses. If they survive in any archaeological context they will be in the centre of Dawson's Yard, not on the riverbank, but the wharf to the north west of the original staithes appears not to have undergone the same level of land reclamation and so the exposed timber there may be late 19th century. Consequently, the archaeological interest of the riverbank in relation to the 1830s is limited.

The nature of ship building means that very little will survive of this particular early industry from the 1830s. Few permanent structures were required; yards consisted of open sheds for blacksmiths' forges, saw pits for shaping the timbers and shelter for nails, tools etc.¹³⁹ Archaeologically very little will survive.



Plate 29. There are two phases of wooden post along the water front near the site of the original staithes. The earliest posts are much smaller and sit between the later taller posts. However this riverbank has been the subject of some land reclamation since the 1830s suggesting that the archaeological potential is very limited.

The area around the S&DR branch line is also an area of much change. The potteries that were established along the riverbank north of the newly extended Commercial Road in the 1830s did consist of permanent infrastructure such as a pan house, sliphouse, a mill, a

¹³⁹ Harrison 2010, 10

grinding mill, a stamping house, an engine house, a throwing shop, offices, a warehouse, and five kilns by 1853.¹⁴⁰ However the area was subsequently built over to accommodate the Transporter Bridge.

Other timber structures survive along much of the river bank as far as Newport. It is possible that some of the surviving timberwork north and south of Newport Bridge probably relates to the second great period of expansion relating to the iron industry or later.

The New Town

The present-day appearance of the planned new town of Middlesbrough suggests that foundations survive at least in some of the streets and so the site is of considerable archaeological interest because of what it could tell us about the rebirth of Middlesbrough in 1830. The oldest part of the new town is West Street and the highest priority for any future excavation or restoration and interpretation. This is a potential site for a community excavation to raise the profile of the heritage of the town.



Plate 30. The rise in ground levels that attracted the pre-1830 settlement and monastic buildings can still be discerned today. Lower lying ground around about was swamp land less conducive to settlement. The extent to which any remains from the pre 1830s settlement survives below ground is unknown, but some efforts were made in the 1830s to 1840s to remove the bodies from the churchyard and demolish the farmhouse. However foundations may survive.




¹⁴⁰ OS 1st ed

Pre 1830 Middlesbrough






The pre-1830 churchyard was cleared to prepare the ground for the development of Middlesbrough. The bodies were carted away, but it is not clear how thorough this was. The area of ground which was the location of the Anglo Saxon monastic cell and subsequent priory and farmhouse is still discernible today, but the buildings were demolished. The below ground survival of any pre-1830 remains is unknown, but the readability of the high ground in the landscape should be preserved because this was the location of the original Middlesbrough on dry well drained ground.

Summary of archaeological interest

Elements of the branch line and new town of considerable archaeological interest are:

-  The trackbed and sidings to the waterfront
-  The readability of the higher ground in the centre of the new town where the early medieval monastic remains were located and the pre-1830 buildings
-  The street pattern in the New Town and within that West Street as the first area to be developed and the place where the first house was built and the first baby born

Of unknown archaeological interest are:

-  The staithe (site of), wharves and jetties.
-  Below ground remains relating to the old churchyard, farm and monastic remains in the new town.
-  Below ground remains of the first housing
-  Below ground remains of the potteries and foundries on Commercial Street
-  Buried trackbed remains along Princeton Drive (south of) and in Maze Park

Artistic interest

The 1830 branch line, port and the planned new town are of limited or no artistic interest. The new town was much photographed in the 20th century, usually focusing on the Old Town Hall or St Hilda's Church, but by the mid-20th century, many photographs sought to capture a record of a way of life, or of people living in poverty. The old town hall and surroundings was also painted by Lowrie but while the Old Town Hall survives, the rest of the town, including the church, has been demolished. ¹⁴¹

¹⁴¹ The painting is in MIMA, Middlesbrough Institute of Modern Art





Plate 31. Lowrie's painting of the Old Town Hall and St. Hilda's Church

There was a certain aesthetic pride in Georgian and Victorian times in the industrial processes that were taking place. Not yet jaded by the loss of countryside and the harmful environmental impacts, they celebrated their ingenuity and captured their new investments and inventions in drawings and photographs. But nearly everything they captured in sketches or photography has now served its time and has been demolished.

It was pride in their success and pride in their pioneering railway past, that led to the commissioning of a splendid NER railway station, opened in 1877, and worthy of a leading industrial town – an 'infant Hercules'. Earlier stations had been functional and modestly decorative reflecting the fashions of the time and their Quaker origins, but much more thought was given to the external appearance of the new station and its aesthetic appearance. While this was damaged during the Second World War, and some parts never replaced, it retains some of that aesthetic. Overall however the legacy of the S&DR 1830 foundation has very little of artistic interest.

Summary of artistic interest

-  The S&DR branch line and associated structures are of limited or no artistic interest.
-  The Lowrie painting is one of the few nationally noted artists to have painted the area and photographs of St. Hilda's were often documenting a way of life rather than recording any aesthetic qualities.

Accessing the Branch Line and Associated Structures



Heritage led economic regeneration is a potentially successful way of breathing new life and income into an area of heritage interest. The association of the Middlesbrough branch line with the S&DR and the start of the modern railway network creates an opportunity to exploit this association. Such a programme is already underway on the 1825 route of the S&DR in preparation for the 200th anniversary in 2025.

The year 2025 is also an opportunity to prepare for S&DR related celebrations and events in Middlesbrough, particularly as part of the bid for Teesside to become the City of Culture in 2025. However 2030 offers a more significant target date because in that year, modern Middlesbrough will be 200 years old. This raises the question, what do we want to showcase in 2030 about the birth of Middlesbrough and are we proud of what heritage interest we have to offer?

At this moment in time, there is not enough heritage interest to attract visitors to the old town area and so if Middlesbrough is to cash in on the preparations for 2025 across the Tees, or to prepare for its own celebration in 2030, considerable work needs to be done building on the investment in the Heritage Quarter Conservation Area.

This work will need to:

- 👉 look at how people would access the S&DR related heritage
- 👉 what would they come to see?
- 👉 what is there for them to spend money on so that there is an economic benefit?

There is already a significant investment in rights of way and cycle paths which can be used to create an 1830 rail trail. Recommendations for this route are outlined below, although a more detailed access audit (and interpretation strategy) may be required. Most of the land alongside the 1830 trackbed is owned by Middlesbrough Council (apart from in Stockton Borough) as is nearly all of the planned new town site. Trackbed from Metz Bridge to Dawson's Wharf, including Dawson's Wharf is owned or on a long term lease by A V Dawson. Tenure is therefore not complicated if enhanced access is to take place.

Having identified the route, management recommendations will follow to ensure that there is something worth coming to see in 2025-2030 and beyond.

Accessing the heritage interest

The S&DR branch line is still an active railway line, although much of it is used for freight rather than passengers. It is clearly not possible to walk or cycle along the trackbed at any location. However, the corridor alongside the 1830 trackbed is accessible and this could be used to draw railway enthusiasts and tourists in from the 1825 mainline. Such an access route has a starting point at Thornaby Station or St. John's Crossing in Stockton. Thornaby Station provides links by train to other locations on the S&DR such as Allens West (with access to Preston Park), Middleton St. George (Fighting Cocks), North Road in Darlington and the Head of Steam Museum and Shildon and Locomotion, the National Railway Museum.

It's finishing, or alternative starting point could be the 1877 present day railway station with an attractive walk through the Heritage Quarter Conservation Area towards the branch line and planned town. However much in this Conservation Area relates to the later Victorian growth of Middlesbrough associated with the iron industry, not its foundation in 1830 as a port for the S&DR. The remains associated with 1830 have largely been destroyed. If 1830 is worth celebrating, the lack of 1830's interest needs to be addressed.

The route of the branch line is already partially served by a number of cycle routes and recreational trails. It is joined at various locations by the Eight Bridges Way cycle route and footpath, the England Coast Path, and the Teesdale Way. It also passes through reclaimed post-industrial landscapes now managed for their wildlife interest such as Maze Park. Much of the road network also has separate cycle lanes marked out. Therefore using the 1830 branch line route to draw people into the area using footpaths or cycle routes is feasible and does not require a huge investment in new infrastructure. The access provision is explored in more detail below:

Stockton or Thornaby to Station Road.

This is a potential start point or end point depending on the direction of travel. It is fully accessible by foot or cycle but is an urban route with traffic. There are additional routes for walkers off the main roads, but this would require the creation of a permissive path for 185m and consent from Network Rail because of the proximity of the proposed route to live line. It is the site of South Stockton Station where the timber waiting shed from Commercial Street was relocated to provide a make shift coaching station facility in 1839.¹⁴²

If arriving or leaving by train, Thornaby Station is the obvious start/end point. If walking from further along the 1825 line, then St. John's Crossing and Boat House Lane is a good start/end

¹⁴² Fawcett 2011 and RAIL 1037/459

point because the site of the first suspension bridge can be observed from the end of Boat House Lane. Bridge Street runs parallel to the branch line and has wide pavements and traffic islands and leads to St John’s Crossing where the first sod was cut when building the S&DR. From here it is possible to walk to the original site of the coal staithes that were replaced by the staithes at Middlesbrough in 1830. The Eight Bridges Way crosses the Tees at Bridge Road and therefore links the 1825 S&DR coal depot at Stockton at St John’s Crossing to the branch line and provides a link to Thornaby Station for users arriving by train. The cycle route then follows the river bank of the Tees so diverts away from the branch line.

