THE HISTORY OF THE FIRST PUBLIC RAILWAY

(Stockton & Darlington).

NO. 1, "LOCOMOTION."

Edited by M. HEAVISIDES

OPENING OF THE FIRST PUBLIC RAILWAY, SEPTEMBER 27TH, 1825.

Train passing over Skerne Railway Bridge, Darlington.

By kind permission of Messrs. T. Wood & Sons, Fine Art Gallery, Darlington.

THE HISTORY

OF THE

FIRST PUBLIC RAILWAY,

(STOCKTON & DARLINGTON)

THE OPENING DAY,

AND WHAT FOLLOWED.

EDITED BY

M. HEAVISIDES,

Author of "Rambles in Cleveland," etc.

STOCKTON-ON-TEES:

PRINTED AND PUBLISHED BY HEAVISIDES & SON.

1912.

Preface.

Occasionally it is interesting as well as useful to recall past important epochs in the world's history, and, in the following pages, it has been the aim of the compiler to place before the reader an account of the most important event in the history of progress in the nineteenth century—a century which has been the most remarkable, so far as inventions are concerned.

The pioneers of the first public railway, although sanguine and enthusiastic in their undertaking, never for a moment anticipated that the railway system would become such a mighty power in the world.

For bringing about the realization of their dreams one's sympathy goes out to two men,—Edward Pease, the father of railways; and George Stephenson, the first Railway engineer; who, although enormous difficulties frustrated their efforts, yet, in season and out of season, they steadily persevered until all obstacles were surmounted.

M. HEAVISIDES.

Richmond Road,
Stockton-on-Tees.
1912.

INDEX.

	PAGE.
Early Modes of Carrying	9
The first public mention of a Railway	11
The earliest known Railway	11
Early Railways	12
Canals and Railways	13
The final victory of Railway over Canals	14
Great Meetings at Stockton	15
A Railway decided on	19
Sudden end of the Canal Scheme	21
Forming a Railway Company	22
Promoters in London seeking an Act of Parliament	23
Stockton and Darlington at last united	27
Financial troubles overcome	28
Act of Parliament granted	28
The New Company at work	29
The meeting of George Stephenson and Nicholas Wood with Edward Pease	32
George Stephenson at work	34
The First Rail laid	35
Horse versus Locomotive	38
The Line advancing	40

PAGE.

The Opponents of the Railway . 40

The Production of Iron in the early part of the 19th Century . . . 43

The Selection of Rails and Sleepers . 43

Act of Parliament passed . . 45

The Establishment of a Locomotive Engine Factory . . . 45

Arrival of "No. 1" at Aycliffe . . 48

Arranging the Opening Ceremony . . 52

The Opening Day 55

What followed the Opening of the Railway . 72

Early Days of Railway Travelling . 81

Robert Stephenson . . . 86

Joseph Pease 89

The Early Days of Railway Development . 90

Early Officials of the Stockton and Darlington Railway 92

Yearly and Half-yearly Dividends . . 93

Traffic Receipts from 1826 to 1833 . 94

Statistics of Public Railways in the United Kingdom and Ireland in 1825, 1875, and 1907 94

Index to Illustrations.

	Page.
Opening of Railway, 1825	*Frontispiece.*
Mandale Mill	17
Christopher Tennant	18
Plan of the River Tees Cuts	20
Benjamin Flounders	25
George Stephenson	30
Edward Pease	31
Stockton Town Hall	36
Where the First Rail was laid	37
Puffing Billy	39
Timothy Hackworth	48
"Locomotion" and Tender on Aycliffe Level	50
The First Railway Coach, "The Experiment"	55
The Old Stage Coach	67
One of the early Railway Coaches	74
The "Fleece" Inn, Stockton	76
The First Railway Handbill	77
The First Railway Suspension Bridge	79
,, ,, ,,	80
The First Railway Ticket Office	83
No. 1, "Locomotion" at Bank Top Station, Darlington	84
Robert Stephenson	86
The "Rocket"	88
Joseph Pease	89
Timothy Hackworth's 2nd "Sanspariel"	95
Reduced fac-simile showing the Early History of the First Public Railway	96

THE HISTORY

OF THE

FIRST PUBLIC RAILWAY.

(STOCKTON AND DARLINGTON).

Early Modes of Carrying.

TOWARDS the latter part of the eighteenth century the making of Canals was greatly agitating the public mind. The major part of the traffic on the road was done by single horse carters, supplemented by mules, ponies, and donkeys carrying coal from the collieries to the Cleveland district. It was a slow process and there was a great desire that something should be done to expedite the traffic, and there were many schemes for the formation of canals which were hotly discussed in all parts of England.

As the first Cut in the River Tees (which will be afterwards described), was the forerunner of the railway movement; at the outset a brief account will be given of that undertaking, which has proved an inestimable boon to the commerce of the Tees-side towns.

In the year 1769, Mr. Edmund Harvey, a pewterer, of Stockton-on-Tees, first conceived the idea of a cut or channel at Blue House Point, which would cut off the circuitous course of the river Tees round by Mandale. He laboured many years to bring about the accomplishment of his project, but without success. Years rolled on, and gradually Harvey's cut scheme found favour with many persons, and at last

the project was put into a tangible form; but the promoters, for several years, had to contend against the serious opposition of Lord Harewood, the owner of the mill and land around Mandale, who feared the cut would diminish the value of his land; but, in the end, on receiving a solatium of £2000, he consented to withdraw his opposition, and so the first or Mandale cut was commenced in 1809, and opened on the 18th of September, 1810. Length 154 yards.

This cut proved such an unqualified success, that the second or Portrack cut, from near Blue House Point to the river near Newport, was commenced in June, 1829; being of greater extent than its predecessor, it was not finished until February, 1831. Length, 725 yards. The reader who inspects the accompanying plan of the ancient course of the river, cannot fail to see the immense advantages that were attained, for by the straightening and shortening of the river's course a greater depth of water was acquired, and a large quantity of land was reclaimed. The distance from Stockton to Tees Mouth was shortened by about three miles, making it now only twelve miles from Stockton bridge to the sea.

It should be mentioned to the credit of Edmund Harvey, that he was the first person who commenced a Sunday School (this, however has generally been given to Robert Raikes, but Edmund Harvey was forty years of age when Robert Raikes first saw the light), and he educated and partly clothed, at his own expense, six poor boys, making his workshop in Finkle street his school, and afterwards they regularly attended the Sunday morning service at the Parish Church. Harvey died in 1781 at the ripe age of 83 years.

The first Public mention of the Railway.

The 18th of September, 1810, was a red letter day for Stockton. The bells of the Parish Church were ringing as if for a great victory. It was a victory, but a bloodless one. High holiday prevailed for the day, to celebrate the opening of the first Cut, which, by eliminating Mandale, brought the old town of Stockton two miles nearer the sea. After the opening ceremony, a grand dinner was held in the Town Hall, at which above seventy gentlemen sat down. Very little is known of the after proceedings. But a resolution of great importance was passed. It was moved by Mr. Leonard Raisbeck, Recorder of Stockton; and seconded by Mr. Benjamin Flounders, of Yarm, two notable men, "that a committee should be appointed to inquire into the practicability and advantage of *a railway* or a canal from Stockton, by Darlington and Winston, for the more expeditious carriage of coal, lead, etc." The resolution was carried, and the committee appointed; thus, from the lips of Leonard Raisbeck, fell the first recorded years public mention of the railway, which, fifteen later, was to struggle into life but with such after consequences as the worthy Leonard little dreamed of.

The Committee were a year in concluding their deliberations. They had a difficult problem to solve. The canal was a familiar institution, but a public railway was a great novelty to South Durham. Leaving them awhile heatedly discussing the pros and cons as to canal or rail, we may here cast a rapid glance at the origin of railways.

The earliest known Railway.

The Tyne has the sole credit of having invented

the rail-road. Parallel lines of rails upon which waggons run were in vogue two hundred and fifty years ago, between the collieries in Northumberland and the staithes of the river Tyne. At first they were made of wood. Beams of timber were laid down, five or six inches in breadth, which were fastened at the ends to transverse sleepers by pins, and the sleepers were covered with soil to save the horses' feet. The first iron railway was constructed in Whitehaven, in 1738, and was unsuccessful. In 1754, wheels were first made of cast iron, and the flanged wheel, introduced by Jessop, of Loughborough, was generally adopted.

Early Railways.

In 1776, John Carr laid down a cast-iron tramway with an upright flange, three inches high, and a level surface about four inches broad at the Duke of Norfolk's colliery, near Sheffield. He was subjected to the violence of the men whom he meant to benefit. The railway was torn up and a coal staith burnt, while Carr himself had to hide in a wood for three days to escape rough treatment at the hands of the miners. In 1791, the wooden rails in use were rounded at the top and the wheels were hollowed out to meet them.

In 1801, the first public railway Act was passed by Parliament, and the Surrey Iron Railway Company was the first Railway Company in the world, but financially it was a failure. What then was the Stockton and Darlington? It was not the first public railway, nor even the first railway over which a locomotive engine had passed, but it was the first public railway on which locomotives did the haulage, and was the true germ of our present railway system.

Canals and Railways.

When the South Durham Committee commenced their enquiries in 1810, Parliamentary powers had been obtained for 58 miles of rails in England, 40 miles in Wales, and 10 miles in Scotland. All were made for the carrying of minerals. The conveyance of passengers had not yet been thought of by the promoters of these railway schemes. At this time there were 2,000 miles of canal in England alone, constructed at a cost of £50,000,000. Many of the shares were at a premium, and, in fact, some of the canals were paying large dividends. The case looked bad for railways. Only 100 miles of railways authorized; probably not 70 miles in operation; their locale confined to South Wales. It was at this time estimated that a railway would cost £5,000 per mile, while a canal would only cost £2,000 per mile; but the railway promoters argued with some truth that the rail could go up to the pit mouth.

In 1812, at a meeting of gentlemen and merchants, in Darlington, it was decided to call in Mr. Rennie, to make a survey as to the best method of communication. After a lapse of time, Rennie advised the construction of a canal from Darlington to Stockton. His estimate shewed that the calculations, based on the estimate of 1769, were entirely erroneous. Brindley, another surveyor, put the cost of making 33½ miles of canal at £64,000; but Rennie calculated that it would cost £95,600 to make a canal between Darlington and Stockton. Rennie's survey and estimate shared the fate of Brindley's.

The district, suffering like the rest of England from the wars, was further troubled by local disasters. Depressed trade, commercial failures, one thing taken

with another, rendered the raising of the money impossible, and once more the single horse carts, and the mules and asses were left to jog along unmolested by either canal barge or railway waggon, to the delight of the drivers, who now felt they had before them a century in which the turnpike road was to have no rival.

The Final Victory of Rail over Canal.

The end was nearer than they thought. In the next few years—years during which the single horse carters imagined they were enjoying a monopoly, without any danger of being disturbed—they might, if they had been listening at the door of a certain office in Darlington, have overheard discussions which would have destroyed their confidence in their prospects of single-horse carting. That office was the office of the Messrs. Pease, at that time well-known in Darlington and the countryside as woollen manufacturers; large employers of labour, not only in Darlington but in country villages in the neighbourhood; and prominent members of the Society of Friends. The heads of the firm were Edward Pease, a hale, hearty man of 50, while his younger brother, Joseph, was only 43 years of age.

In their case the ordinary conditions of life were reversed. It was the elder Pease who was the sanguine, the speculative member of the firm; Joseph, the younger, was the more cautious, the less sanguine. Many a time and oft they discussed the Railway and the Canal over their desks ever since the making of the New Cut, but without coming to an agreement. Edward Pease used to argue that railways were, at all events, not much worse than canals, and that they

had at least, one thing in their favour—in South Durham they could be taken right up to the collieries, whereas a canal could not go nearer than Killerby and Staindrop. This advantage of the railway and its relative cheapness were strong points with Edward Pease, which he urged to those persons who surrounded him.

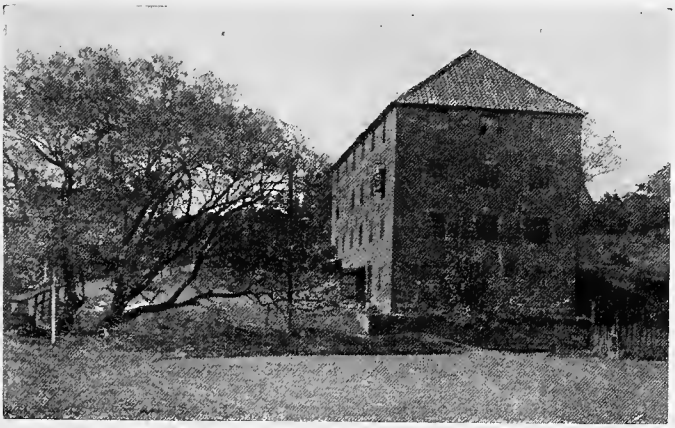
His brother, Joseph, on the contrary, was obstinately opposed to the Railway. Conversing across the desk one day, Mr. Edward is said to have remarked to his brother (and it was an argument he afterwards employed elsewhere), "Well, if I shew that a road can be made at a reasonable cost, by which my horse can draw its four or five tons at the rate of nine miles an hour, while yours is drawing its ton along the common highway at about three miles an hour, I know which the Englishman will have." The response was, "I tell thee, Edward, thou wilt drive thy horse up to the neck in mire before that is done." To which the laconic and self-assured answer was: "Well, well, Joseph, we had better not return to this subject again in the office; it interferes with our business." Edward Pease, between the years 1813 and 1818 had become convinced of two things. First, that a railway, an iron railway, and not a canal, should be constructed; and, secondly, that it should commence at the collieries and terminate at Stockton, taking Darlington *en route.*

Great Meetings at Stockton.