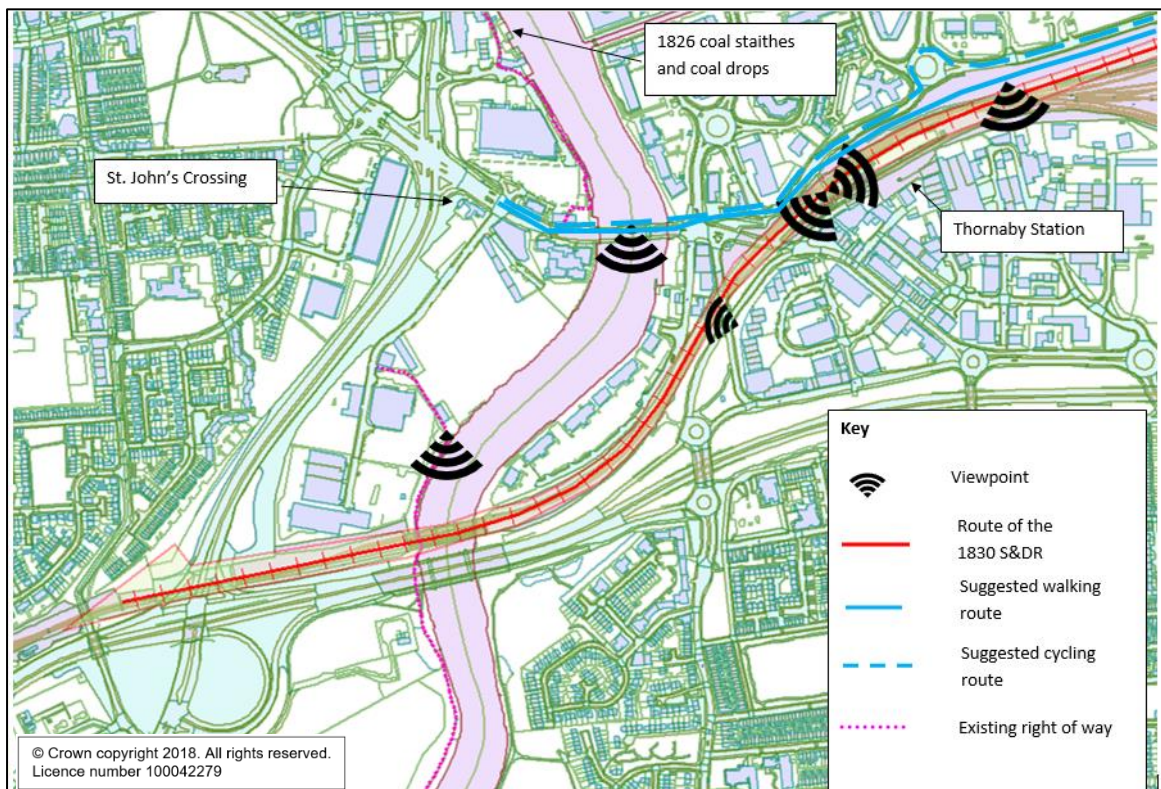


Figure 30. Recommended paths to view the 1830 S&DR branch line route

From Thornaby Station footbridge, Station Street runs parallel to the S&DR branch line. It has pavements on both sides of the road suitable for pedestrians, but there is no separate cycle route. However the railway tracks cannot be seen from the road because there is a large embankment running between the road and the trackbed. On top of the embankment there is a well-used desire line suggesting that some people are walking along this large open area on top of the mound. While this is not suitable for cyclists, it is suitable for a footpath with views of the trackbed. There are various desire lines running from Station Road up the bank to the top of the mound and there is a fence between the embankment area and the trackbed stopping pedestrians accessing the line.



Plate 32. View from the top of the embankment towards Thornaby Station



Plate 33. The top of the embankment is being used for some vehicular access and walking (looking towards Thornaby Station from the east)

Summary

- There are various urban options, including cycle lanes, to explore the 1825 termini of the S&DR in Stockton before joining the 1830 branch line starting/ ending at Thornaby Station.
- There is no separate cycle path on Station Road. If one was required, it would be 224m long from Thornaby Station until Princeton Drive.
- From the footbridge the route is accessible on foot for the entire length using generous pavements, but the trackbed is hidden behind an embankment.
- The top of the embankment has desire lines suggesting it is already being used as an alternative off road path for pedestrians.
- If a new permissive path was created on top of this embankment it would be 185m long

Princeton Drive to Maze Park

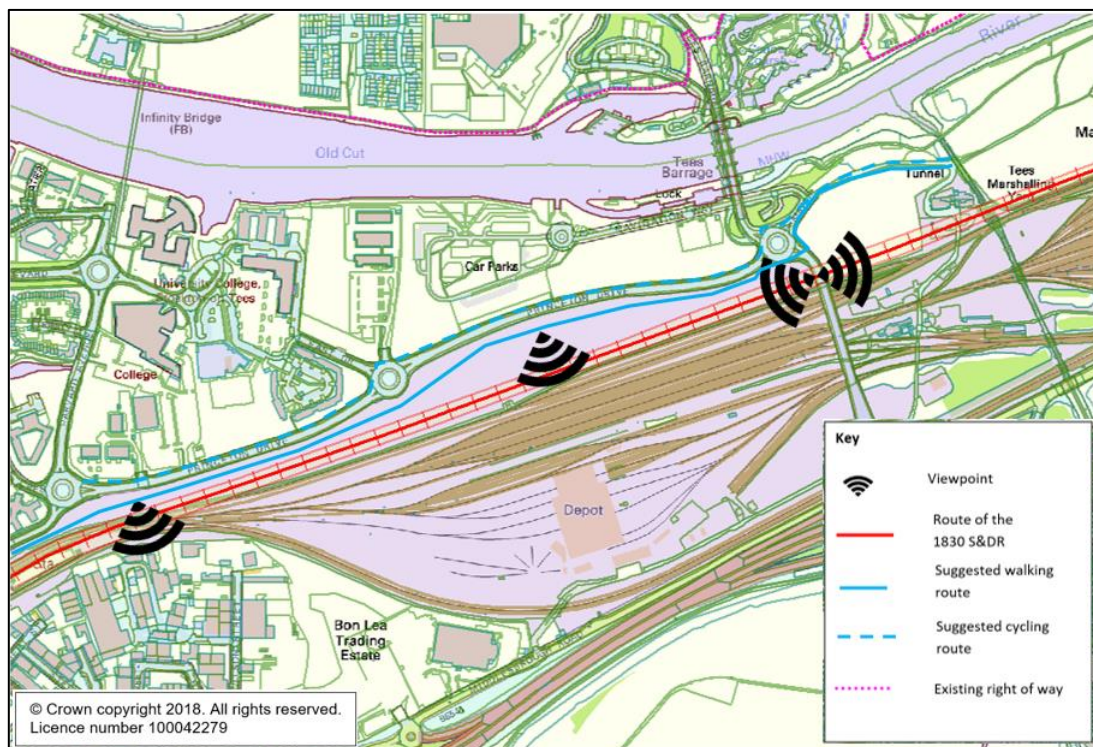


Figure 31. Recommended paths to view the 1830 S&DR branch line route

This route is wholly accessible by cycle and foot, but the 1830 trackbed is probably beneath the embankment that runs south of Princeton Drive. After the roundabout at the University buildings, there are cycle lanes on Princeton Drive, but the paintwork has worn off and the cycle lane can barely be discerned. There are two sets of pavements, one on each side of the road and so there is already safe walking access. As with the earlier stretch of Station Road, the trackbed cannot be seen but the embankment could be used as an alternative off road

route and if this was converted into a permissive path would require 1km 6m of new path, plus steps leading off the embankment. This embankment goes as far as the next roundabout just before Maze Park. Views of the trackbed are also possible from the road bridge here.



Plate 34. The cycle lane paintwork has worn away on the road. The embankment on the opposite side of the road is the site of the 1830 trackbed and has a desire line up to the gate which leads to a biomass regeneration site, but also a well-used path affording views of the rail track. This embankment continues until just short of Thornaby Station.



Plate 35. Views from the road bridge at the Maze Park roundabout along the embankment which runs parallel to Princeton Drive

Summary

- 👁️ The paintwork needs refreshing on Princeton Drive showing the delineated cycle lane
- 👁️ The whole route is accessible, but the trackbed is not visible from the road and pavements.
- 👁️ 1.06km of permissive path could be created on top of the embankment that runs parallel to the trackbed and the road and affords views over the trackbed. There are already desire lines here.