In 1818, Mr. Christopher Tennant, a public-spirited gentleman, of Stockton, dissatisfied with the reports of Brindley and Rennie's proposed canals, engaged Mr. Leather, at his own cost, to make a survey of the

country from Evenwood to Stockton. This canal would cost above £205,000, or nearly £7,000 per mile. The scheme was favourably regarded in Stockton, but at Darlington the proposed canal was by no means popular. In response to a numerously-signed requisition, the Mayor of Stockton called a meeting, which was held on the 31st July, 1818, in the Town Hall, the Earl of Strathmore in the chair. Never before had there been such a crowded and enthusiastic meeting. The Earl of Strathmore—Baron Bowes, of Streatlam, who died the day after his wedding to Mary Milner, of Staindrop, two years later—opened the meeting with a stirring speech touching on the advantages of the proposed canal. The first resolution was proposed by Colonel Sleigh, of Stockton; and seconded by Mr. H. Vansittart, of Kirkleatham. At this point, Leonard Raisbeck rose to move an amendment. A tall, fearless man was Leonard Raisbeck—at that time, perhaps, the most influential man in Stockton; and yet, so strong was the feeling in favour of a canal, that, when it was known he was urging further enquiry instead of immediate action, he was interrupted by stormy and disrespectful cries. Leonard Raisbeck, however, was not the man to be shouted down in the Town Hall of Stockton. He persisted in being heard, and, although to the end he was very badly listened to, he managed to deliver a speech. He reminded the meeting now so enthusiastic in its advocacy of a canal from Portrack to Evenwood, that both Whitworth in 1768, and Rennie in 1813 recommended that the canal should start from the North end of Stockton and pass through Darlington. He was against the canal starting at Portrack, as it would produce a serious injury on the towns of Stockton, Yarm, and Darlington, and sug-

gested that further enquiry be made, with a view to utilizing part canal and part railway; or, should that



MANDALE MILL.
Mentioned on page 10.

not be deemed advisable, then the projectors, whose only object appeared to be the acquisition of coal, might be accomplished by means of a railway, at one half the expense of a canal. He concluded with these memorable words—"I presume to move that a committee be appointed to inquire and report which of the undertakings alluded to will most exclusively promote the general interests and commercial connections of the port." Such was Raisbeck's speech, such his motion; and yet, not a Stockton man could be found to second the amendment. Not one! Benjamin Flounders was there, but, as he was from Yarm, had no right to second the amendment. Jonathan Backhouse was there and spoke against canals, so did Edward Pease. Mr. Raisbeck's amendment, not having a seconder, fell to the ground. Colonel

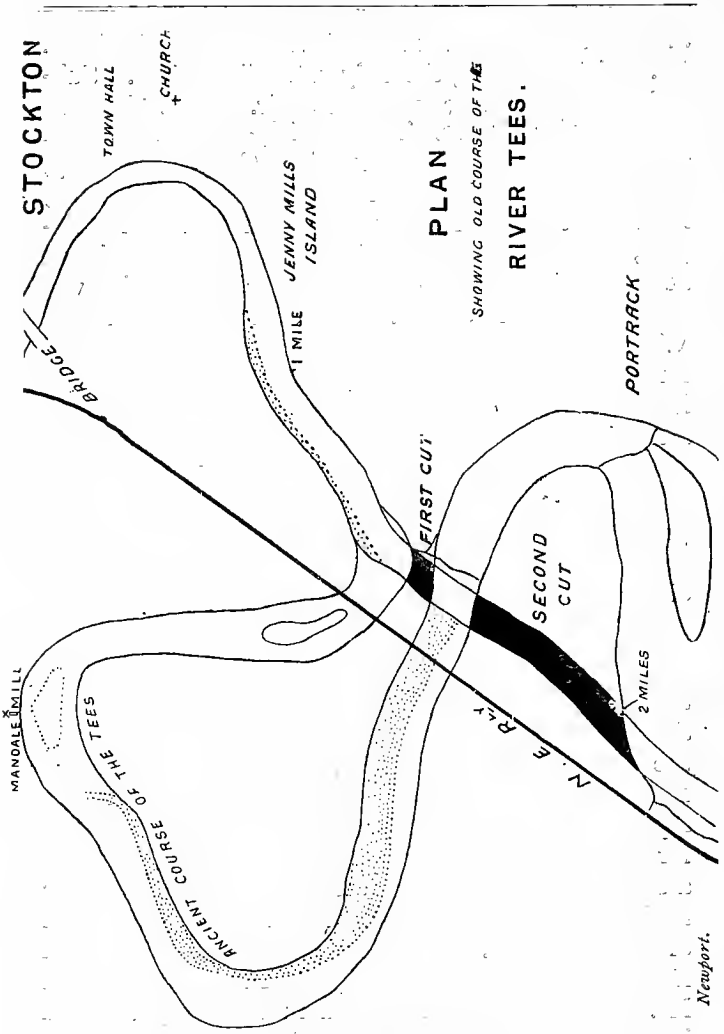
CHRISTOPHER TENNANT.

Sleigh's resolution was carried with great enthusiasm. Mr. Raisbeck being the only voter dissentient. Subscription lists were soon out, Mr. Chris. Tennant heading with £5,000. This publicly-spirited Stockton gentleman afterwards promoted the Clarence Railway, and was destined to be the founder of West Hartlepool, for about the year 1832 he went to reside at Hartlepool, and there he worked assiduously to obtain an act of Parliament for the making of docks, which was granted June 1st, 1832. He confided with Ralph Ward Jackson, all his hopes, aspirations and schemes for founding West Hartlepool, but as he died in 1839, it was left to the latter gentleman to put his projects into practice.

Our illustration of this pioneer has been reproduced from an oil painting, by Browne, which is now in the possession of the Rev. Christopher Tennant (a descendant), of Darsham, Saxmundham, Suffolk, who offered every facility for its reproduction.

A Railway decided on.

The Stockton meeting was no sooner over than the Darlington men took action, for they felt if the Stockton scheme was carried they would be left out in the cold, and, at a meeting held on September 4th, 1818, resolutions were passed and it was ordered that a plan should be drawn up, exhibiting the best course for a rail or tram road for the whole distance, and for a canal from Stockton to Darlington. Parliamentary notices were ordered to be given to cover either method of construction. Another meeting was held at Darlington on November 13th. In the meantime a Mr. Overton had been called in to survey the land between Auckland and Stockton, and declared himself in favour of a railway the whole way. That



For description of Cuts see page 10.

settled the matter. The committee reported unanimously in favour of a rail or tram road throughout the entire line presented between Stockton and the Collieries. Upon Edward Pease, a man of foresight, prudence, and keen commercial instinct, devolved the duty of proving that the novel method of transit recommended by the committee was a thoroughly safe investment, and gradually, but surely, the idea of a railway came to be looked upon as sure to come.

Sudden End of the Canal Scheme.

Returning to Stockton we find that a meeting was held on the 31st October, to confer with the London committee as to the best means of promoting the canal between Auckland and Stockton. The scheme was evidently flagging; £206,000 was a sum not easy to raise when Darlington was disaffected. Subscriptions came in but slowly. In the middle of December another meetingwas held in the Town Hall, Stockton, to receive a report. Col. Sleigh was in the chair. It was declared to be impracticable to get sufficient subscriptions for the canal. A great deal was said at the meeting about "the statements of the Darlington committee," which appeared to have converted many of the canal men to a faith in railways. A few days later a circular was issued to the subscribers which stated, "that after carefully weighing all the information they possess and availing themselves as far as they can of the calculations of the Darlington committee, they have no hesitation in deciding that the interests of the town of Stockton and of the whole country adjacent to the Northern line, demand that a railroad should be constructed to enter the coal field at the nearest possible point." They therefore ap-

pealed to the subscribers to the canal to transfer their subscriptions to the proposed rail-road." Thus perished, slain by the hands of its own promoters, the last canal scheme which found advocates in South Durham. For half a century the canal had been cherished as a secret hope and a glorious possibility but at last the railroad had conquered.

Forming a Railway Company.

Although the canal scheme was dead, it had given birth to a much more formidable rival in the shape of a railway from Evenwood to Stockton *via* Rushyford. The scheme remained unchanged, with the difference that the rail, instead of water, was to be the means of communication between the collieries and Stockton. Of the £60,000 promised to the canal scheme, a fair proportion of this sum was transferred to the railway scheme which followed and more of the subscribers to the canal were likely to subscribe to the opposition scheme hailing from Darlington. Nothing daunted, the Darlington Committee set to work with a will to raise the requisite funds. A prospectus was drawn up by Joseph Pease, jun., then a youth of nineteen, of rare talents. It was entitled, "Proposals for making a public railway from the Collieries, near Auckland, to Darlington, Yarm and Stockton, for the supply of the south and east parts of the County of Durham and the North Riding of Yorkshire, with coals, and for the general conveyance of merchandise. To be established by subscription, in Shares of one hundred pounds each, under the Authority of an Act of Parliament." Continuing, the prospectus set forth that "The Railway is proposed to extend from Stockton to the Collieries in the Auckland district, by one continued

main line, until it approach the coalfield, where it is intended to separate into the principal branches."

Such was a part of the first public railway in the North Country, which was destined to become the pioneer of railways worked by locomotive engines. Money did not come in too rapidly to ensure the success of the project, and Stockton was bitterly hostile to the Darlington scheme. Leonard Raisbeck was a pillar of strength, but he stood almost alone. In spite of his influence, not twenty shares or £2,000 were subscribed in Stockton, for they had no money to spare for the "Quakers' line," as they had transferred their interests from the canal to the "Tees and Weardale Railway," and naturally were disinclined to promote the success of a rival line.

Making Progress.

But the Darlington Committee steadily and persistently pushed on with their scheme, and in the early part of 1819, gave instructions to Mr. Robert Stevenson, an Edinburgh engineer, to prepare a survey of the proposed line. This was carried out and proved to be an engineer's plan drawn up solely to a view of gradients, without so much as a thought of the prejudices which a short detour would avoid, or the opposition which might be converted into friendship by a politic concession. The proposed line passed through one of the fox covers of the Earl of Darlington, it entrenched upon the property of the Earl of Eldon, and almost all the landed gentry were up in arms against the railway.

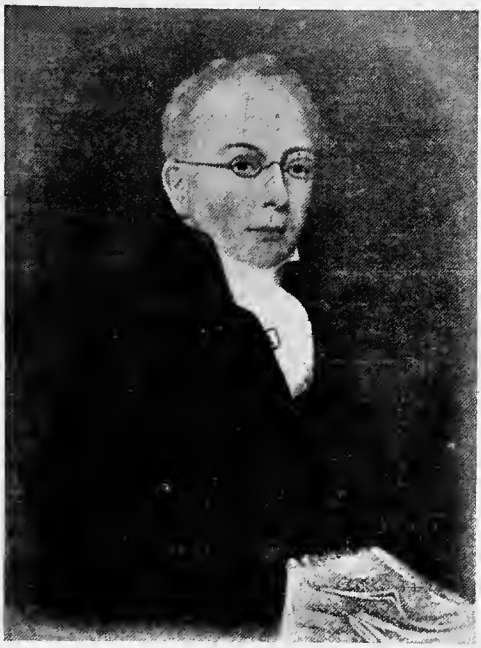
Promoters in London seeking an Act of Parliament.

Travelling in London, ninety years ago was not

the easy thing then that it is now, for it cost Miss Allan, of the Grange, about as much money to go to London and back again as for Cook now to take anyone round the world. Pleasant or unpleasant, the Darlington Committee coached up to London, little thinking that they were destined to play a leading part in consigning stage coaches to oblivion, their object being to use all the influence they could bring to bear on members of Parliament to support the first Railway Bill.

It appears that in those days a great deal of canvassing was done and the Darlington Committee had their hands full in interviewing members of Parliament and noblemen who had interests at stake. The Stockton Committee was also up in London, canvassing vigorously, not so much in favour of their own bill as against that of the Quakers. Mr. Lambton had charge of the Bill. Leonard Raisbeck was there with his articled clerk, young Faber (Stockton's Magistrates' clerk's grandfather), Francis Mewburn, Thomas Meynell, W. Chaytor, besides Benjamin Flounders, of Yarm, and the Darlington Quakers. They were busy canvassing in the day time, and occasionally in the evening gathered at one of the hotels where they chatted over the prospects of the Bill. They hunted in couples. In after life, Sir William Chaytor related with much humour how Benjamin Flounders refused to go out with him. Sir William, although a genial country gentleman, was by no means particular in his dress, his shabby beaver hat being too much for Mr. Flounders, who, despite his Quaker collar, was a bit of a dandy, and when fully dressed, with his plump rosy face beaming out above his irreproachable garments, bore a fairly good

resemblance of Mr. Pickwick, as portrayed by Dickens's pen and Cruickshank's pencil. It is related that one



BENJAMIN FLOUNDERS.

day when the Parliamentary Committee were discussing the Bill, it was described by an opponent as "the most absurd scheme that ever entered the head of man."