Maze Park to Newport Bridge

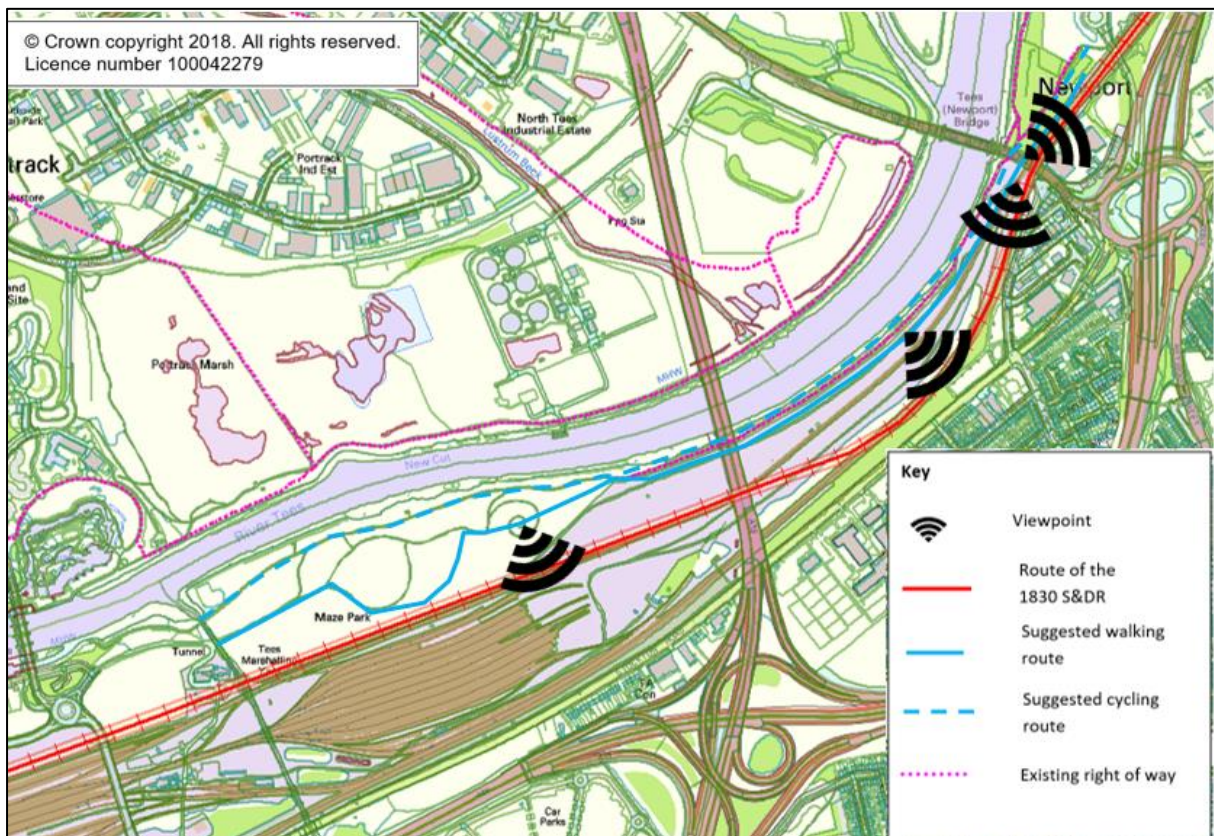


Figure 32. Recommended paths to view the 1830 S&DR branch line route

Maze Park is a 17 hectare urban nature reserve between the south bank of the Tees and the former Tees Marshalling Yard which evolved from the original 1830 line. It was created by the Teesside Development Corporation and is owned and run by the Tees Valley Wildlife Trust and includes land that was once part of the marshalling yards. It appears to also sit over the remains of the 1830 trackbed which ran under its southern perimeter. It provides an off-road shared cycle and walking path which runs parallel to the branch line for its entire length, all the way to Riverside Park Road. No additional work is required to create paths and so there is no conflict with the nature conservation work carried out in the park. The Tees Marshalling

Yards could be the site of the 2025 Steam Cavalcade and some thought will be required about how to create viewing areas into here.



Plate 36. View from the eastern mound towards the marshalling yards which include the route of the 1830 branch line



Plate 37. The shared foot/cycle path through Maze Park and steps up to the western mound with views of the marshalling yard

The western part of the park is dominated by two large landscaped mounds made of slag (possibly from the Thornaby blast furnaces) and other waste materials and good views can be

obtained from the top, although this is not suitable for cyclists. The shared footpath and cycle paths run north of the mounds and so have no view of the present day sidings.

However further along, the shared paths run immediately alongside the railway and views in are only obscured by vegetation in front of fencing. The path goes under the A19 flyover and then under the Tees Newport Bridge (with options to go up a ramp or steps on to the bridge) and there are various riverside features such as old wharves and a ferry crossing visible here.



Plate 38. The shared cycle/footpath from Tees Newport Bridge looking SW with views of the trackbeds running alongside. This is also a junction with the Teesdale Way which leads straight to Middlesbrough and the Eight Bridges Way.



Plate 39. Left: Old riverside wharf features can be seen along the riverbank near the Tees Newport Bridge. Right: The Tees Newport Bridge of 1934 with the wharves still in use along the riverbank



Plate 40. One of the promontory view points in Maze Park that cut through the vegetation to allow a place to stop and admire the river. A similar approach could provide views towards the trackbed without removing large areas of vegetation or fencing.

The park has two small promontory seating areas which extend from the path and allow views of the riverbank. This could potentially offer a solution for views of the railway line where landscaping or vegetation obscure the views for some distance.

Summary

- 🚶 There are adequate shared cycle/footpaths through Maze Park and no additional paths area required.
- 🚶 The sidings can best be viewed from the top of the mounds (not suitable for cycles), but the 1830 trackbed is buried
- 🚶 The use of 'promontory' seating/ viewing spaces could be used along the trackside to create vegetation free viewpoints, providing that this did not undermine the nature conservation work being carried out
- 🚶 View can also be obtained from Newport Tees Bridge
- 🚶 The route links with the Eight Bridges route and the Teesdale Way.
- 🚶 Paintwork needs refreshing delineating cycle lanes from footpaths.

Newport Bridge to Marsh Road Railway Bridge¹⁴³

The shared path forks beyond Newport Bridge with one route following the riverside to the left and another to the town centre to the right. The town centre path follows the 1830 branch line with reasonable visibility from the path. The path joins the newly constructed section of Riverside Park Road where there are wide pavements but cycle lanes are not marked on the road.



Figure 33. Recommended paths to view the 1830 S&DR branch line route

There is a wide area of former trackbeds and sidings here, now grass covered and which offers a closer route alongside the trackbed. On the opposite side of the road, there are the remains of two blast furnaces (HER M808) from the former Newport Ironworks in the middle of a field with an isolated interpretation panel nearby. These blast furnaces are not particularly visible from the road and there is no obvious public access. Some form of landscaping and signage is required if users are going to be able to view the remains or consult the panel.

¹⁴³ Also known as Fox Heads Bridge

In addition to the early trackbed boundary walls, only two courses high, this is a good position to look at the design and archaeology of Marsh Road Bridge with the remains of an old building abutting it. The top of the bridge also offers views along the trackbed in both directions.



Plate 41. The remains of a late 19th century building with a window abutting Marsh Road bridge



Plate 42. The shared cycle/footpath from Newport Bridge joins the newly constructed Riverside Park Road but there is no specific cycle path here until Marsh Road Bridge itself.



Plate 43. A wide verge area which once consisted of sidings to Newport Rolling Mills could accommodate a linking cycle path, but there is a high potential that this area still contains additional buried sidings and is also the site of a late 19th century signal box all of which would need protecting.

Summary

- 👉 Delineated cycle lanes are required on the road for c.340m from the Maze Park exit to the Marsh Road Bridge where there is an existing cycle ramp up to the top.
- 👉 There is 100% pavement or footpath coverage
- 👉 There is a wide area of former siding and trackbed, now used for grazing horses that could offer an alternative footpath/cycling route closer to the trackbed which joins the Maze Park exit and Marsh Road Bridge. This is an archaeologically sensitive area however so path surfaces would need to be designed with this in mind.
- 👉 If the surviving blast furnaces and interpretation panel on the opposite side of the road are to be appreciated, then some form of landscaping and access is required.

Marsh Road Bridge to Depot Road via Forty Foot Road

The top of Riverside Park Road after Marsh Road bridge is an opportunity to look back at the bridge and the arches along its NE side that supported a ramp up to the bridge from Marsh Street in the late 19th century (1). There is also a stone structure on the roadside presumably of late 19th century date and associated with the ramp to the bridge on the other side (1). This

is the start of the distinctive late 19th century slag waste walling which forms the boundary with the railway line (2).

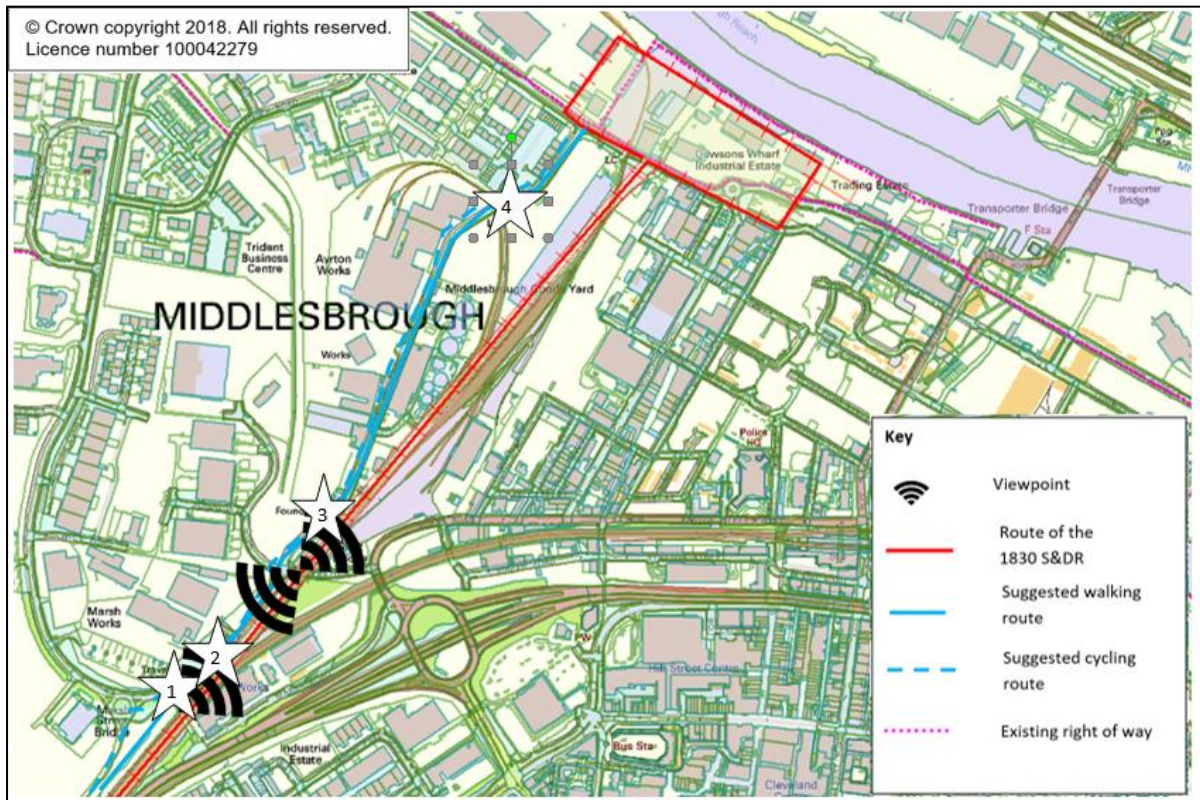


Figure 34. Recommended paths to view the 1830 S&DR branch line route



Plate 44. Left: Marsh Street Bridge with decorative supporting arches providing a ramp up to the bridge. Right: the remains of a late 19th century building on the other end of Marsh Street Bridge

From this point onwards there are no specific cycle paths, but there are wide pavements on both sides of the road. However lorry drivers visiting Superlec are asked to park up here before reporting to the security guard and they block the pavement on the railway side. There is also a considerable amount of litter trapped in the hedgerows here.