Secure in the belief that the Quakers would be defeated, Lord Darlington left town and was fox-hunting in the neighbourhood of Raby. A couple of days before the date of the second reading he was enjoying a splendid run across country. Full of the

simple, savage delight which in all ages characterize the hunter, despite all the gloss of various civilization, Lord Darlington was riding hard after his foxhounds, who were well away with a keen scent, when suddenly a servant from the castle arrested his course, and handed him a letter. It was marked "Immediate." His lordship opened it in haste, cast a hurried glance at its contents, and then, swearing savagely, ordered the huntsman to call off the hounds, and rode home in the worst of humours, vainly endeavouring to relieve himself of his vexation by cursing the Quakers —past, present and to come—to all eternity. The letter, from his London solicitor, stated that the Quakers were much stronger than had been anticipated, and it entreated him to post at once to town. Hastily swallowing an early dinner, his Lordship, in the worst of tempers with himself and everyone else, rattled over the road to London at express speed, only stopping for a few moments to change horses.

It is certain that the long journey through the night was not calculated to improve his temper, or to increase his good feeling towards these crazy Quakers, who, not content with running their absurd tramway right through his fox cover, must also spoil a splendid run, compel him to eat a hurried dinner, and send him posting up to town at this horrible rate! It was too bad. Who does not, even at this period of time feel sorry for the poor Earl, posting from Raby up to London to defeat a bill, one of the consequences of which was to enable His Lordship in a few years to go to town without one quarter of the expense, and at thrice the speed at which he travelled in the Spring of 1819 to be at the Quakers!

He arrived in town on the morning of the day appointed for the second reading of the Bill. By four o'clock in the afternoon, he was in the lobby, button-holing members as they passed into the House, and entreating them to vote against the Quakers' line; nor were the promoters of the Railroad idle, for they rallied as many members as they could, even if it did go through a fox cover.

The Stockton and Darlington Railway Bill came before the House. At last the votes were taken and the tellers appeared at the table, and, in the silence of the House, composed of more than 200 members, the numbers were announced. For the bill, 93; against, 106—majority against the Bill, 13. The Bill was lost, sacrificed to the fox cover of a noble Earl, which its promoters had rashly ventured to invade. As for the promoters of the Railway, who had anticipated a severe beating, they were not unnaturally delighted with the success which they had achieved, and, returning to Darlington, began once more to prepare for a contest next year.

Stockton and Darlington at last United.

As the year advanced, the prospects of the Darlington Committee grew brighter. The promoters of the Tees and Weardale Railway abandoned their Bill, and thus ended the rivalry between Stockton and Darlington. In a new survey the promoters took care to avoid Lord Darlington's fox cover and they negotiated with Lord Eldon, a former opponent, who consented to allow the Railway Company to take $3\frac{1}{4}$ acres of the Eldon estate. When the Bill went to Parliament in 1820, there was no opposition worth speaking of. The Earl assented, Lord Eldon assented, and the Bishop of Durham assented.

An Unexpected Delay.

Suddenly, by one of those unforeseen events with which history is full, the Bill was postponed for another session, through the death of George III, which occasioned the election of a new Parliament and abruptly terminated all private Bill legislation for that year.

Financial Troubles overcome.

Although money had been subscribed most liberally by the Peases, the Backhouses and others; in 1821, when they were again about to go before Parliament, it was found that, of the two-thirds capital required to be subscribed by the standing orders of the House, before progress could be made with the Bill in committee, £10,000 were still wanting. So Mr. Mewburn was despatched to London to enrol new shareholders, but his visit proved a complete failure. He wrote Edward Pease to that effect. The situation was a critical one, for only a few days remained to raise the money. Just at the moment when everything looked fair for the Railway, it seemed as if it were about to collapse for want of funds. Mr. Pease wrote back to Mr. Mewburn, stating that as he could not raise an additional farthing in Darlington and neighbourhood, he would subscribe the £10,000 himself. It also gave fifty additional votes to Edward Pease, who, always one of the most active promoters of the Railway, now became its acknowledged chief, for what he could not do by influence he effected by sheer weight of voting power.

Act of Parliament Granted.

The Bill was practically unopposed. There was no opposition in the House of Lords, hence it could

hardly have been this time that nervousness overcame Mr. Mewburn, who had charge of the Bill. Constitutionally averse to a bold policy, he always preferred to buy an opponent off, rather than to face him. Word came to the North that he dare not present the Bill to the House of Lords, and Leonard Raisbeck, who, says one of the old standards of the district, was like a lion while Mewburn was as timorous as a rabbit, was sent up in post haste from Stockton to take the Bill out of Mewburn's hands. So potent was Lord Eldon, that a whisper of his approval silenced any opposition that there might be, and thus at last, without much difficulty, the first Railway Act of the Railway Company was passed. The proposed line started at Stockton, ran through Darlington, Aycliffe, Middridge Grange, and Shildon, terminating at West Auckland. Such was the first Railway Act of the Quakers' line, the basis upon which its subsequent Acts were reared, the foundation of what was hereafter to become famous when, as the "Stockton and Darlington," first of modern railways, it proved the forerunner of that gigantic and intricate piece of organization, known as the modern Railway System.

The New Company at Work.

The Company's Act was the 21st passed by Parliament. Their engineer, Overton, had made many railways in South Wales before he came to South Durham. But lo! when the promoters were seeking this small matter, they lighted upon a much larger matter, namely, the establishment of an entirely new method of locomotion, destined ultimately to revolutionize the world. They originated none of the component parts of that system, but they were the

Geo Stephenson

Edward Peake

first to put together the valuable contrivances of other men and other districts, and thus form a complete whole, which was in itself something entirely new, and which has entitled them to the gratitude of succeeding generations. Of that, however, they knew nothing, and quietly set themselves to work to carry out the simple object which they from the first had in view.

The Meeting of George Stephenson and Nicholas Wood with Edward Pease.

The first meeting of the proprietors of the Railway, yet to be constructed, was held at the house of Richard Scott, innkeeper, Darlington, on May 12th, 1821. The old Darlington Committee was dissolved and a new committee elected to carry out the objects of the Act. Thomas Meynell was elected chairman, and Leonard Raisbeck and Francis Mewburn were appointed chief clerks of the Company. For the purpose of their meetings, Joseph Pease, jun. reported "That he had hired two rooms, as offices, in the Market Place, at the annual rent of £5!"

Early in the morning of a summer's day in 1821, George Stephenson started from Killingworth, with his friend, Nicholas Wood, the viewer of the Collieries, with the purpose of calling on Edward Pease, at Darlington. They rode to Newcastle, and from thence they got a lift by a stage coach as far as Stockton, coming, as Stephenson told Mr. Pease, "by nip," that is tipping the coachman instead of paying the regular fare. From Stockton, Stephenson and his companion walked across the fields—trespass (except in pursuit of game) was not an offence in those days—and arrived at Edward Pease's house, in Northgate, Darlington. They were ushered into the presence of the far-seeing

quaker. Wood acted as spokesman. Stephenson handed Mr. Pease a letter of introduction from Mr. Lambert, the manager of Killingworth Colliery, which stated "That the bearer was the engine-wright at the pits, that he had experience in laying out railways, and had given satisfaction to his employers and that he had pleasure in recommending him."

Little is known of the conversation that followed, but Stephenson, with his bright, frank, dark blue eye, his travel-stained dress and carelessly-tied handkerchief round his neck, at once won the confidence of the stout old Quaker (Stephenson was 40, and Pease 55), whose quick piercing eyes discerned in the modest engine-wright the very man whom the Company wanted. He questioned Stephenson closely upon the construction of the line, and found, somewhat to his satisfaction, that he agreed with him as to the superiority of a railway over a tramroad. When it came to the question of the means to be employed in traction, the projector and the engineer differed. Pease still was for horses, Stephenson for locomotives. So positive was the latter in his assertion that his engine at Killingworth was worth fifty horses, that, although Edward Pease doubted, he promised to go over to Killingworth and see it.

In the course of their talk, Stephenson overcame his bashfulness and remarked to Mr. Pease, "I think, sir, I have some knowledge of craniology, and from what I see of your head, I feel sure that if you will fairly buckle to, this railway, you are the man to carry it through." "I think so, too," said the sturdy Quaker, not a whit ashamed of expressing a favourable opinion of his own powers, when he knew it to be true; and "I observe to thee," he continued, "that if

thou succeed in making a good railway, thou may consider thy fortune as good as made." Before parting, Mr. Pease promised to use his influence to secure Stephenson the appointment of engineer to the line.

It was then so late at night that the last coach had left, so that the two Northumbrians had to tramp to Durham, a distance of 18 miles. Footsore and weary with the arduous walk, they arrived at Durham about midnight, yet with the satisfaction that the day had been well spent. Nor were they wrong, for Stephenson never looked back after the memorable interview with Edward Pease. He became famous as the first of railway engineers, and when he died he left behind him a fortune of £140,000, no small sum for the poor engine-wright of Killingworth to accumulate within 27 years from that heavy day's travelling, when he first made the acquaintance of the father of railways.

George Stephenson at Work.

The Railway Committee determined to entrust to George Stephenson the task of making a new survey for a railway, the idea of a tramroad being abandoned; and on the 28th of July, in 1821, Mr. Pease wrote to George Stephenson, asking him to survey the line, giving him sound instructions. The letter was addressed to "George Stephenson, Esq., engineer," was despatched by horseman to Killingworth. The messenger was on the point of returning the letter undelivered, when someone suggested that it might be for "Geordie Stivvison, the engine-wright"—a suggestion which saved the messenger another journey. Stephenson readily accepted the appointment and was soon at work, and one fine evening when busily engaged with the survey at the Stockton end, he said

to some of the men by whom he was surrounded, "Come give me a spade, let it never be said that we have not made a beginning," and then and there, close to St. John's Well, in the autumn of 1821, he cut the first sod of the new Railway.

Stephenson's survey deviated from that made by Overton, and it was decided to push on with part of the Railway under the Act of 1821. It was also decided to abandon part of the old line and to make this part on Stephenson's plans, which would entail another application to Parliament.

The First Rail Laid.

The works were commenced on the 13th of May, 1822, and on the 23rd day of the same month the first rail was laid. Never since the opening of the New Cut, except on the reception of the news of the battle of Waterloo, and similar glorious victories had Stockton been so jubilant. All jealousy of the Darlington Railway had passed away, and the two towns now worked harmoniously together. Bunting was freely displayed, the church bells rang merrily and the inhabitants took holiday that Thursday afternoon by common consent. About three in the afternoon there was a great stir along Yarm Road,—a sound of many voices, the tramping of many feet and the sound of martial music, which, waxing louder and louder, was discovered to emanate from a noisy and enthusiastic band of workmen—navvies for the most part—who were dragging Mr. Thomas Meynell, seated in his carriage, in triumph into Stockton. Arriving at the Town Hall, a procession was formed, headed by Mr. Richard Jackson, the Mayor of Stockton; Mr. Leonard Raisbeck, the Recorder; and the members

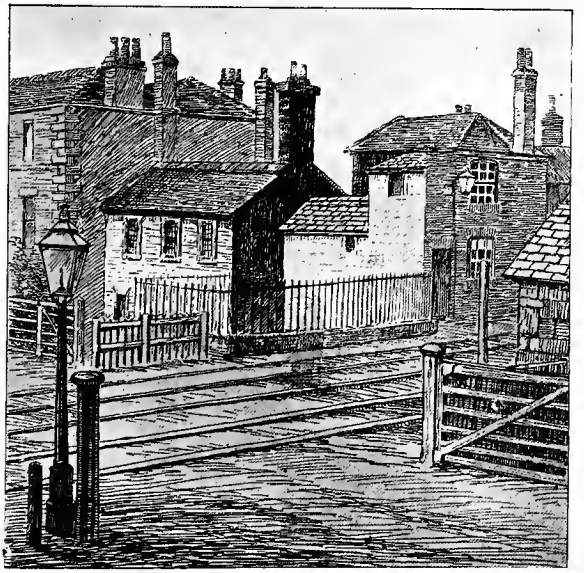
of the Corporation, etc. Arrived at the spot near St. John's Well, where the rail was to be laid, Mr. Mey-

STOCKTON TOWN HALL.
Erected 1788.

nell, who was nothing of a speaker, laid it without a word escaping his lips. It was a silent ceremony.

However a cannon in a neighbouring field somewhat atoned for the absence of speech and the Yarm band struck up the National Anthem, "God save the King."