Plate 45. Boundary walls with the railway made of waste slag

The next bridge is the Metz Bridge and this affords views in both directions along the railway line. The route then crosses Metz Bridge Road/ Romaldkirk Road and goes down Forty Foot Road and here there are pavements on both sides of the road. However lorries tend to block the pavement on the side nearest the railway when they park up before or after deliveries. Again litter detracts from the area. At the SW end of Forty Foot Road is William Lane Foundry, Middlesbrough's last testament to the iron industry. This particular foundry was founded in 1862, although the buildings are later in date. This business seeks to diversify by displaying and selling smaller metal goods and has an old forge which could be an additional attraction for walkers/cyclists.

Forty Foot Road is perhaps the least well served route for accessing the railway heritage. There are few views into the line because of intervening development and the road is relatively narrow but well used by heavy goods vehicles. As Forty Foot Road approaches Depot Road it is interesting to note the trackbeds crossing the road (4) and the continual use of this area for exporting goods using the same dock site created by the S&DR in 1830.



Plate 46. William Lane Foundry; Middlesbrough's oldest surviving foundry

An alternative route avoiding Forty Foot Road is difficult. The buildings sit hard against the pavements so there is no scope to add wider pavements or cycle lanes. There does appear to be some waste ground to the rear of the Cordell Group buildings and along the 1830 route, but the movement of freight towards A. V. Dawson would make introducing cyclists or pedestrians too hazardous. Forty Foot Road is not too busy so could still be used with caution for cyclists and some additional control applied over lorries blocking pavements. Alternatively, cyclists could be directed to use the riverside paths instead which join Depot Road and the 1830 harbour area via a longer, but quieter route.

Summary

- 🚶 This section of the route is least well served by footpath or cycle access
- 🚶 Pavements tend to be blocked by lorries on Riverside Park Road and Forty Foot Road, although usually just on one side (the side nearest the 1830 trackbed). This will need to be addressed if the road is used as part of the rail trail.
- 🚶 The trackbed is not very visible from the road
- 🚶 The road is not an attractive walking environment because of its narrow nature and the large lorries using it. The anaerobic digesters on Forty Foot Road also give off some unpleasant smells on occasion.
- 🚶 Litter detracts from the roadside on Riverside Park Road and Forty Foot Road
- 🚶 The only features of interest after Marsh Road Bridge is the ruined building on Riverside Park Road, the slag waste boundary walling, a late 19th century signal post, William Lane Foundry and the continuity of use for exports from the riverside

- 🚲 Cyclists could be directed to use the Teesdale Way riverside route back to Depot Road
- 🚲 Seek support to help William Lane Foundry diversify by offering and displaying smaller iron made goods and create a visitor attraction of the old foundry buildings which sits gable end to Forty Foot Road

Depot Road to the route terminus (or start)

There is currently no access to the 1830 port (1) because it is still used as a wharf. The definitive map records two public rights of way into this area, but the public's right to use the route has been suspended until such time as the Council no longer feels that the public will be in danger from port operations. This was done through a legal order process.

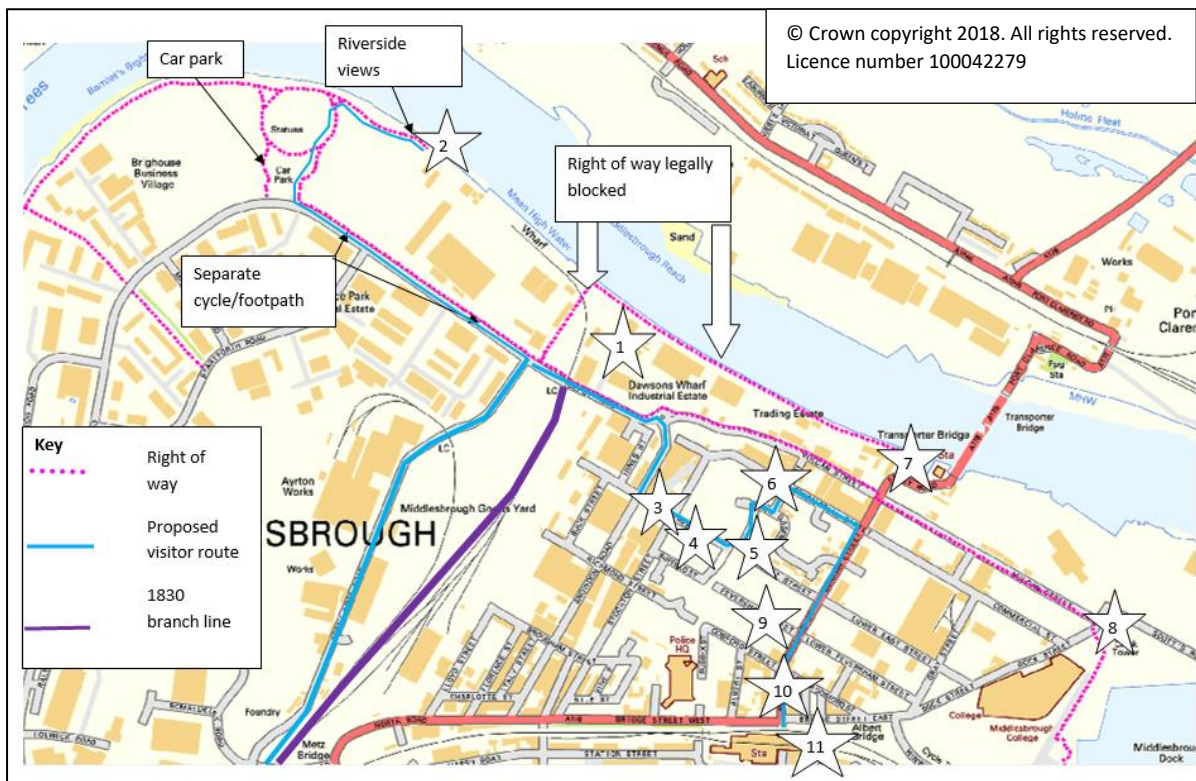


Plate 47. The new town and port end of the trail and the end of the 1830 branch line

There are consequently two options from this point. The walk can turn left along Depot Road/ Riverside Park Road which has a shared cycle/footpath along its length, towards the free car park at the Teesaurus Park and follow the footpath to the riverside where the view can at least help to appreciate the setting for the 1830 port, albeit much altered by the industry that followed. Some timbers survive along the water's edge but these are not from 1830 but later in the 19th or early 20th century (2).

The alternative, and potentially more interesting route is to turn right along Depot Road and head towards the planned new town, but its current condition with fly tipping and car parking it is a dispiriting end to the walk.

The street to target for future interpretation or an enhanced heritage offer, is West Street (4) where the first house was built, the first baby to be born in new Middlesbrough was also born here. This can be approached via Stockton Street with the Middlehaven Inn, formerly The Ship Inn and the first inn to be built in modern Middlesbrough in 1831 (3). However in its current ruinous state, it is no tourist attraction.

The route can then take in the Old Town Hall (5), again in its current condition, encouraging public access is dangerous, but hopefully a use can be found that will find a role for this building in this important historic area.

Walking along Commercial Street will take walkers past the site of the first station for passengers and the spot where the first passenger locomotive, The Globe, exploded outside the old Coal Exchange building which is still there and in good condition (6).

The rising ground where the pre-1830 farmstead, the medieval priory and the Anglo Saxon monastic cell can also be appreciated from near the Custom's House/ Old Exchange building.

From various positions in the new town, the Transporter Bridge of 1910/11 can be viewed and it is possible to approach the riverbank and watch it transport gondolas of cars and passengers across the Tees (7).

The route could then walk along Cleveland Street noting the street names (9) remembering supportive Lords during the process of obtaining the necessary Act of Parliament to allow the 1830 branch line and port to be built, and into the current Heritage Quarter Conservation Area (10) (with an option to divert towards the 1842 dock and clock tower (8)) where many of the fine late Georgian and Victorian buildings have associations with people who led the iron industry in the town. There are painted cycle paths on the roads and pavements on both sides.

The route includes a café and art gallery and leads to the railway station built in 1877 (11), but replacing several others which ultimately started with the S&DR. This is an appropriate place to end walking or cycling tours of the S&DR Middlesbrough Branch Line of 1830.

Summary

- 👉 There are two options from Depot Road, but heading towards the planned new town has the most heritage interest

- 👉 The blocked rights of way into Dawson's Wharf should be reviewed to see if it is possible to combine a right of way (not necessarily on the same spot) with a working port.
- 👉 The heritage interest is currently undermined by fly tipping and the large expanse of demolished new town, plus derelict, but historically significant buildings. Access and interpretation here needs to be delivered alongside a programme of heritage led regeneration.
- 👉 The route can terminate/start at the 1877 railway station in Middlesbrough with links to other parts of the S&DR line at Thornaby, Eaglescliffe, Middleton St. George, Darlington (and the Head of Steam Museum), Heighington and Shildon (and Locomotion, The National Railway Museum).