The procession re-formed and returned to the Town Hall, where they feasted. In the meantime,



THE FIRST RAIL OF THE FIRST PUBLIC RAILWAY IN THE WORLD WAS LAID AT THE ABOVE SPOT NEAR TO ST. JOHN'S WELL, STOCKTON.

about two or three hundred navvies enjoyed their bread, cheese and ale at the Black Lion Inn. Thomas Meynell was in the chair at the banquet, but whether he was as silent there as at the laying of the first rail, history does not record; but the only abiding memory of the day which still lingers in the district is the joke of a Stockton youth, who sold to unsuspecting purchasers, at a halfpenny each, what he declared was a

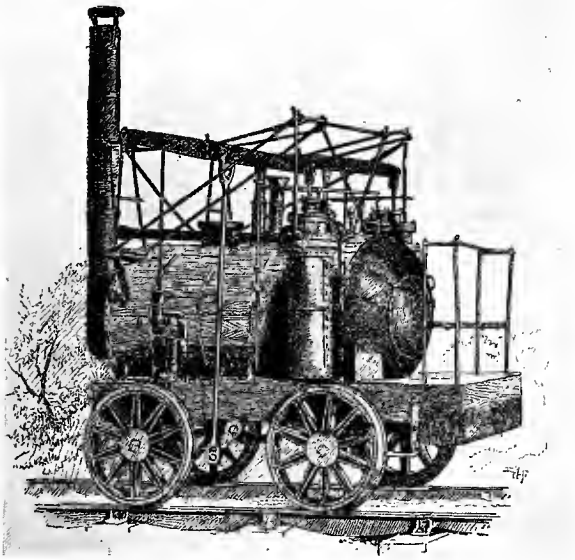
full and faithful report of the speech made by Thomas Meynell in laying the first rail. On examining his ha'porth, the purchaser discovered that he held in his hand a folded slip of blank paper. Expostulating with the cute young scamp, with "There's no speech here, you rascal!" the only response was the jeering answer, "Ah knaw that, he m'yad n'yan." Above eighty-four years have fled since that joke was made and it is still one of the stock stories of Teesside.

Horse versus Locomotive.

We now approach a period in the history of the Stockton and Darlington Railway of great importance, as the promoters had to decide whether the trains were to be drawn by horses or locomotives. The old school were in favour of using horses, excepting at steep inclines, where stationary engines were to be employed. They argued that they had been tried and were neither new-fangled inventions nor dangerous speculations.

It will be remembered that at the first meeting of Edward Pease and George Richardson, at Darlington, the former had misgivings as to the powers of the locomotive at Killingworth Colliery, but promised to see the engine at work. Faithful to this promise, he, accompanied by Thomas Richardson, a faithful friend, visited Killingworth Colliery. They found that Stephenson was at the mine. His wife speedily sent for him and George soon appeared—in black, it is true. Nothing daunted, he heartily welcomed his visitors, and bringing up his locomotive, made them mount it, when he shewed its paces. Edward Pease's white stockings would not be improved in purity by the grime of the engine; but he was not a man to be put

out with trifles, and he watched with keen eye the performance of the locomotive, Stephenson attached it to a train of loaded waggons and so thoroughly tested its powers in various ways that his visitors returned to Darlington fully convinced that the locomotive had a great future before it. It was well known that locomotives, by various makers, had been tried



PUFFING BILLY.

at many places, but had not been a success, neither had they paid; which facts were not very likely to prepossess Edward Pease in favour of this novel means of traction. Nevertheless the performance of the Killingworth engine sufficed to convince him that, in spite of previous failures, steam was destined to be

the motive power of the future on the Railway, and from that conviction he never wavered.

The Line Advancing.

In the spring of 1823, the varied works in connection with the making of the railway were in active operation. There was an immense amount of work, for everything had to be done from the beginning. Now, anyone constructing a railway has to write to leading firms in their special line and the thing is done. It was quite different in the early days of the railway. Hundreds of navvies were at work on different parts of the line; woodmen were felling trees at the Windlestone Hall grounds and other places for the fences to enclose the railway; gravel had to be carted from the gravel pit at Hartburn and elsewhere; and earth waggons had to be pulled by horses over the line. While all this work was in full swing, there were many Job's comforters, who looked on and gravely shook their heads, for, they said, "Had not the highways served their fathers and grandfathers, and where was the sense in turning droves of men to cut through farmers' fields, merely to lay down a railway, who ever heard of a railway in the Bible?" And the hope was expressed that this work of the Darlington Quakers would collapse and serve them right too!

The Opponents of the Railway.

There were many cuttings and some embankments along the line, notably one of the latter at Etherley Ridge, which was forty feet high, but perhaps one of the greatest troubles was a marshy spot called Myers Flat, lying between Darlington and Heighington. On a small scale, a very small scale it was to the Stockton

and Darlington what Chat Moss was to the Manchester and Liverpool Railway.

The line across the flat had been fenced off before the navvies began to pour hundreds of tons upon the boggy foundation, although the embankments rose no higher, the pressure of the soil sinking into the marsh forced the line of fencing out of position. Again and again these railings shifted. Again and again they were forced back. It was decidedly "uncanny."

Nor was local public opinion long in coming to a conclusion as to the cause of the shifting of the rails. True to the mythological traditions in which they had been reared, the rustics declared that it was all due to the fairies. The little folks enraged by the invasion of the haunts in which they had revelled from time immemorial had made common cause with Jack-o'-the-Wisp and Jenny-with-the-Lantern, whose meteoric fires still danced over Myers Flat, and every night when mortals were wrapped in sleep they removed the railings which had been set to mark the line of the battery. "It was the fairies," it was unanimously agreed, and "against the fairies who could fight?" The navvies, heedless of fairies or bog, continued tumbling tons upon tons of earth from their clumsy waggons into Myers Flat. Such obvious flying in the face of Providence was sheer profanity to be perpetrated by the Quakers. However, Stephenson with that dogged perseverance which distinguished him through life eventually overcame the difficulty.

In the meantime, the Myers Flat dilemma became attractive to the local farmers, who were, almost to a man, against the railway; one of them, named John Potts, who farmed at Dene Head, used to come down day by day, to gloat over the discom-

fiture of the Quakers at Myers Flat, for it was a swampy place at which they said "t'fairies danced," and so John would say to a young fellow he knew, "Get thee away hame, all t'Darlington Quakers 'ill be brokken before that battery's maade." "Hi," he continued, "Get thee away hame or they'll breeak thi grandfayther te"—his grandfather having the contract for the railway. This Potts was a notable opponent of the railway, and many a day he did little else but curse and swear at t' awd Quakers whose speedy bankruptcy he foretold to everyone who would listen to him. In fact, nearly everyone in the district was against the railway. Single horse carters, always a strong class, hated the line which was to take the bread out of their mouths. Claims for compensation were made by residents, landowners and others, who appeared to believe that the modest little line would render South Durham uninhabitable. Farmers declared that if it succeeded they should all be ruined. Horse corn would be unsaleable. Horses would become as extinct as the Dodo. The value of their holdings would be gone, while their rent would still have to be paid. And even at times there were great disturbances near the line, as the wordy warfare between the country folks and the railway men waxed high, but fortunately they did not come to blows; and still, in spite of these obstacles, the line steadily progressed.

At this time Stephenson was engaged from early morn to eve, accompanied by his son Robert, and John Dixon, taking the sights himself. "Stephenson" Smiles says, "performed the survey in top boots and breeches—a usual mode at that time. He was not at any time particular as to his mode of living, and

during the survey he took his chance of getting a drink of milk and a bit of bread at some cottager's house along the line or occasionally joined in a homely dinner at some neighbouring farm-house. The country people were accustomed to give him a hearty welcome when he appeared at their door, for he was always full of cheery, homely talk; and when there were children about the house, he had plenty of humorous chat for them as well as their seniors."

The Production of Iron in the Early part of the 19th Century.

It may be well here to give the reader an idea of the production of iron in the beginning of the 19th century. In 1806 there were only 227 furnaces in existence in Great Britain, producing 250,000 tons of iron annually. In 1820 the total had risen to 260 furnaces and 400,000 tons; and 1825 the iron census shewed a total of 374 furnaces and 587,367 tons. In the vast district between the Firth of Forth and the West Riding of Yorkshire, there were only two furnaces in operation previous to the year 1827.

So sure and steady was the development of this industry, in a great measure due to the Railway System, that in 1873, Great Britain produced 6,566,457 tons of pig iron, while in the same year, in Durham and the North Riding of Yorkshire, 126 furnaces were in blast, producing nearly 2,000,000 tons of pig iron, or five times as much as the whole product of Great Britain in 1820.

The Selection of Rails and Sleepers.

One great question which was frequently discussed in those days was "what kind of a rail should be laid down," but the joint influence of Edward Pease and

George Stephenson at last settled this knotty point. Stephenson advised the management to lay down malleable iron, although he admitted that by advising the purchase of cast-iron rails he could put £500 into his pocket through his patent taken out in 1818 with Mr. Lock, for the making of cast-iron rails with a half-lap joint. "Cast-iron rails," he said positively, "will not stand the weight, there is no wear in them, and you will be at no end of expense for repairs and re-lays."

According to the specification drawn up by George Stephenson, the rails were to be made from scraps of good English bars re-manufactured. They were to be made after Birkinshaw's patent, 2¼-in. broad at the top, with a flange ¾-in. thick. Fish bellied in shape, they were 2-in. deep at the points where they rested on chairs, and ¾-in. in the middle or bellied part. Their weight was only 28-lbs. to the yard. Their length averaged about 15 feet, and they were known among the workmen as 10 stone rails. The cast-iron rails weighed 56-lbs. to the yard. Ultimately it was decided to order 800 tons of malleable rails; also 800 tons of cast-iron rails; the latter to be used for piecing out the line where the malleable rails fell short, and for sidings.

The rails having been ordered, the next point was as to the sleepers. The Directors decided upon the extensive use of stone blocks for sleepers. These blocks at first were 18 inches square, by 10 to 12 ins. thick; but in 1835, the size was increased to 2 feet square, and cost twopence each. Two holes were drilled through each stone block, and for drilling 24 blocks, boys were paid 8d., which was considered a fair day's wage. But on the embankments blocks of

wood were used 2 ft. 6 in. long and 6 inches square. As time wore on the stone sleepers were gradually discarded, and used for edging platforms at country stations, and in 1882 Saltburn's sea wall promenade was mainly formed with them.

At this time the immense deposits of ironstone in Cleveland, which were destined in the course of a few years to make Cleveland one of the greatest iron-producing districts in the world, were unknown. One day, while in Eston plantations, a Mr. Robinson, seeking likely trees to serve as fencing for enclosing the railway, came upon heaps of ironstone lying in among the trees. Ignorant that it was ironstone, he remarked to the cart men who were with him "that this would be useful for road metal." They shook their heads, "It's too hard," they said; and the iron stone remained, discarded as useless, even for road metal until it was discovered that out of it would spring populous towns, thriving villages, flourishing industries, and colossal fortunes; but that time was not yet. That neglected discarded stone was destined to save the railway wood for fencing which Mr. Robinson was then seeking; but of that also knew no man.

Act of Parliament Passed.

The promoters had little difficulty in passing an amended Act through Parliament, notwithstanding the opposition of the Earl of Darlington, for the altered route came nearer to his fox cover than he liked. This Act was passed in 1823.

The Establishment of a Locomotive Engine Factory.

About this time George Stephenson entered into

partnership with Edward Pease and Thomas Richardson, in order to establish a locomotive factory at Newcastle-on-Tyne. The capital of the concern was £2,000. Of this sum George Stephenson contributed £1,000, the amount of the testimonial presented to him by the Coalowners on account of his invention of the safety lamp. Edward Pease put down £500, and his friend, Thomas Richardson, a similar sum. A piece of ground was purchased in Forth Street, in August, 1823, and there in the beginning of 1824 the firm of George Stephenson & Son commenced the manufacture of locomotive engines.

In the early months of 1824, George Stephenson, who lately had not been so much on the spot, revisited the district with his son, to make an examination of the line between Stockton and Darlington, then nearly completed. John Dixon was one of the party, and from his account, preserved in Smiles's "Stephenson," we learn that the day was wound up over a bottle of wine, at Stockton, when George Stephenson expressed himself in very remarkable terms concerning the future of the railway and the locomotive. The examination of the line had proved satisfactory, and the great engineer was in high spirits when he entertained his young friends at the Stockton inn. He had often been compelled to keep a tight rein on his hopes as to the future of the railway, lest he should crack his credit with the staid men of business who were not disposed to listen to the nonsense of a man who believed in steam engines running at the rate of fifteen miles an hour!

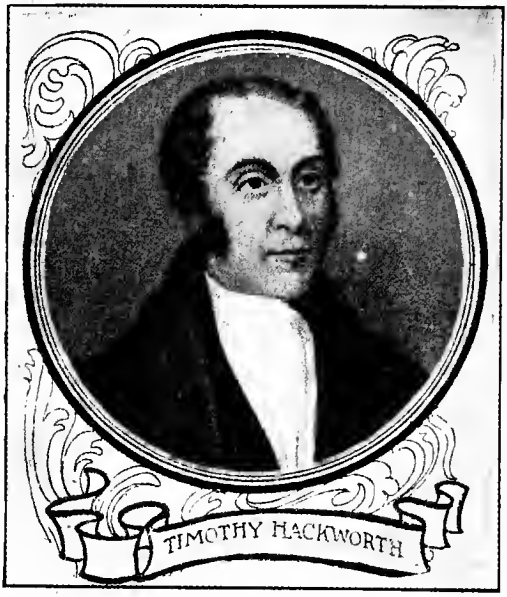
At Stockton, that night, in the presence of his youthful assistants, he spoke with no fear of censorious "practical men" before his eyes and gave utterance

to a prophecy, which was soon to be fulfilled. "Now lads," said he, "I will tell you that I think you will live to see the day, though I may not live so long, when railways will come to supersede almost all other methods of conveyance in this country—when mail coaches will go by railway and railroads will become the Great Highway for the King and all his subjects. The time is coming when it will be cheaper for a working man to travel on a railway than to walk on foot. I know that there are great and unsurmountable difficulties that will have to be encountered, but what I have said will come to pass as sure as we live." "Geordie Stivvison" was among the prophets! and the prophetic vision of 1824, in a Stockton inn, was realized when, in 1842, Queen Victoria first used the railway.