Future Management

Physical access to the railway corridor, or to appreciate the pioneering legacy of the S&DR is therefore possible. Some improvements are required to create links between existing paths or to enhance the existing path network, but it is already possible to walk or cycle much of the route. This brings in visitors from the mainline 1825 route and extends the offer already being developed there. There is therefore potential to draw in large numbers of visitors to the old town area and the port, but this is not enough.

Access should ideally be improved to the first port where Hackworth's six staithe and coal drops were located along with other ancillary buildings. The two legally defined rights of way into this area are legally blocked in order to ensure that the public is not endangered by heavy vehicles and other dock traffic. It is worth exploring with the Dawson's Wharf owners, A.V. Dawson, whether there is scope to create an acceptable access point to the riverside without unreasonable hindrance to successful port working operations today. This does not need to be on the site of the rights of way but could be in a location better able to safely accommodate visitors and a working dock.

Recommended action:

- 👉 Explore some form of access to the original dock area that permits access to visitors without unreasonably hindering port operations. This should be in place before 2025

The remaining issues are preserving or conserving what is left of the physical remains of this pioneering railway legacy and addressing the significant losses that have already taken place in order to provide something of interest to potential visitors.

The first priority is to ensure that planning policy protects what is left to prevent unnecessary further losses.

Planning Policy

In a town of such rapid growth and change, it is not surprising that so much has been lost of the Middlesbrough S&DR branch line, the port and early planned town. If what survives of this pioneering project is to survive until 2025-30 and beyond, planning policy needs to help provide a balance between protecting the extant remains and an accessible route and adapting to modern needs. It is important that planning policy sees the heritage not as a hindrance to economic development., but a means through which economic development can take place.

The protection of heritage assets is recognised in the National Planning Policy Framework of 2012, however it does draw clear distinctions between designated and non-designated heritage assets. Some of the assets that have survived associated with the S&DR and the 1830s are not designated and so the level of protection they enjoy in the planning process is limited. To date, some of these heritage assets are not on the local authority Historic Environment Records, but this project has added 246 new HER records associated with the S&DR branch line or later industry of which 24 still have physical evidence above or (potentially) below ground. These sites will now be drawn into the planning process. None of these heritage assets have been recommended for designation, although it is proposed that the Conservation Area be extended (see below).

Regardless of any designations, local planning policy also has to be strong enough to protect the remains and their settings and encourage pro-active conservation and interpretation as part of future development proposals.

Current local planning policy in Middlesbrough consists of a series of Development Plan Documents setting policies and proposals for the use of land in Middlesbrough. It includes the Housing Local Plan (adopted 2014, but currently under review), a Core Strategy (adopted 2008), and Regeneration DPD (adopted 2009). New policies are currently being prepared for conversions of residential properties. Supplementary Planning Documents also exist, the most relevant being on Middlesbrough's Urban Design which includes guidance on development fitting in with local character and development affecting listed buildings and conservation areas. There is also guidance in the Middlesbrough Historic Quarter and Station Conservation Area Character Appraisal and Management Plan which is immediately adjacent to the branch line and the new town remains of Middlesbrough and the later dock.

The Core Strategy (2008) is key to the protection of heritage assets and the creation of a quality environment. It has no specific S&DR policies, but it does have policies to support the Green Spaces Strategy, which identifies a vision for open space in Middlesbrough. This vision is based on Middlesbrough having a network of accessible, high quality greenspaces, sport and recreation facilities. This network is designed to meet local needs, enhance the 'livability' of the town, support regeneration and bio-diversity, promote sustainability and make the best use of land. This could support the creation of a recreational rail-trail along or near to the route of the branch line, while supporting existing regeneration projects which have already taken place at St. Hilda's near the Custom's House and the Conservation Area for the heritage Quarter. However the Core Strategy puts an emphasis on enhancing the quality of existing green spaces, rather than creation new ones.¹⁴⁴ There are existing green spaces at the Maze Park and Metz Bridge which already provide an attractive green environment from which to explore the impact of the S&DR's 1830 branch line and the Green Spaces policies also specifically refer to the river frontage. This is where the 1830 staithe were located and the later dock is still located, but on the site of the 1830s staithe and coal drops there is currently no public access to the river frontage.

The need to create a few links for public access for the proposed rail trail near Marsh Road, Station Road and Forty Foot Road, plus the river frontage at Dawson's Wharf fits very well with Policy CS20 on Green Infrastructure which states:

'The Council will work with partners to ensure the successful creation of an integrated network of green infrastructure. This will be delivered through a planned network of multi-functional green space and inter-connecting links which are designed, developed, and managed to meet the environmental, social, and economic needs of communities across Middlesbrough and the wider Tees Valley city region. It will be set within, and contribute to, a high quality natural and built environment and will be required to enhance the quality of life for present and future residents and visitors, deliver liveability for sustainable communities, and contribute to the Middlesbrough Biodiversity Action Plan....'

'The loss of green space that contributes to the achievement of an integrated network of green infrastructure will be resisted. In assessing the role of any particular area of green space regard will be had to the provisions of the Green Space Strategy. Where appropriate, SPD and masterplans will be prepared to provide further guidance on the provision of green infrastructure.'

¹⁴⁴ Middlesbrough Council 2008, 60-2

Policy CS21 also sets out an approach to the creation of a 'Green Blue Heart' between Middlesbrough and Stockton town centres and looks to better integrate the river frontage into developments. This too provides a policy background to better enhance the original 1830 frontage where Hackworth's staithes were located and reintegrate the heritage interest and the river back into the community.

The Core Strategy is now an old document due to be replaced. A new Local Plan is being prepared which will set out a vision for the future development of Middlesbrough in relation to housing, the economy, community facilities and infrastructure, up to 2033. The Local Plan, when adopted, will replace a number of existing planning policy documents, and provide a basis for determining planning applications within Middlesbrough. This is therefore an opportunity to create planning policies along the entire S&DR which ensure that the approach to development control is the same regardless of which planning authority is in charge. Planning policies in all other local planning authorities across the remaining twenty six miles are also being reviewed and so there is a singular opportunity to harmonise the approach; this is particularly important because the western half of the branch line falls within Stockton Council and the eastern half within Middlesbrough. The Stockton Plan has now been submitted to the Secretary of State and includes a specific S&DR planning policy. Based on this policy, a similar one is recommended for the new Middlesbrough Local Plan:

Policy HEXX – Stockton & Darlington Railway

1. The Council will support development which safeguards the route of the historic Stockton & Darlington railway Middlesbrough branch line of 1830, the later branch line to the 1842 dock, and associated structures, and which preserves and enhances this cultural asset, its archaeological remains and setting.

2. The Council will require any proposal for development on or adjacent to the line(s) to show how the proposal has regard to the preservation of any physical remains along the route(s) and their interpretation on the ground, and otherwise respects and interprets the route(s) where those remains no longer exist.

The purpose of this policy is to seek to ensure the continued preservation of these sections of the line and associated structures. The precise alignment is shown on the Policies Map.

Reviewing the Conservation Area Boundary

The planning approach to the S&DR branch line and the earliest settlement needs to be much more than reactive. Considerable advances have been made in the economic regeneration of

the area through the Townscape Heritage Initiative Scheme of the adjacent Historic Quarter Conservation Area and the Greater Middlehaven Regeneration Development Plan around the later dock. However, the beneficial impact of these two areas of large scale public investment is being hampered by the demolished new town remains which are now the subject of fly tipping, the neglected old town hall and the lack of perceived value of the branch line trackbed and restricted access to the 1830 river frontage. The 200th anniversary of the foundation of Middlesbrough in 1830, or the potential City of Culture bid for Teesside in 2025 both provide opportunities and a timetable to address these issues and the huge potential to build on earlier investments in the public realm.

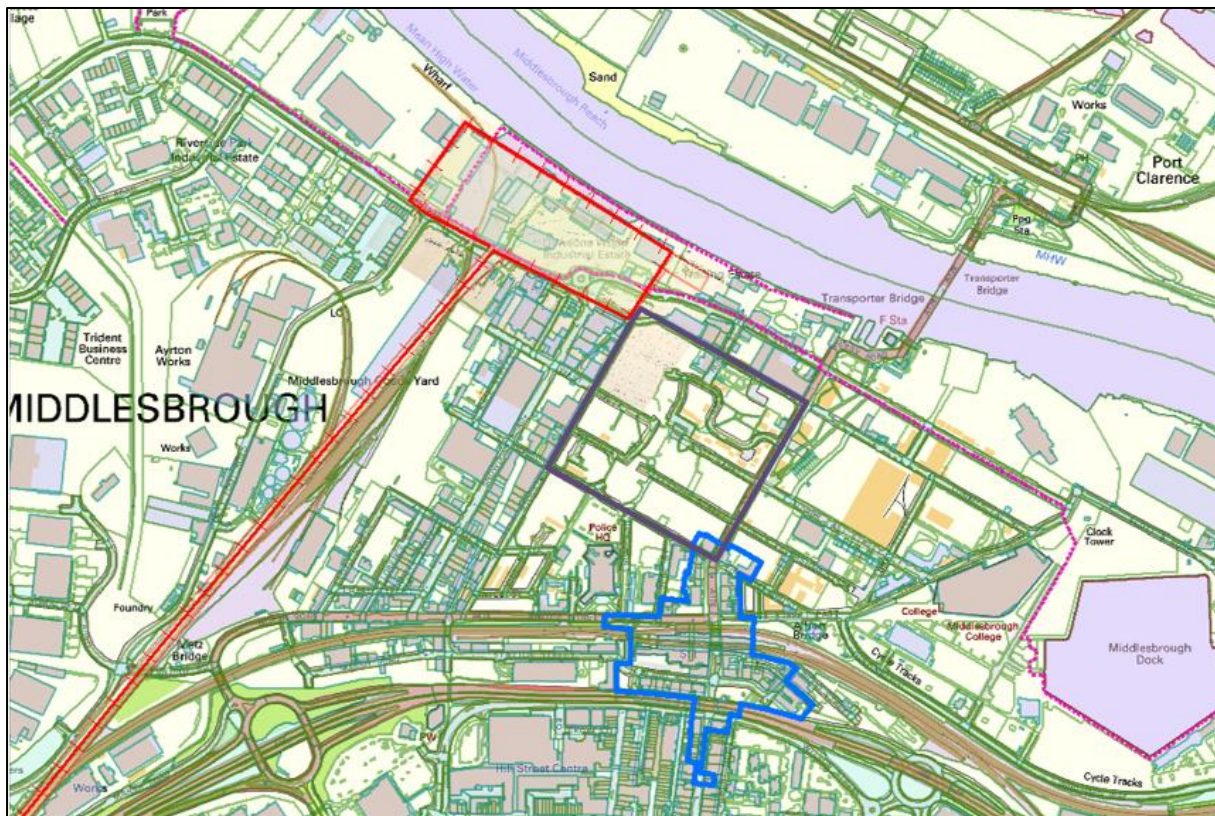


Figure 35. The existing Conservation Area boundary in blue; the new town boundary in purple and the S&DR branch line and port in red. The Conservation Area boundary could be extended to include at least the new town

Conservation Areas are areas considered to be of architectural or historic interest. There is little left in the planned new town of architectural interest, but its historic interest is unparalleled in the Council area and of national importance.

The boundary of the adjacent conservation area was reviewed in 1989 and 2001. Despite being named the Historic Quarter, the Conservation Area does not include the planned new town that was set out and built from 1830 to provide accommodation for the workforce associated with the S&DR branch line and the associated staithes and wharves. With the exception of the old town hall, now in very poor condition, the housing and other buildings that

stood here from 1830 have been demolished and so there is only limited architectural interest. However, the street plan remains, as does the Old Town Hall, the former Coal Exchange Building, the town's first inn (The Ship Inn) and a later inn the Captain Cook, although all but the Exchange Building (Custom's House) are in perilous condition. It may therefore be appropriate to review the Conservation Area boundary again with a view to including the site of the new town of Middlesbrough because of its historic interest. This will help to ensure that whatever is built here has to meet the highest standards of design as required of designated heritage assets in the NPPF. Most of the planned new town belongs to Middlesbrough Council (apart from the NW corner) and so consultation on the extent of the Conservation Area need not be onerous.

A Heritage Action Zone for 1830s Middlesbrough

Help to meet the regeneration needs of the heritage interest and the demand for housing locally can be found through creating a Heritage Action Zone. Heritage Action Zones are designed for:

- 🏡 Historic places that have the potential to become focal points for sustainable economic development and community development.
- 🏡 Areas (geographic or thematic) with untapped potential, rich in industrial, rural, cultural or faith heritage.
- 🏡 Often undervalued and underused, or under significant pressure.

The aim of creating Heritage Actions Zones is to:

- 🏡 Make more productive use of heritage assets to support sustainable growth, including the delivery of housing
- 🏡 Deliver a flexible response to local circumstances
- 🏡 Ensure coordinated use of resources through partnership working
- 🏡 Generate creative solutions to managing change
- 🏡 Create a lasting legacy

Heritage Action Zone status will help to create a place where businesses want to be, it will attract higher growth businesses, it will encourage local people to visit and stay longer, it will attract tourists especially in the lead up to 2025 and the 200th birthday of the S&DR (and 2030 for the 200th birthday of Middlesbrough) and it will return to St. Hilda's a stronger sense of place which it has lost through the demolition of the new town. If this status can be achieved for the St Hilda's and branch line area, then the offer from Historic England will be a combination of their officer time and expertise plus funding. Individual applications would still need to be made for specific projects (such as the creation of a design brief for the new town,

or statements of significance for threatened buildings), but these would be prioritised because of the HAZ status. HAZ status could be particularly helpful for the S&DR area of Middlesbrough because property prices are very low, there is ample developable land already which is not being developed,¹⁴⁵ and it is difficult to encourage private developers to invest in this area. HAZ can be used to help create the right conditions to attract sustainable development.

Some specific projects that could be included would be:

- 🏠 a design brief to encourage the appropriate reuse of the planned new town.
- 🏠 A review of the Conservation Area Boundary to include the area of historic interest
- 🏠 Help to create low cost housing, possibly new council housing or the creation of a St. Hilda's Community Development Trust or Community Land Trust for the former planned new town
- 🏠 Preparing Statements of Significance for some particular properties such as the former Ship Inn, the Captain Cook inn and the Old Town Hall to help guide future developments.
- 🏠 An options appraisal for the Old Town Hall to reinvigorate the earlier attempts at finding a new use
- 🏠 A heritage statement for future developments at the Tees Marshalling Yards to help inform future developments there

The 1825-30 S&DR mainline and some of its branches between Witton Park in County Durham and Stockton is already a Heritage Action Zone having been designated as such in 2017. It is recommended that this status also be acquired for the new town, the wharf, the branch line and possibly the 1842 dock with a view to achieving the above aims and objectives by 2030.

Designating the past for protection

Statutory designation affords a higher level of protection for designated heritage assets than planning, but a high bar of significance must be met. None of the 1830s trackbed is designated as a listed building or a scheduled monument, but because of its long term use and considerable expansion and adaptation to the changing economic climate, there is no part of the trackbed that appears to meet the required standards for protection through listing or scheduling.

¹⁴⁵ Middlesbrough Council, Five Year Housing Land Supply Assessment January 2016

There are listed buildings in Stockton with a direct relationship to the 1825 S&DR, but along the 1830 route the listed buildings nearby have a less direct relationship. The listed Old Town Hall at Thornaby is much later in date (1890-2), but can be seen from Thornaby Station. The Tees Newport Bridge is 20th century in date but continues a tradition of innovative transport and can be visited when using the 1830 S&DR route. This is also the case for the listed Tees Transporter Bridge.

There are listed buildings with a more direct relationship in the planned new town, namely the Old Exchange/Customs House building and the Old Town Hall and Cock Tower and the Captain Cook inn. Only the Custom's House has a direct relationship with the 1830s however. All other listed buildings are associated with the later expansion of the town made possible by the new dock and the ability to extract iron ore from the Cleveland hills. There are no recommendations to add to the list of buildings of special architectural or historic interest.

The existing local list for Middlesbrough already includes the few unlisted, but historically interesting buildings in the planned new town such as the former Ship Inn (Middlehaven Inn) and no further additions to the local list are recommended. Other buildings on the local list relate to the later iron industry phase of expansion.

Long Term Maintenance

There are few additional requirements for long term maintenance over and above what is already required. Some modest amounts of additional access have been recommended but they are not wholly necessary and can be adopted or not as funding permits.

There is currently very little litter picking being carried out along the 1830 route and this could perhaps be carried out through community involvement and volunteering in adopting stretches of the accessible route in order to keep it in a state suitable for presenting to the public, free of litter and dog waste, and instilling a sense of pride. Keeping the line clear of litter and dog waste is going to be challenging. Fostering a sense of civic pride in the S&DR and encouraging community responsibility for looking after it is important and could make use of two initiatives.

Use community payback to do organised and regular litter picks. Community payback is for people who have been convicted of a crime and have to carry out work for the local community in lieu of other sanctions. It still requires co-ordination and supervision and therefore staff time and may not always be available. In order to make use of community payback, an accredited organisation will need to be responsible.

A volunteer adoption scheme can be set up for the S&DR. The recent work by the Friends of the S&DR and other local groups have shown that people are willing to adopt and care for their local stretch of line. It is important that if this is to succeed that they are supported with

protective equipment and health and safety training and are not taken for granted. It could be run by a volunteer or local community group instead of the councils and could seek grant aid to apply for protective clothing. School groups could be encouraged as part of an education package to 'adopt' a stretch of line near their school and have regular litter picks combined with history/ecology lessons.



Plate 48. Litter, a significant problem with cost implications in cleaning up – unless volunteers are used or lorry drivers provided with additional facilities to dispose of waste

Monitoring of the line and arranging/coordinating the work of volunteers, school groups and others would best be served by appointing a part time S&DR ranger to lead on outreach and guiding. They would need specialist training in not just countryside and rights of ways issues, but also the heritage of the S&DR and historic monument conservation.

In either case, arrangements would need to be made to dispose of the litter after collection. Funding could be shared across the S&DR area covering four councils and the Tees Valley Combined Authority.

Interpretation

The focus of any interpretation should be the Making (or the Rebirth of) of Modern Middlesbrough and a clear strategy should be fully implemented by 1830. The enhanced access with appropriate signage should be ready by 2025 so that Middlesbrough can draw in visitors who come to the region to celebrate the 200th birthday of the modern railway network in 2025. Other themes which relate to this but are of less significance and not unique to

Middlesbrough, are innovative engineering and transport and Victorian recycling; these can perhaps best be drawn out as spin offs from the main theme.

Some form of interpretation and signage will be required to complement any enhanced access to the 1830 S&DR area. An S&DR house style will be developed for the 1825 mainline route between Witton Park and Stockton and so directional signage for the 1830 trackbed route could adopt the same style.

Alternatively, interpretation can instead adopt a new theme and house style based on the foundation of modern Middlesbrough in 1830.

The route and any attractions around the planned new town and the Conservation Area will be significantly better appreciated with some form of interpretation. As the area suffers from vandalism, on site interpretation is at risk and so off site interpretation would be more suited and can take advantage of new technology to provide information through smart phone applications. A project to create a series of applications could be carried out in partnership with Tees Archives who hold many photographs of the area so that historic images can be produced as part of the offer. The only on-site material would therefore be bar codes for scanning, although these too can be replaced with a GPS triggered system.