On September 16th, 1824, the Forth street firm, established a year before, received an order to construct two locomotive engines for the new line, at a cost of £500 each. The locomotive which George Stephenson had shewn to Edward Pease and Thomas Richardson was the model upon which the new engines were to be built, although they had to contain the latest improvements of their ingenious constructor.

At this time, Timothy Hackworth, a Wylam boy, was manager at the Forth street works, a position entailing great responsibility, for George Stephenson, also a native of Wylam, was frequently away from the works, having been appointed engineer to the Liverpool and Manchester Railway. There is a widespread opinion that justice has not been done to Timothy Hackworth. He was a born engineer, gifted with an inventive faculty, and one can quite understand that in the position that he occupied, his inventive powers

would often come into play, and it is verified by many persons of authority, that the first engine furnished with the blast pipe was the "Royal George," built by Timothy Hackworth, at Shildon, which commenced running in October, 1827, for at that time the engines



built by Stephenson had bellows worked by eccentrics underneath the tender which produced a blast; but it was not until 1829 that Stephenson introduced the blast pipe into his "Rocket" engine.

Arrival of No. 1 at Aycliffe.

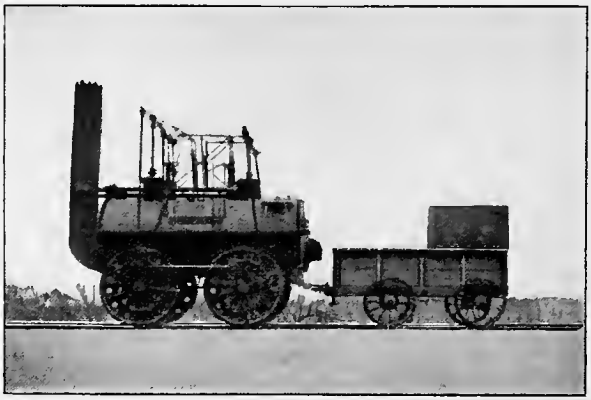
It was in the latter part of the Summer in 1825 that the long-expected iron horse arrived on a rolley at Aycliffe level, from Newcastle. The advent of the

new machine was looked for with the keenest curiosity by the natives of Aycliffe, for they had been told that an iron horse was coming, and they gave way to the wildest speculations as to the shape of the promised equine monster. The new comer was generally spoken of as "'t iron hoss," and a great many country people believed that it would, in shape and outward semblance, be a veritable horse, with head mane, legs, and tail complete; differing only from the farmer's horse in that it was constructed of iron, and digested coal instead of oats; for they had heard of such a monster a few years ago, which had been constructed in Derbyshire, but as it blew up and killed several bystanders before it got fairly into motion, such iron steeds were not again foaled in the workshop of the engineer.

When the news came that "t' iron hoss" was on the way to Aycliffe, the whole population of that village turned out to witness its arrival, but when at last the strange looking piece of machinery came in sight a general feeling of disappointment was expressed, and they said, "This the iron horse! why it is nothing but a steam engine set on wheels." The fact of it being on wheels outraged the fitness of things, and so "t' iron hoss" sank to a low estimate in their minds. However, there were present ready hands to dismount the cumbrous monster, for it weighed eight tons, from the rolley and place it on its wheels. The engine was surrounded by a swarm of boys, and George Stephenson offered one, who was more than ordinarily curious, a shilling if he could tell what a certain part of mechanism was for. The lad guessed right, and, with a pat on the head, Stephenson handed him the shilling. By dint of the united exertions of

the assembled crowd, the new arrival was at last fairly mounted upon the rails.

When "Locomotion" was placed on the rails at Aycliffe Level, the boiler filled with water, and wood and coal made ready for lighting, it was discovered that no one had a light. John Walker, of Stockton, the inventor of the lucifer match, had probably sold a few boxes of his matches at this time, but they were a shilling per box, and were comparatively unknown,



"LOCOMOTION" AND TENDER ON AYCLIFFE LEVEL.

for it was not till April, 1827, that he made known to the world his discovery of the lucifer match. Stephenson was just despatching a man to Aycliffe for a lighted lantern, when a navvy stepped forward and presenting a burning glass, said, that as he always lit his pipe with its aid, perhaps it might fire the engine. The glass was tried and proved successful. Robert Metcalfe it was, who, with a common sun glass and a piece of tarred oakum, actually lit the fire of "Locomotion." The truth of this incident has been

thoroughly corroborated, and thus, beyond all doubt, the first locomotive engine that ever moved over a public railway was kindled on its first trial trip by the sun itself. Condensed sun-light, in the shape of coal, was waiting to be converted into heat in the furnace of the engine, and the kindling spark brought direct from the sun itself.

It must have been a weird sight to watch "Locomotion" as it went puffing noisily along the line, with its top gear of horizontal beams see-sawing up and down, and the chimney sending forth large clouds of smoke and live cinders, and it occasioned strange speculation in the minds of the spectators, and No. 1, as it is sometimes called, soon gained the sobriquet of "Puffing Billy."

A workman at the time has left his record, he says:—"After the boiler was filled with water, she was taken for trial trip on Aycliffe Level. It was her first trial. I had a look into the boiler before we put the water in to see if I could make out how the wheels would be drove, but I failed. Just like going to see Professor Anderson (a noted conjurer). You learn nothing there; you must learn in mind. No. 1 was a runaway horse. She ran over hedge and ditch many a time, (meaning she got off the line). When she made her trial trip there were waggons put to her for fear she could not be stopped on a dead flat."

The line was nothing more than a line of rails running between hedges and fences through a dozen cuttings, and a similar number of embankments, from Shildon to Stockton. There were sidings every quarter of a mile, watering places here and there, a few bridges over the rail and one bridge over the river Skerne, over which the Railway passed, and there

were coal and lime depots, but that was all. There were no stations, no platforms, no signals; nothing but the line and its sidings.

Arranging the Opening Ceremonial.

Now that the making of the line and its numerous auxiliaries were being pushed on to a finish, the Railway Committee, in the early part of September, 1825, decided that there should be an imposing opening ceremonial, on a scale calculated to attract the attention of all England. The cutting of the first sod had been an impromptu affair, and, although the laying of the first rail was a public function, yet the opening had to transcend these events. But after all the struggles and disappointments that now happily were a thing of the past, the promoters of the railway felt that a new era was dawning on our race, and they fixed the 27th September, 1825, for the opening. After years of painful cogitation, after years of conflict and labour, the first modern railway was about to be born. The day fixed for the opening was drawing nigh. Waggons were got ready, wooden planks being laid across them for seats; the first railway carriage was ordered and the finishing touches were put to the line. Then there appeared two printed notices, one to the public, and the other to the servants of the Company. The former read as follows and appeared in the local newspapers:—

"Stockton and Darlington Railway.

"The Proprietors of the above concern hereby give notice that their main line of Railway, commencing at Witton Park Colliery, in the west of this county, and terminating at Stockton-on-Tees, in the east, with the several branches to Darlington, Yarm, &c., being about 27 miles in extent, will be opened for the general purposes of trade on the 27th inst.

"It is the intention of the Proprietors to meet at the Permanent Steam Engine, erected below the Tower at Brusselton, near West Auckland, and situate about 9 miles west of Darlington, at eight o'clock a.m., and after inspecting their extensive inclined planes, then proceed, at nine o'clock precisely, by way of Darlington and Yarm, to Stockton-upon-Tees, where it is calculated they will arrive about one o'clock.

"An elegant dinner will be provided for the Company who may attend, by Mr. Foxton, in the Town's Hall, at three o'clock, to which the Proprietors have resolved to invite the neighbouring nobility and gentry who have taken an interest in this very important undertaking.

"Any gentlemen who may intend to be present on the above occasion, will oblige the Company by addressing a note to their Office, Darlington, as early as possible.

"A superior Loco Motive Travelling Engine, on the most improved construction, will be employed, with a train of convenient carriages, for the conveyance of the Proprietors and strangers.

"Railway Offices, Darlington, Sept. 14th, 1825."

The following notice was addressed to the workmen employed on the line:—

THE

STOCKTON & DARLINGTON

RAILWAY COMPANY

HEREBY GIVE NOTICE,

THAT the FORMAL OPENING of their RAILWAY will take place on the 27th instant, as announced in the Public Papers. The Proprietors will assemble at the Permanent Steam Engine, situated below BRUSSELTON TOWER,* *about nine Miles West of* DARLINGTON, *at 8 o'clock, and after examining their extensive inclined planes there, will start from the Foot of* BRUSSELTON *descending Plane, at 9 o'clock, in the following Order:—*

1. THE COMPANY'S LOCOMOTIVE ENGINE.
2. THE ENGINE'S TENDER, with Water and Coals.
3. SIX WAGGONS, laden with Coals, Merchandise, etc.
4. The COMMITTEE, and other PROPRIETORS, in the COACH belonging to the COMPANY.
5. SIX WAGGONS, with Seats reserved for STRANGERS.
6. FOURTEEN WAGGONS for the Conveyance of Workmen and others.

☞ *The WHOLE of the above to proceed to STOCKTON.*

7. SIX WAGGONS, laden with Coals, to leave the Procession at the DARLINGTON BRANCH.

8. SIX WAGGONS, drawn by Horses, for Workmen and others.
9. Ditto. Ditto.
10. Ditto. Ditto.
11. Ditto. Ditto.

The COMPANY'S WORKMEN to leave the Procession at DARLINGTON, and DINE at that Place at ONE o'clock, excepting those to whom Tickets are specially given for YARM, and for whom Conveyances will be provided, on their arrival at STOCKTON.

TICKETS will be given to the Workmen who are to dine at DARLINGTON, specifying the Houses of Entertainment

The PROPRIETORS, and such of the NOBILITY and GENTRY as may honour them with their Company, will DINE precisely at THREE o'clock, at the TOWN-HALL, STOCKTON.—Such of the Party as may incline to return to DARLINGTON that Evening, will find Conveyances in waiting for their Accommodation, to start from the COMPANY'S WHARF there precisely at SEVEN o'clock.

The COMPANY take this Opportunity of enjoining on all their WORK-PEOPLE that Attention to *Sobriety* and *Decorum* which they have hitherto had the Pleasure of observing.

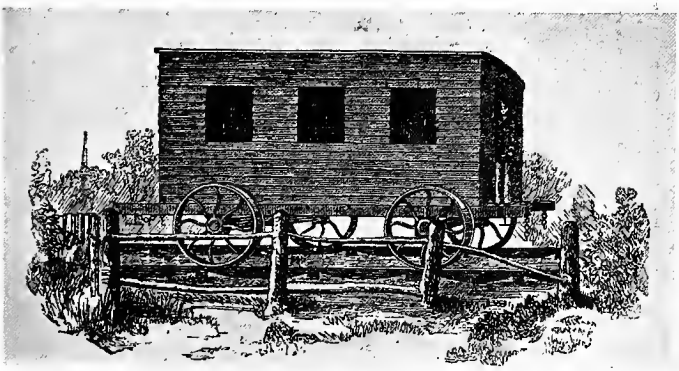
The COMMITTEE give this PUBLIC NOTICE, that all Persons who shall ride upon, or by the sides of, the RAILWAY, on Horseback, will incur the penalties imposed by the Acts of Parliament passed relative to this RAILWAY.

* Any individuals desirous of seeing the Train of Waggons descending the inclined Plane from ETHERLEY, and in progress to BRUSSELTON, may have the Opportunity of so doing, by being on the RAILWAY at ST. HELEN'S, AUCKLAND, not later than Half-past Seven o'clock.

RAILWAY-OFFICE, *Sept. 19th, 1825.*

On the 20th September, the "Experiment," the first passenger coach, built at Newcastle to the order of the Company, being a long car, with doors at each end, three windows at each side, and a table down the middle, arrived from Newcastle. It was coupled to "No. 1" at Shildon, and the several members of the

Committee on the evening of the 26th September, ran down from Shildon to Darlington, thereby travelling



THE FIRST RAILWAY COACH, THE "EXPERIMENT."

in the first passenger carriage the first time that it ever ran on a railway, their names were Edward Pease, sen., Edward Pease, jun., Joseph Pease, Henry Pease, Thomas Richardson, William Kitching, and George Stephenson. James Stephenson, George's brother, drove the engine.

The eventful day dawned bright and clear at last. It was a Tuesday. Many men had not slept a wink all night. Soon after midnight, the waggoners, resident at Stockton, took their horses up the line to the appointed rendezvous. When these men, full of joyous exultation at the success of the undertaking in which they had been so long engaged, and eagerly discussing which of them would have the honour of leading the procession of horse-waggons,

a dark shadow fell upon the house of Edward Pease.

At the very moment when the old Quaker was counting upon enjoying to the full a triumph which would recompense him for the countless days of labour and nights of anxiety, the angel of death entered his dwelling, and the day, which had promised to be one of triumphant joy, was, in the mysterious dispensations of Providence, converted into a day of desolation and of anguish.