The applications should include a GPS facility so that historic photographs and surveys can be uploaded and available for download as users approach specific areas. Historic comparisons are particularly popular and can bring the past to life even where the heritage has largely been destroyed. One of the ways this can be done is through augmented reality applications which are increasing in popularity. The Museum of London's Streetmuseum app¹⁴⁶ is one of the best known heritage apps and uses Augmented Reality. The app allows users to select a destination from a map or by using their own GPS to locate an image near them. Users hold their phone camera up to the present day street scene and an archive photo of the same location from a different era appears on their screens with accompanying information about the scene. Users with more advanced phones can also use the 3D function to see past images appear as an overlay over the present scene.

The Old Town Hall offers the best location for a more detailed look at the history of the area. This could only form part of the building's future use because it would not generate enough income to maintain the building without additional uses. There is also a certain amount of fatigue from the major funding bodies to fund new 'visitor centres' or museums. However if

¹⁴⁶ https://www.museumoflondon.org.uk/Resources/app/Dickens_webpage/home.html [accessed 030318]

visitors are to be welcomed to the area, there needs to be a suitable start and end point to the 1830 offer and the Old Town Hall could provide that.



Plate 49. The 'streetmuseum' application for the Museum of London. Working in partnership with Tees Archives, similar applications could be developed for the whole S&DR 1830 route and the planned new town showing images of the past while standing in the present

A more detailed interpretation plan could flesh out the options for directional signage and house styles (in consultation with the interpretation plan currently being commissioned for the 1825 S&DR) and for off site interpretation. An options appraisal, informed by a Statement of Significance is required to help reinvigorate the hunt for a new use for the Old Town Hall.



Plate 50. Previous steam cavalcades in 1925 and 1975. The Tees Marshalling Yards could provide the location for a similar event in 2025

The Tees Marshalling Yards are largely underused and may come up for future development. However as an area which still has a large number of active railway lines, but is not used intensively for passenger trains, the yards could be the location of a Steam Cavalcade in 2025.

Previous celebrations of significant birthdays in 1875, 1925 and 1975 have all featured a steam cavalcade. Redevelopment of this site might therefore be best carried out after 2025.

In a similar vein and as part of the 2025 or 2030 celebrations, funding could be attracted from a combination of Crowd Funding and private sponsorship to rebuild a reproduction Globe engine which would be part of the heritage offer and could participate in the Steam Cavalcade of 2025. Such single project themes with a tangible output tend to be easier to attract sponsorship and there are local businesses with the capacity to help move it around the country for future use.

Summary recommendations on Planning Policy, Future Management and Interpretation:

- 🏰 Middlesbrough Council to consider representation on the Rail Heritage Steering Group
- 🏰 The new Local Plan should contain S&DR specific policies designed to protect the remains and the route of the branch line. This should harmonise planning policy across the whole S&DR route. A sample policy has been provided (see page 105).
- 🏰 Proactive heritage led regeneration should target the remains of the new town, including its last few buildings and link them into the rest of the 1830s trackbed (site of) and the adjacent Conservation Area with the revived regeneration scheme at Middlehaven (the Boho area).
- 🏰 Review the Middlesbrough Historic Quarter Conservation Area boundary with a view to including the remains of the planned new town of Middlesbrough from 1830 and the old town hall.
- 🏰 Prepare a design brief for any works on the site of the planned new town at St. Hilda's.
- 🏰 Apply for Heritage Action Zone status for the new town, the adjacent Conservation Area, the 1842 dock, Dawson's Wharf and the 1830 trackbed route as far as Stockton (this may help with the above recommendations).
- 🏰 Options Appraisal and Statement of Significance for the Old Town Hall as part of an interpretation offer
- 🏰 Consider rebuilding Chapman's House on West Street and furnishing as it may have appeared in 1830 as part of a wider interpretation offer
- 🏰 The Tees Marshalling Yards are now disused and could form the location of the Steam Cavalcade in 2025 – this should be informed by a more detailed Statement of significance for the marshalling yards

- 👤 An Interpretation Strategy could flesh out the proposals here to concentrate on ‘The Making of Modern Middlesbrough’ as the main theme using a combination of augmented VR applications for smart phones and onsite interpretation in part of the Old Town Hall.
- 👤 The Interpretation Strategy should also provide guidance on a house style for directional signs (or use the mainline house style to be developed), off site applications should be costed and designed
- 👤 As part of a wider interpretation and events package, explore constructing a reproduction and fully operating Globe locomotive to appear at the 2025 Steam Cavalcade and subsequent live steam events possibly around Commercial Street or Dawson’s Wharf.
- 👤 In order to keep the paths clean, a local group or the local authority should set up an adopt a line scheme and a system of accreditation so that community payback, or volunteering can also be used in areas prone to fly tipping and litter dropping. Appoint S&DR rangers to monitor the line, organise volunteer litter picks and provide guiding for school groups and visitors.

Key Stakeholders

A number of organisations and local groups have an interest or a stake in the Branch Line and have an important role in its future management. These can be broadly divided into four groups.

First, owners and occupiers of local businesses who may wish to use the S&DR to gain international focus and to promote so much that is great about the Region. They could also potentially sponsor events, conservation work or permit access to parts of the line. This includes the hospitality sector that stands to benefit from any regional based projects to raise the profile of the S&DR, conserve and interpret the remains and attract visitors to the area.

Second is educational establishments with a school and part of Durham University being represented. Through connections with them there is scope to promote the importance of the region in terms of industry and to build on connections overseas.

Third are local interest groups led by the Friends of the S&DR but also other groups concentrating on Middlesbrough.

Finally the fourth group could help with local and regional promotion of any S&DR related events or news stories.

Owners, occupiers and local businesses

Network Rail. Owners of the trackbed, although those parts between Dawson's Wharf and Metz Bridge is on a long term lease to A.V. Dawson. The contact from Network Rail who sits on the Rail Heritage Steering Group is Tim.wright@networkrail.co.uk. The Customer Services Manager who also sits on the Rail Heritage Steering Group is Janet Thurlington, Mobile : 07771 670569. Email: Janet.Turlington@networkrail.co.uk, Network Rail, 4th Floor, George Stephenson House, Toft Green, York, YO1 6JT

Rail Operators. There are two rail operators currently providing trains to Middlesbrough Station, namely Northern Railway and TransPennine Express. Both use the route that has evolved from the 1830 railway, although the current rails are further to the south. They may need to be consulted over enhanced public access nearer the trackbed and if their contracts extend as far as 2025, they may wish to participate in the 2025 celebrations or the 1830 ones.

Northern Railway. Contact: enquiries@northernrailway.co.uk. The representative on the Rail Heritage Steering Group is Anna.Weeks@northernrailway.co.uk.

Trans Pennine Express. Contact: tpecustomer.relations@firstgroup.com

PD Ports. This company operates a number of ports and logistics centres in the UK including on Teesside at Teesport. Teesport is a deep-water facility with a natural marine opening, providing lock-free access to the North Sea and is located a little further along the Tees from the 1842 dock. It is continuing the work of the S&DR and the Middlesbrough Owners by moving goods around the world to and from the Tees.

A. V. Dawson. A Middlesbrough based logistical services company covering Road Haulage, Rail Freight, Port Services plus Warehousing and Storage and landlords of commercial premises in the area. The company owns, or has a long term lease on, most of the 1830 dock area, trackbed and sidings/ goods yard from the riverbank at Dawson's Wharf to Metz Bridge.

The company was founded in 1938 as a coal merchant selling coal from Emmerson Street, transported by Dina the horse. Today A V Dawson is a multi-million pound company investing in the construction of a new rail linked steel coil store, a new deepwater quay and intermodal rail terminal to service the container market.

A V Dawson is a patron of Middlesbrough and Teesside Philanthropic Foundation which delivers a number of great campaigns, but they are particularly interested in supporting Teesside's young people. A V Dawson does this in a number of ways, through providing apprentices and jobs across its business to its membership with the High Tide Foundation, ensuring young people are equipped with practical workplace skills. It is a major employer in

Teesside, located on the branch line terminus and continuing the close association between railway and distribution of goods that was the raison d'être of the S&DR's Middlesbrough branch line.



Plate 51. A.V Dawson next to the branch line which still operates. The rails continue to the dockside as they did in 1830, although on a slightly different alignment.

Contact: A. V Dawson Ltd, Commercial Headquarters, Dawsons Wharf & North Sea Supply Base: Riverside Park Road, Middlesbrough TS2 1UT. Tel: +44 (0)1642 219271. For information about the community engagement aspect of the business: enquiries@av-dawson.com or contact Charlie Nettle, Head of Commercial and Marketing, AV Dawson Limited, Riverside Park Road, Middlesbrough TS2 1UT. Tel:+44 (0)1642 256843. Mobile:+44 (0)7525 268520. Email: Charlie.Nettle@av-dawson.com. Web Site: www.av-dawson.com

TP Coffee House and Cafe Ltd is on the edge of the planned new town and is one of the few places currently offering refreshments in the immediate vicinity of the 1830s heritage interest and so stands to benefit from any increase in visitor numbers. It also has a function room suitable for meetings and shares the building with an art gallery which enhances the visitor offer. It is currently not open weekends unless by arrangement.

Contact: Royal TP Coffee House, Middlehaven House, 21 Gosford St, Middlesbrough TS2 1BB. Tel: 01642 241 699

Custom's House/ My Place. An important historic building and one of the last to survive from the 1830s in the new town. It is used as a meeting place/ hub for young people and has facilities such as recording studios, a gym and theatre space and so could be used for events aimed at young people. It also has a café at ground floor level which is currently only for the use of the members, but has the potential to offer hospitality to a wider group if required.

Contact: Custom House, North Street, Middlesbrough, TS2 1JP. Tel: 01642 256310. Email: myplace@middlesbrough.gov.uk

Barnes & Woodhouse Timber Yard (and P. Woodhouse Coal Deliveries). Occupiers of buildings on the site of the first station in Middlesbrough.