On the very day when the railway, for which he laboured as if it had been his own child, was to be officially opened, Edward Pease was bereaved of his best beloved son. If the ringing cheers of the immense crowd which hailed the arrival of "No. 1" and its lengthy train from Brusselton reached as far as the well-known house in Northgate, they fell upon the ears of one to whom they seemed but empty sounds compared with the terrible reality of death. For there, in an inner chamber, his son Isaac, who had lived by his father's side for two-and-twenty years, lay dead. He had always been a delicate boy, and the fond heart of the old man had gone out towards the weakly member of his numerous household. Whether with reason, or whether his judgment was biassed by his affection, we do not know, but Edward Pease always said that none of his children were so gifted as Isaac. He was articled to Mr. Mewburn in 1823, but his health soon utterly failed, and during the last year of the railway making he was seldom out of the house. At last the parting came, and, strange and mysterious though it seems to us, it was decreed by Him in whose hands are the issues of life and death, that the day which brought to Edward Pease the crowning triumph of his active life should also bear with it the greatest grief that ever humbled him in anguish before the

throne of his Maker. Thus it was that, while crowds were huzzaing and bands were playing,

and the New Era was being born,

he who had done more than anyone to bring about the triumph of that day was in his house alone, crushed by the stroke of bereavement, mourning by the bier of his best beloved son. Edward Pease was not present at the opening of the line, nor were any of the Peases.

The morning of the eventful day, as we have said, broke bright and fine, but, long before the sun rose, people were making their way from all parts of the the compass to the great centre of attraction in the neighbourhood of West Auckland. From Durham, from Bishop Auckland, from the West Country, and from both sides of the line as far as Stockton, along all the highroads men were walking, riding, and driving to the rendezvous. Some even came by rail. From as early as half-past five o'clock in the morning, a number of waggons fitted up with seats for strangers, and other waggons for the workmen, were filled to overflowing at Darlington, and drawn up the line by horses. To many of the strangers

this was their first ride on a railway,

but to the workmen it possessed no novelty, it being the regular practice, during the construction of the line to get lifts when possible on passing waggons. About the same hour that the waggons started from Darlington for Shildon, the majority of the Railway Committee, accompanied by their friends, set off by road to Bishop Auckland, travelling for the most part in postchaise. On arriving at West Auckland the members of the Committee found a scene of gaiety and bustle never before witnessed in that district. A

contemporary reporter declared "that the scene surpassed anything that had ever occurred in that district before. Gentlemen's carriages, postchaises, gigs, jaunting cars, waggons, carts, filled with company, were seen entering the village from all directions; while equestrians, mounted on spirited steeds, and others on broken-down hacks and stupid donkeys, added to the general effect, which still further increased by a vast concourse of pedestrians, who pressed forward eager to behold a sight altogether new in that part of the country." It was not alone the friends of the railway that comprised the throng.

Its friends had come to see its success.

Its enemies—perhaps a much more numerous body—had come to witness for themselves the fulfilment of their predictions in the collapse of the absurd scheme. The first item in the day's programme was the inspection of the Etherley incline plane and its stationary engine, by the members of the Committee. After admiring the engine and criticising the heavy battery at the foot of Etherley Ridge, the Committee rejoined the multitude, which now surrounded the waggons at the foot of Brusselton bank. There were thirteen of these waggons, twelve laden with coal and one with flour, and they awaited at the foot of Brusselton incline, the signal to commence operations. At eight o'clock, the time fixed to commence operations, the the rope,—"a patent rope," "a mile and a quarter long, all in one piece"—was attached to the waggons. The engine began to work, and, "amid the cheers of the assembled thousands," the thirteen waggons, carrying, in addition to their contents of coal and flour, as many as could cling to them, began to move up the bank. Fortunately, no accident happened and

the top was reached in eight minutes. On the arrival of the waggons at the top, the Brusselton Engines were inspected by the Committee, as well as by all who had ridden up the slope on the coal and on the flour bags. We are told "the engines drew forth expressions of admiration from everyone, so beautiful is their construction, and so completely do they execute their work." After a brief stay at Brusselton engine-house, the waggons were lowered down the other side of the hill, doing the half-mile in about five minutes. This having been satisfactorily gone through, the important part of the programme was reached.

"Locomotion," the now famous "No. 1," looking very bright in her coat of fresh paint, was standing at the foot of the incline, getting up steam while waiting for her train to be made up, and was the centre of a great crowd, who were never wearied of speculating as to the uses of the different parts of her machinery. For the first time, but not by any means the last, the arrangement for passenger traffic proved to be utterly inadequate for the number of persons who wished to travel. Three hundred tickets had been distributed to those who had signified their intention of going down the line, and each ticket-holder was supposed to know his place. The crowd, each member of it fearing lest he should be left behind, rushed into the waggons, and in a moment there was no standing room left. All the railway men were there,

each wearing a little blue ribbon in his button-hole;

but those who were entrusted with the control of the train wore a broad blue sash over the right shoulder,

fastened in a knot under the left arm. Although "t' iron hoss" was by far the greatest object of attraction for the country folks, the workmen were much interested in the "Experiment," which few of them had seen, as it had only arrived from Newcastle the day before. The descriptive reporter, from whom we have already quoted, kindly informs us, in a footnote, that "this coach, named 'The Experiment,' is fitted up on the principle of what are called long coaches, the passengers sitting face to face along the sides of it. It is calculated to carry 16 or 18 inside, and is intended to travel daily for public accommodation between Darlington and Stockton." On the opening day it was set apart for the use of the Railway Committee and their friends, and remained empty, waiting their convenience, while every other vehicle, loaded or unloaded, was crowded with passengers. To add to the troubles, the waggoners, who, with their horses and waggons, were to bring up the rear of the procession,

quarrelled about the vexed question of precedence.

There were two dozen of them, each anxious for the honour of being first; and the hubbub they made added not a little to the confusion of the scene. At last, about ten o'clock, the train was made up in the following order:—

The Company's Locomotive Engine.
The Engine's Tender, with water and coals.
Five wsggons, laden with coals and passengers.
One waggon, laden with flour and passengers.
One waggon, containing surveyors, engineers, etc.
"The Experiment," containing the Committee and other Proprietors.
Six waggons, with strangers seated.
Fourteen waggons, with workmen and others standing.
Six waggons, laden with coals and passengers.

Just before starting, "Locomotion" created great consternation among the assembled thousands by giving them a taste of her quality by letting off some steam.

The unearthly sound was too much for the nerves of many,

who fled in all directions. Again to quote from the *Advertiser's* report—much the most graphic and complete of any that have been published—"The locomotive, or steam horse, as it was more generally termed, gave 'note of preparation' by some heavy respirations, which seemed to excite alarm among the 'Johnny Raws,' who had been led by curiosity to the spot, and who, when a portion of the steam was let off, fled in affright, accompanied by the old women and young children who surrounded them, under the idea, we suppose, that some horrible explosion was about to take place. They afterwards, however, found courage to return, but only to fly again when the safety valve was opened." These preliminary snortings of the steam horse must have filled with awe the women folk who saw their men foolishly risking their valuable lives on the loaded waggons; but there was no time now for expostulation. The blue scarved men were all in their places.

George Stephenson and his brother James, and Ralph Stephenson, were on the engine and tender.

A blue scarved man stood between every waggon, ready to apply the brake whenever it was required. The banner bearers were all on board. The Committee were seated in the Experiment, waiting for the start. "All ready" was shouted along the train, presumably by Hackworth, who appears to have acted as guard

that day. George Stephenson turned on the steam, and, to the marvel of all those who saw it, the whole train of 38 carriages, weighing altogether some eighty tons, began to move! The bubble had not burst—was, alas, very far from bursting; and the hearts of the turnpike men died within them as they heard the cheers which hailed the

Triumphant commencement of that Railway Journey.

Says an eye-witness, who described the starting at the time: "The scene on the morning of the procession sets description at defiance. The welkin rang with loud huzzas, while the happy faces of some, the vacant stare of others, and the alarm depicted on the countenances of not a few, gave variety to the picture." As soon as it got fairly away, the crowd broke up, and ran as fast as it could after the train. Gentlemen riding hunters, which, perhaps, were to meet Lord Darlington's foxhounds at this very place a fortnight afterwards, rode alongside the railway across the country, and for a time they managed to keep up with her, but it was not for long. The engine, running down a smooth line, with gradients in her favour, soon distanced the riders across country, and left the pedestrian multitude far behind. We have alluded to the contention of the waggoners as to precedence. The dispute settled itself. Every waggoner yoked his horse to a waggon, which was speedily filled with passengers, who, being unable to ride on the train, were determined to ride somehow, and determined to make a rush for first place. One, J. Lanchester, instead of remaining to the rear of No. 1, boldly ran down the line before the train started, and took up a position on the first siding, past which "No. 1" must

steam. His horse thoroughly accustomed to waggons and to locomotives, was brought up close to the point where the siding joined the main line; and, the moment the last waggon passed the points, he drove after the train. His horse's nose almost touched the last waggon of coals; but he had secured the first place, and he was happy. Behind him came a long line of waggons—two dozen all told—all drawn by horses and all filled with passengers, who eagerly strained their necks to see the train, which, under a long-spreading cloud of smoke, was now rattling merrily downward to Darlington. On leaving Shildon, there was no band of music in the train, and there never were more than four banners. These, which were displayed from four of the waggons hauled by "Locomotion," were, with one exception, neither remarkable for the originality of their design nor the beauty of their colour. With banners waving, the train went smoothly on—as smoothly, that is, as could be expected, when all the waggons were stiff coupled together, when no waggons had any springs or spring buffers, and when in passing the points at the sidings, even the travellers in the "Experiment" felt their coach jolt and rattle rather worse than if it had been a stage coach on an ordinary road.

There was an almost continuous click and rattle,

as the wheels passed over the end of the rails. Suddenly one of the waggons—that containing the surveyors and engineers—began to jolt violently, and the jolting increasing instead of diminishing, word was passed up to the engine, and the train was brought to a standstill. On examination, it was found that the waggon had slipped off the rails through some

defect in one of the wheels. It was replaced on the line and the train proceeded on her way. It had not run many minutes before the jolting recommenced, the wheel had again left the rails, and it was determined to uncouple the faulty waggon, to shunt it on to a siding, and proceed without it. After the second stoppage, there was no more trouble with the waggons, but the adventures of the journey was not yet over. It was intended to try the speed of the engine on the straight run south to Darlington; but before this intention could be carried out, the passengers were once more

startled by the Train coming to a sudden stop

at Simpasture. Everybody left the train. The directors hurried to the engine. What was the matter? Stephenson was fortunately able to give them a reassuring answer. Nothing serious. "Some oakum had got into the feed pump, that was all; it would soon be all right." At last Stephenson got things put to rights, and Hackworth was told to get the passengers into the waggons. Timothy, with stentorian voice, shouted out, as he passed down the train, "Every man to take his own convoy!" the earliest form, we suppose, of the now familiar "Take your seats," of the railway guard. Every man betook himself to his own convoy in double quick time, and the train once more started on its way to Darlington, and fortunately it happened no more misfortunes. At Aycliffe a crowd was gathered ta see it pass, and the young Robinsons ran down the line with the train to Darlington, and afterwards as far as Fighting Cocks. After passing Aycliffe Level, full steam was put on, in order to test the speed of the engine. With feelings of awe, the passengers on that memorable day recorded that at

certain parts of the line they had

travelled at the rate of fifteen miles an hour!

They could not have believed it had not the testimony of the engineer been confirmed by their own senses, for never before had they seen the trees, fences, and hedges glide away so rapidly, or did their ribbons and handkerchiefs ever flutter in such a wind as they did that day. The horses were hard put to it to keep up with the train, but they gained on her when she slowed up, and the long train entered Darlington in procession much as it left Shildon. The engine drew up at Darlington, in the midst of an immense concourse of people, whose cheers were unending as at last they beheld the consummation of their hopes and the accomplishment of what, for more than six years, had been the earnest desire of Darlington men. It was twelve o'clock.

Two hours had been consumed in running nine miles.

In the course of that nine miles there had been three stoppages, lasting altogether 55 minutes. At Darlington, the train halted for half-an-hour. No. 1 was taken to a company's reservoir to replenish her water barrel. Six waggons of coals and twenty-three of the horse waggons, laden with workmen, left the main line, and were taken down to the depôt. The horses were taken out to bait. The coals were distributed to the poor of the town, and the workmen were entertained to a right good dinner, washed down with copious libations of ale in the various public-houses in the town. "No. 1" having filled her water barrel, the six waggons of coal having been taken off, and the waggons containing Mr. Meynell's famous Yarm band, having been coupled on, the train started. Of all the

cavalcade of horse waggons which had started from Shildon, one alone remained, that of Lanchester's. The number of those who had alighted at Darlington were fully made up, and more than made up, by the numbers who wished to travel from Darlington to Stockton.

They clung to the Waggons like a Swarm of Bees,

hanging on in every conceivable way, if only they could get a ride behind the engine. There does not seem to have been any stoppages until they came to Goosepool, where George Stephenson pulled up, in order again to replenish his waterbarrel, as "No. 1" needed to stop for water twice in that run of twenty miles! As they approached Yarm the throng became dense. Stockton and Yarm were keeping high holiday that day, and the townsmen, having nothing else to do, turned out *en masse* to welcome the train. Carriages, postchaises, and vehicles of every kind were running on the high road. Crowds covered every bridge, not without a feeling of dread as the hot black breath of the snorting engine came curling up under their feet, and they felt the structnre tremble as the heavy train swept below. It was noted with gratification by some, with astonishment by others, that the horses on the road did not seem in the least perturbed by the puffing and the rattling of the steam horse on the railways. After passing Yarm Junction, the speed of the train increased,

and it entered Stockton in fine style.

It was somewhere near the Stockton end of the line that the incident occurred, which will yet, we hope, be commemorated on the glowing canvas of some of the

master painters of the Academy. As "Locomotion" was puffing briskly along, dragging after her a train of thirty waggons, laden with between 600 and 700 people, with her four flags flapping in the breeze, followed in the rear by Lanchester's plucky little blind bay with its waggons, there passed along the turnpike

THE OLD STAGE COACH.

road, in full view of crowds that lined the railway, the stage coach for Stockton, drawn by four horses, carrying sixteen passengers, all told. The road and the rail run parallel for some distance, and for a few minutes the great rivals,

the Stage Coach and the Railway Carriage,

ran side by side, as if for the purpose of comparison. The Past and the Future were brought face to face in that vision of the Present, and no one who saw the "700" on the rail, and the "16" on the road doubted whether the stage coach or the railway train was destined to be victorious. Down from Yarm to Stockton the train ran on favourable gradients at great

speed. "The crowd upon the Railway, in the immediate vicinity of the town," says an eye-witness, "was alarmingly great. The road beyond that allotted to the waggons being very narrow, and the engine and its appendages moving on the descent at the rate of fifteen or sixteen miles an hour, the most serious apprehensions were entertained that some accident must happen, for it was found to be quite impossible to restrain the enthusiasm of the multitude." On arriving at Stockton at a quarter to four, seven guns on the "Company's Wharf," thrice loaded and fired, saluted with window-shattering emphasis, the arriving train. Meynell's Band, on reaching the place where, three years before, they had struck up "God save the King," struck up the same familiar strain; and the immense crowds responded "with three times three stentorian cheers." Amid the congratulations of the multitude, the travellers left the waggons, the Committee quitted the coach, Lanchester unyoked his clever little bay pony, which had passed the bridge end with its nose hanging over the end of the last waggon, and took him off to his well-earned rest in the stable. The first Railway journey was over. It had been an eventful one. It was not so strange, after all that it was not till seventeen years after that the opening of the Stockton and Darlington line that it was

deemed safe to permit Her Gracious Majesty Queen Victoria

to travel on a public Railway. The journey, however, was now over, and the indispensable Yarm band once more led the way up High street to the Town Hall, where 15 years before the word Railway had first been uttered in public by Leonard Raisbeck, and where

three years before, enlivened by the same band, the proprietors dined together after the laying of the first rail of the new line. After the musicians, marched two and two, all the men who had charge of the train, looking quite bright in their new blue sashes; and then came the proprietors and their friends. The men were told off to the various public-houses, where they disposed of substantial dinners in a manner becoming men who had not bitten since early breakfast. At one of the inns of the town, as Ralph Stephenson was finishing his dinner, the landlady's niece, who had been waiting upon the Railway men, approached him, and, with a winning smile, asked him to let her have his blue sash, for, as Ralph says, she wanted to have her brag over the other girls. He was a young fellow then, and unmarried.

He at once flung it round her neck, and she bore it off in triumph.

It is to be regretted that nothing more came of this little incident, and that the gift of the sash was not followed up by a later gift of a wedding ring. Part of the workmen dined at Yarm, and part at Stockton. The proprietors of the Railway, flushed with delight at the success of their enterprise, dined together with their friends in the Town Hall. The scrupulous chronicler records that 102 gentlemen sat down to a very excellent dinner. The wines also are praised—a fact which may be inferred from the fact that the company did not disperse until 11 o'clock. Thomas Meynell, of the Fryerage, Yarm, was in the chair; the vice-chair was taken by John Wilkinson, mayor of Stockton. The following, a kind of curiosity in its way, is the toast list:—

"The King"—Tune, "God Save the King."

"The Royal Family"—Tune, "Hail, Star of Brunswick."

"Success to the Stockton and Darlington Railway," with three times three—Tune, "The Railway."

"Duke of York and the Army"—Tune, "Duke of York's March."

"Duke of Clarence and the Navy"—Tune, "Rule Britannia."

"The Ladies," with three times three—Tune, "Here's a health," &c.

"Custos Rotulorum of County"—Appropriate music.

"Lord Lieutenant of County"—Tune, "Old Towler."

"Members for the County," with three times three—Tune, "Scots wha hae."

"Members for the City," with three times three—Appropriate music.

"Other Peers and M P.'s who assisted the Company."

"The Mayor and Corporation of Stockton," with three times three—Speech by Mayor.

"Success to the Projected Liverpool and Manchester Railway," with three times three—Responded to by Chairman of the Birmingham, Manchester, and Liverpool Railway.

"The Coal Trade," with three times three—Tune, "Weel may the keel row."

"The Tees Navigation Company."

"The Chairman," with three times three—Thomas Meynell responds.

"The Lead Trade and other Mining Interests of the Country," with three times three.

"Absent Members of the Railway Company"—Tune, "Should auld acquaintance be forgot."

"Solicitors of the Railway Company."

"Success to Leeds and Hull Railway," with three times three—A Shareholder responds

"Coal-owners of the district who are connected with the Railway," with three times three—George Dixon responds.

"The Plough, the Loom, and the Sail, and may the Railway contribute to their prosperity," with three times three.

"George Stephenson, Esq., the Company's Surveyor," with three times three.

At this point, Thomas Meynell left the chair, but the Mayor, being loudly called to succeed him, the company were kept together for some time afterwards. The number of toasts is unknown, but as 23 toasts had already been disposed of, we may charitably con-

clude that there was not much more wine drunk, or else, we fear some of the publicly-spirited proprietors of the Railway would be somewhat unsteady in their gait as they made their way home that night.

In the course of the evening, Mr. Hamper, the chairman of the Birmingham, Manchester and Liverpool Railway, in responding to the toast, "Success to the Projected Manchester and Liverpool Railway," invited the proprietors to meet him at Birmingham, where he should preside at the opening of that Railway. Thomas Meynell observed "that for any exertion he had made in favour of the Railway, he felt amply repaid by the prospects of success which the proceedings of that day had afforded." The Leeds and Hull shareholder, who spoke, said that "he considered that facility of communication had been fully established by the experiment of to-day." George Dixon, speaking on behalf of the coal-owners cautioned the Railway Company against charging too high rates. Nothing else was said that was deemed worth reporting, but it was noted with great satisfaction, that the experience of that day had converted many of the vehement opponents of the Locomotive into warm friends, and so the meeting ended.

Many of the proprietors stayed in Stockton all night. Many of those who had travelled down to Stockton in horse waggons and in the train were compelled to walk back in the dark. An old Darlington resident has left evidence that as a boy he rode down in a waggon; but when he tried to ride up to Darlington, he found the line so thickly covered with stones, pieces of timber, and other obstructions placed upon it by mischievous persons, that, after making a vain attempt to clear the track, he and his companions

were obliged to abandon the waggon and foot it back to Darlington.

When weary 'prentices were walking homeward along the line, when well-filled revellers were journeying homeward from Stockton Town House, the clock struck twelve. The 27th of September was past, and the Railway had taken its place as one of the accomplished facts in the history of man.

WHAT FOLLOWED THE OPENING OF THE RAILWAY.

It is generally thought that after "No. 1" came down on its first trip, it continued daily. Such was not the case so far as the passenger traffic was concerned, for it should be remembered that in the year 1825, the towns of Stockton and Darlington each contained only about five thousand inhabitants, so "No. 1" was solely engaged in the mineral traffic for nine years.

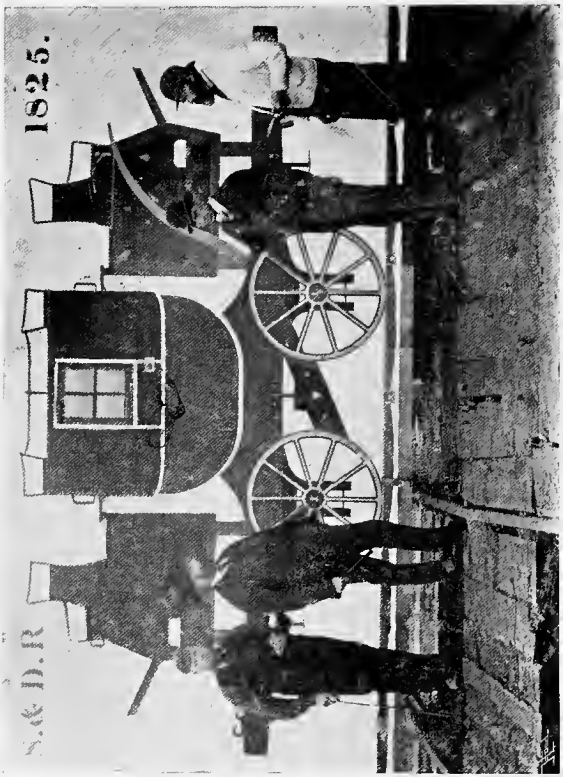
The immediate consequence of the opening of the Railway was that coal fell from 18/- per ton to 8/6 in Stockton and in Yarm. An order for 100,000 tons of coal per annum for delivery in London was mentioned as having been received within a week of the opening of the Railway, but if it was received it certainly was not executed, for the total quantity of coal for shipment passing over the Railway did not exceed 60,000 tons in the second year the line was opened. Still the export trade surpassed the most sanguine expectations of the friends of the Railway. Long lines of waggons filled with coal crowded the Railway for two miles from the Stockton staiths. The accommo-

dation at Stockton was insufficient. The Railway brought down coal more rapidly than there were ships to take it away. It soon became evident that something must be done to relieve the rails of the ever-increasing quantity of coal sent down from the West. Upon the question of what was to be done, Stockton and Darlington again differed. The Darlington men believed in extending the Railway to a point further down the river; while the Stockton men believed in making another cut (Portrack) whereby the ships could more easily come up the river.

The Directors of the Railway Company while the controversy was going on, having found that the terminus at Stockton was isolated, in 1827 a committee, consisting of Thomas Richardson, Henry Birkbeck, Edward Pease, Joseph Pease, jun., and Francis Gibson was empowered to buy the Middlesbrough Estate (consisting of several hundreds of acres) with the intention of bridging the Tees and expediting the export of coal at Middlesbrough. As a result of this action, Leonard Raisbeck, who was a keen Stocktonian, feeling that his native town would be cut out by continuing the line to Middlesbrough, he, as well as Thomas Meynell, severed their connection with the Company.

After the split of the committee, Darlington and Stockton each went its own way. Darlington founded Middlesbrough and made the Middlesbrough Railway. Stockton made a new cut, but it failed to secure the pre-eminence of the old town. No one denies the fact that the discovery of ironstone greatly benefited the Railway, and was ultimately the making of Middlesbrough.

After the export trade at Stockton, the greatest surprise was the development of a passenger traffic. The "Experiment" coach first ran between Stockton



One of the Early Railway Coaches

and Darlington on October 10th, 1825, and others quickly followed. The "Express" started in 1826, and to meet this unexpected demand, some old stage coaches were requisitioned and mounted on flanged

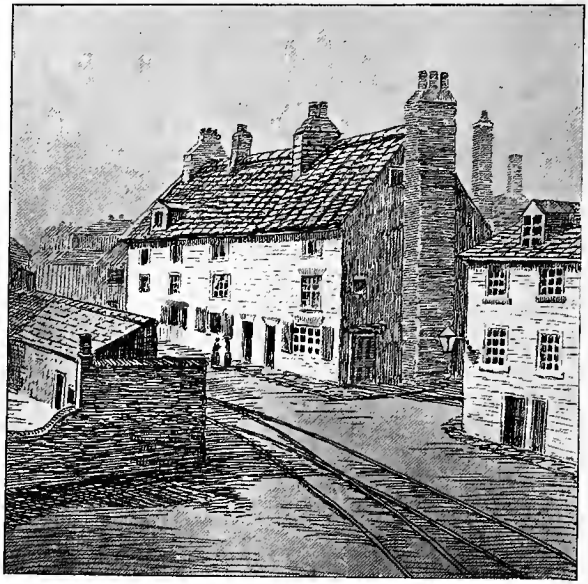
wheels. Most probably our illustration was one of these. Each end it will be seen is alike, for they had no idea of a turntable at that time, and on the left of the engraving may be seen the hook where the chain would be attached.

These early railway coaches were pulled by a single horse, were all in private hands, the drivers being licensed by the Company, and were private speculations, paying so much to the Company. The regulations at first in vogue were of a rough and ready character. When coaches or even waggons met each other at an equal distance from a siding (there were only four sidings) the drivers quarrelled. Sometimes they would stand literally for hours, seeing whose patience would wear out first, while at other times they would descend to an adjoining field and decide which would back out by the arbitrament of the prize ring.