Contact: Barnes & Woodhouse Timber Yard. Ferndale One, Commercial Street, Middlesbrough TS2 1JT. Tel: 01642 224092 or 01642 241644. E-Mail: enquiries@timberpackingcases.com

Fertiliser Solutions Ltd. Business located on site of the sidings to the first staithes of 1830, but part of a UK wide national company with the HQ in Hertfordshire.

Contact: Fertiliser Solutions Ltd. Riverside House/Dawsons Wharf/Depot Rd Middlesbrough TS2 1DN, United Kingdom. Tel: +44 1642 201 010

European Metal Recycling Ltd. Located on the branch line where it divides into sidings to head towards the 1830 staithe.

Contact: European Metal Recycling Ltd. Depot Rd Middlesbrough, Cleveland TS2 1LE, United Kingdom. Tel: +44 1642 247419. W: <http://www.emrgroup.com/>

Cleveland Cable Co Ltd. Electrical wholesaler with premises immediately NW of the branch line. A national company, now newly international, supplying cables across the world via rail, air or sea.

Contact: Cleveland Cable Co Ltd, Riverside Park Road, Middlesbrough, TS2 1QW. Tel: 01642 241133. W: clevelandcable.com

William Lane Foundry. This business has its origins in 1862 and is Middlesbrough's last remaining foundry. Located in 19th century brick buildings on Forty Foot Road which runs parallel to the branch line, it is potentially of some interest to visitors because it is associated with the railway line and the iron industry both of which combined to make Middlesbrough. It also manufactures heritage cast iron signs, commemorative benches and larger engineering casts and so could provide interpretative material in keeping with the character of the railway heritage. The owners are keen to diversify so that they can sell small products from their premises and so need somewhere suitable to display them. They are also keen to make their historic forge more accessible to the public.

Contact: Stuart Duffy or Dave Stuart at William Lane Ltd, Forty Foot Road, Middlesbrough, TS12 1HG. Tel: 01642 242871. info@williamlanefoundry.uk. www.williamlanefoundry.co.uk

Tees Valley Wildlife Trust own and manage Maze Park for its wildlife interest, in particular butterflies. This park also provides a long stretch of safe cycling and walking routes than run parallel to the 1830 branch line.

Tees Barrage. The Tees Barrage runs immediately north of the branch line and connects to Maze Park which offers a safe shared walking and cyclin route alongside the route of the 1830

branch line. The barrage is the location of a white water recreation centre and so adds to the interest of the route for future visitors. E: info@teeswildlife.org. Tel: 01287 636382

Jurys Inn Middlesbrough. Hotel that could benefit from an international high profile event associated with the S&DR in 2025 or the Birth of Middlesbrough in 2030.

Contact: Jury's Inn, Fry St, Middlesbrough. TS1 1JH. Tel: 01642 232000 W:jurysinns.com

Travelodge. Hotel that could benefit from an international high profile event associated with the S&DR in 2025 or the Birth of Middlesbrough in 2030.

Contact: Travelodge. Newport Rd, Middlesbrough, TS1 5JF. Tel: 0871 984 6375W: travelodge.co.uk

Educational Establishments

University of Durham, Queen's Campus. Located adjacent to the branch line on Station Street, it is the location of the international study centre. This is where students from around the world prepare for their degree course in Durham. It therefore provides access to an international audience.

Contact: Durham University, Queen's Campus, Stockton, University Boulevard, Thornaby, Stockton-on-Tees, TS17 6BH. Tel: +44 (0)191 334 0022

Macmillan Academy. Located immediately south of the branch line with origins as a technical college.

Contact: Macmillan Academy, Stockton Rd, Middlesbrough, TS5 4AG

Middlesbrough College. College located in Middlehaven and runs vocational courses and apprenticeships which could building on the success and name associated with the S&DR in areas such as engineering, surveying, or seek to explore the opportunities the Birth of Middlesbrough celebrations or City of Culture bid could bring to hospitality.

Contact: Middlesbrough College, Dock St, Middlesbrough. TS2 1AD Tel: 01642 333333 W: mbro.ac.uk

Local Interest and Heritage Groups

Rail Heritage Steering Group. A high level group of officers from the three local councils, the Tees Valley Combined Authority and main stakeholders with an interest in the S&DR 1825 mainline such as Network Rail and the Rail Operators. This group is driving forward the action plan arising from the 1825 S&DR Historic Environment Audit (2016) which includes an

interpretation plan and celebration events for 2025 and therefore has some overlap with the works proposed for the Middlesbrough branch line.

Contact: Linda Tuttiett, linda.tuttiett@teesvalley-ca.gov.uk

Friends of the S&DR. This is a local community group that has been key in raising the profile of the significance of the S&DR. It acts as an umbrella organisation for all those interested in our railway heritage, lobbies and works with local authorities and government, pushes forward on survey, research and conservation of the line, raises the profile and awareness of our industrial heritage, locally, nationally and internationally, protects and care for the S&DR remains, explores the case for World Heritage Site status, supports coordinated development of footpaths and interpretation to safely access the line and works with others on events for the 2025, Bicentenary Year.

Contact: Trish Pemberton, Chair of the Friends of the S&DR at trish@technologytrish.co.uk.

Historic England. This is the public body that looks after England's historic environment. They champion and protect historic places, helping people understand, value and care for them. They have allocated time and staff to revisit the protection of the S&DR remains as part of the Heritage Action Zone status awarded to the S&DR mainline in 2017. This Heritage Action Zone scheme will help to restore some of the historic features, such as bridges and old railway buildings along the line with the aim of boosting tourism and creating jobs - all in the build-up to its 2025 bicentenary. This is the contact to progress Heritage Action Zone status for the 1830 planned town and associated heritage remains.

Contact: Barbara Hooper at Barbara.Hooper@HistoricEngland.org.uk.

River Tees Rediscovered. The HLF funded landscape partnership administered by Groundwork has a number of relevant objectives in the Tees Valley area for heritage and access and they are a potential source of funding and a means to get more local community involvement. However they are in their last year and may not be able to take on more projects. They aim to:

- 👥 Connect people and communities to built and natural heritage
- 👥 Bring our heritage to life, through offering new ways for people to see, hear, touch and enjoy it.
- 👥 Protect our heritage for future generations.
- 👥 Inspire people to make a positive difference in our area by providing opportunities for people to get involved

- 👤 Encourage people to learn new heritage skills and pass these on to future generations
- 👤 Promote the heritage of the Tees Valley to communities and visitors so they appreciate how special it is

Contact: Lucy Chapman or Christine Corbett, Groundwork NE, Navigation Way, Thornaby, Stockton on Tees, TS17 6QA. Tel: 01642 616 144. Email: christine.corbett@groundwork.org.uk

Publicity businesses

TFM Radio Ltd. Radio broadcaster located immediately north of the branch line.

Contact: TFM Radio Ltd. Yale Crescent, Thornaby, Stockton-on-Tees, TS17 6AA. Tel: 01642 888222. W: tfmradio.com

Conclusion

The 1830 Middlesbrough branch line was the continuation of the internationally significant 1825 Stockton & Darlington Railway that was the start of the modern railway network which would spread across the world. Designed to create a safer and larger port than Stockton, it also resulted in the creation of a new planned railway town set on a grid pattern. Innovative engineering was used to create coal staithes, designed by Timothy Hackworth, for loading coal from train waggons to ships. The same innovative skills were used to create The Globe, a locomotive designed by Hackworth on behalf of the S&DR, specifically for passenger use.

This massive investment in infrastructure by the S&DR led to the formation of Middlesbrough and an extraordinary shift from marshland populated by wildlife and the occasional human inhabitant to an industrial landscape with a highly populated, densely packed town and a railway line with sidings extending across the industrialised area.

The 1830 trackbed corridor is still in use, although parts of the original route are now built over at Maze Park, south of Princeton Dive and A. V. Dawson's and the original line went on to be expanded to create vast areas of sidings serving the iron industry in Middlesbrough, Newport and Stockton. The fact that most of the route has been in continual use since 1830 is part of its historic interest.

There has been considerable investment in creating public access along this corridor already to create walking and cycling routes along much of its length. This could be enhanced, but even without significant investment it is already possible to walk and cycle the entire 1830 corridor, whilst avoiding live trackbed. This means that little effort is required to extend the proposed 1825 rail access from Witton Park to Stockton into Middlesbrough.

However, the survival of anything visible of historic interest is very poor. In a landscape where so much change has taken place in the last 200 years it is hardly surprising that little survives. The greatest loss is the planned new town of Middlesbrough from 1830 which was still being demolished in 2000. If the 1830 rail trail is created, what will users see when they arrive at the terminus of the line at Depot Road? The site of the staithes at Dawson's Wharf continues in use to export and import freight around the world a busy and hazardous place for the casual visitor. The area of the planned town now consists of open grassy areas, a surviving street pattern, parked cars and fly tipping.

The 200th birthday of the S&DR in 2025 and the 200th birthday of the making of modern Middlesbrough in 2030 offers an opportunity and a timetable to address this. Considerable help could be obtained by creating a Heritage Action Zone which will provide tangible resources to regenerate through new locally distinctive housing on the site of St. Hilda's, options appraisals and statements of significance to reinvigorate the need to find new uses for the Old Town Hall and similar reports to help revive the fortunes of the very vulnerable former Ship Inn and Captain Cook pub. The lead up to the City of Culture bid for 2025 and the neighbouring 2025 enhanced rail access from Witton Park to Stockton could help to provide resources and motivation to enhance access along the 1830 rail corridor.

There are some thriving businesses in the area and some smaller ones which would benefit from economic regeneration and an enhanced customer base. By working in partnership with these businesses some economic benefits and civic pride could be restored to the former community of St. Hilda's in time for 2030.

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