To obviate these quarrels a post was erected halfway between each siding, and the coach which reached the post first had the right to proceed first over the remaining distance. On rounding corners, the coachman blew his horn, the ancient substitute of the steam whistle, and never hesitated to stop the coach to pick up a wayside passenger. The guard collected the fares while the journey was in progress. All the early railway coaches were furnished with a brake, brought into action by means of a long lever.

One coach ran from the "Black Lion Hotel" yard, and the other from the "Fleece," at the bottom of Castlegate, Stockton. They each made one journey, to Darlington and back, daily. The public-houses on the line were the "Railway Tavern," now 34, Bridge

Road, Stockton; "Lord Nelson Inn," Potato Hall, Marshall Fowler's estate; Early Nook; Goosepool;



THE "FLEECE" INN.

One of the Stockton Terminuses, from which one of the Railway Coaches used to start.

Fighting Cocks; Aycliffe Lane; and Dan Adamson's, Shildon. So regularly did the drivers of the passenger coaches and coal trains stop at these inns that a watchman was at last told off to put an end to such loose practices.

In April, 1826, the Directors of the Company issued bills, of which our engraving is a reduced fac-simile.

HENRY HEAVISIDES, in *The Annals of Stockton-on-Tees*, published in 1865, says:—"When the origi-

Stockton & Darlington

Railway.

The Company's

COACH

CALLED THE

EXPERIMENT,

Which commenced Travelling on MONDAY, the 10th of OCTOBER, 1825, will continue to run from *Darlington* to *Stockton*, and from *Stockton* to *Darlington* every Day, [Sunday's excepted] setting off from the DEPOT at each place, at the times specified as under, (*viz.*)—

ON MONDAY,

From Stockton at half past 7 in the Morning, and will reach Darlington about half-past 9; the Coach will set off from the latter place on its return at 3 in the Afternoon, and reach Stockton about 5.

TUESDAY,

From Stockton at 3 in the Afternoon, and will reach Darlington about 5.

On the following Days, viz.—

WEDNESDAY, THURSDAY & FRIDAY,

From Darlington at half-past 7 in the Morning, and will reach Stockton about half-past 9; the Coach will set off from the latter place on its return at 3 in the Afternoon, and reach Darlington about 5.

SATURDAY,

From Darlington at 1 in the Afternoon, and will reach Stockton about 3.

Passengers to pay 1s. each, and will be allowed a Package of not exceeding 14lb. all above that weight to pay at the rate of 2d. per Stone extra. Carriage of small Parcels 3d. each. The Company will not be accountable for Parcels of above £5. Value, unless paid for as such.

Mr RICHARD PICKERSGILL at his Office in Commercial Street, Darlington; and Mr TULLY at Stockton, will for the present receive any Parcels and Book Passengers.

Fac-simile (reduced) of a Bill issued in October, 1825.

nators of the railway were in treaty with Mr. Chilton for purchasing his estate at Middlesbrough, I happened to dine one day with Mr. Parrington, at his solitary

farm-house there. Two friends of his, farmers, dined with us. After dinner, the conversation turned on the purchase then talked about. "I suppose," said one of the farmers, "the quakers at Darlington are about buying your farm to build a town here." "Build a town here," reiterated Mr. Parrington, with a smile and incredulous air, "What! build a town at this out-of-the-way place." Why it is said that 'Time works wonders,' but I'll be hanged if I don't turn this house into a public-house and hoist the sign of the 'Quakers' Arms,' as I suppose if a town is built here it will be a quaker one.

The purchasers of the Estate, however, built the intended town on it, the very house in which this conversation took place became a public-house and the town now comprises about 25,000* persons."

It was on January 1st, 1831, amid great rejoicings that the Middlesbrough branch of the Stockton and Darlington Railway was opened. The bridge, situated about a quarter of a mile above Stockton, which was the first railway suspension bridge in the world, was built by Samuel Brown, Esq., R.N. It was 274 feet long, 25 feet broad and 60 feet in height and calculated to sustain a weight of 150 tons. On arriving at the suspension bridge, the railway coaches with the Company from Darlington, were joined by their Stockton friends and proceeded to Middlesbrough, where they were received with the firing of guns and great demonstrations of joy. Several waggons of coal accompanied the train, and an immense entire coal was sent down from Black Boy Colliery, for the London market. The staiths, for the shipment of coal, were of great

* In 1911 the population was over 100,000.

Span of Bridge between Points of Suspension,	281 ft. 4 ins.
Versed Sine of the Arch	28 ft.
Width of Platform or Roadway	16 ft.
Height from Surface of Water Spring Tide ...	20 ft.
Weight of Bridge between Points of Suspension,	111 tons.
Calculated to Support a Load of	150 tons.
Weight of Load, viz.: Engine and 24 Coal Waggons,	112 tons.
Sectional Area of the Chains	40 sq. ins.
Foundation Stone Laid the 18th July, 1829.	
And was Opened the 27th December, 1830.	

THE STOCKTON AND DARLINGTON RAILWAY SUSPENSION BRIDGE,

Erected over the River Tees, near Stockton, by SAMUEL BROWN, ESQ., R.N.,

Being the first application of a Bridge of Suspension for the support and continuation of Railway.

dimensions and six vessels could be loaded at the same time.

END VIEW OF THE FIRST RAILWAY SUSPENSION BRIDGE IN THE WORLD.

A story is current in the district, that the driver of a train was dubious about the stability of the new suspension bridge, and, believing that self-preservation is the first law of nature, as the engine and train approached the bridge, he slackened speed, and stepping off the engine, he ran on in advance of the engine and train over the bridge, however, they passed over safely, and the engine-driver stepped on to the engine and continued the journey.

The following are quotations from an interesting letter received by the Editor, from the late Mr. Edwin Clephan, of Leicester (a Stocktonian by birth), dated February 12th, 1902.

> "I go back to the great day of the opening of the Stockton and Darlington Railway, in 1825. As a boy I was among the crowd in Cottage Row. The train from Darlington was a few hours behind the time it was expected. The old 'Locomotion" sailed in at last with its pipes as numerous as the rigging of a man-of-war.
>
> . . . .

"It was in the month of February, 1833, that I left my home to settle in Leicester. I travelled to Darlington on a Saturday afternoon. An old coach, upon railway wheels, drawn by one horse, started from the Black Lion Hotel yard. The guard blew his coach horn to hurry up the passengers. It took us over an hour to get to Darlington. There I had to stop till Monday, when I went on by stage coach to Leeds. When I got to Leeds, the mail by which I expected to go South was gone, and I had to sleep at Leeds, at the old "Bull and Mouth," and next day after a long morning wandering about Leeds, I came on by the South Mail, and arrived in Leicester at three o'clock on Wednesday morning!"

On the 7th of September, 1833, the Stockton and Darlington Railway Company commenced the substitution of locomotive engines in lieu of horses drawing coaches for the passenger traffic, between Stockton and Darlington.

On the 27th of May, 1844, the first train of waggons passed over the Stockton and Darlington Railway Co.'s new bridge, at Stockton. The river was previously spanned by the suspension bridge already mentioned, which had proved insufficient for the increased and heavier traffic.

On the 4th of June, 1846, the Redcar and Middlesbrough Railway was opened, on this occasion, No. 1 engine, "Locomotion" (first used at the opening of the Stockton and Darlington Railway) performed the distance, 7½ miles in 25 minutes.

Early Days of Railway Travelling.

A description has been given of the rough mode of travelling by horse and coach, and although the speed was accelerated in the 50's by locomotive engines, yet the travelling was anything but comfortable. The wheels of the carriages were welded firmly to the axle

and formed in fact one solid piece, which increased greatly the friction when the wheels were in motion. Many of the carriages were open at the top, and this arrangement had its drawbacks, especially when passengers were clad in summer raiment, for it was when the firemen replenished the engine with fuel, that sparks and red hot cinders quickly issued from the engine chimney, much to the dismay of passengers nearest to the engine. Gentlemen put up their umbrellas only to be partly burnt, whilst the ladies dresses were often spoiled. The firemen could have reduced the nuisance to a minimum had they been so disposed, but it was a little devilment on their part to "fire up" with the object of having a good laugh at the passengers' expense.

The open carriages had a short reign and were followed by covered carriages, which had seats the lengthway on each side, with a double row along the middle, passengers sitting back to back, but the rocking of the carriages still continued, and some travellers kept hold of the iron supports, so as to keep their equilibrium even when seated, whilst the windows and doors rattled to such an extent that it was very difficult to hear anyone conversing when the train was in motion.

The tickets issued in these early days of railway travelling were of different colours, a fresh colour for every day of the week, with no date or number stamped thereon. The officials were not particular in collecting them at the end of the journey, but occasionally they collected a few. The guards wore red frock coats with brass buttons.

The next style of carriage was the one with about five compartments, the back of each compartment

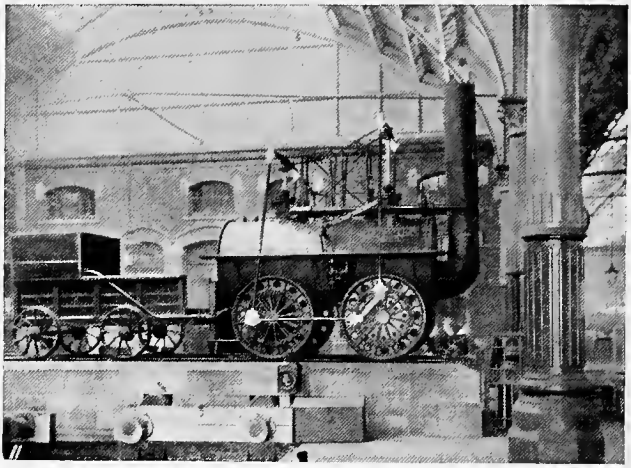
being just above the heads of the passengers. A person at one end of the carriage desirous of being near a friend at the opposite end would mount the seats and go over the compartments much to the annoyance of other passengers. Further improvements followed

THE FIRST RAILWAY TICKET OFFICE AT STOCKTON.

when the back of each compartment was raised to the top of the carriage, so that each compartment was complete in itself.

So late as the year 1856, a horse and railway coach ran from Stockton to Middlesbrough and back, every Sunday.

One day in the Autumn of 1908, the Editor, accompanied by Mr. Frank Hunter, Stockton's oldest inhabitant, then in his 88th year, took a short walk down Bridge Road, Stockton, to view the old railway crossing where the first rail was laid and also to inspect the ticket office adjoining. Frank pointed out the doorway on the right of the illustration where he and others purchased their tickets for Darlington.



NO. 1, "LOCOMOTION,"
AT BANK TOP STATION, DARLINGTON.

At that time, about 1835, the locomotives had replaced the horse and coach, but no railway station had yet been built, and so "No. 1" with its attendant carriages, drew up at the terminus, and passengers after having secured their tickets at the ticket office already mentioned, took their seats in the primitive carriages then in vogue.

The old engine, "Locomotion," now stands at

Bank Top Station, Darlington, and daily is an object of great interest to railway travellers who are passing through this busy station. In taking a survey of "No. 1" it is interesting to observe the original permanent way, on which it stands, which consists of a very light kind of rail, square stone sleepers and small chairs fastened down with wooden plugs. At the side and rear of the tender is a danger signal in the form of an iron-barred receptacle filled with coal, which, when lit, did duty as a signal before the advent of the oil lamp. The first signal employed was an ordinary fire grate (such a one being attached to No. 1), which swung suspended from coach or waggon as the case might be, glowing like a bright red coal in the distance, but seen to be smoking and crackling when stationary. Along the whole of the first railway line in 1825 there was not a single lamp.

Adjoining the old engine is a brass inscription, on which are the following words:—

THIS ENGINE WAS BUILT BY GEORGE STEPHENSON & SON,*
AND WAS USED AT THE
OPENING OF THE STOCKTON AND DARLINGTON RAILWAY,
SEPTEMBER 27TH, 1825,
AND CONTINUED IN USE UNTIL 1841.

Weight of engine (in working order)	... ...	6¼ tons.
Weight of tender „	...	1¼ tons.

Cylinder 10" diameter, 24" stroke.
Boiler pressure 25 lbs. per square inch.

*EDITOR'S NOTE.—Until the year 1908, the first line on the plate read, "This engine was built by Robert Stephenson & Co.," but through my instrumentality the wording has been altered to its present form, and now, deservedly, father and son are alike honoured.

This reminds us that Robert Stephenson, although a young man at the time of the opening of the first public railway, yet he took an important part in the early days of locomotive manufacture. His father, being fully aware of his shortcomings in education, Robert, his only son, was for four years at Mr. Bruce's school in Newcastle, and when he was nineteen years of age he attended the science classes at the University of Edinburgh.

ROBERT STEPHENSON.

Returning to Newcastle, he made the designs for "No. 1 Locomotion," under the instructions of his father, and was in the Forth-street locomotive works in 1825, during the construction of the first engines.

He then went abroad to fulfil a lucrative position, but returned in 1827, and undertook the management of the Forth-street locomotive factory in Newcastle

where he greatly improved the manufacture of locomotives.

But his most remarkable achievements were his railway bridges, especially those of the tubular girder type, notable examples of which were:—High Level Bridge, Newcastle-on-Tyne; Britannia Bridge, over the Menai Straits; Conway Bridge; and the Victoria Bridge over the St. Lawrence at Montreal.

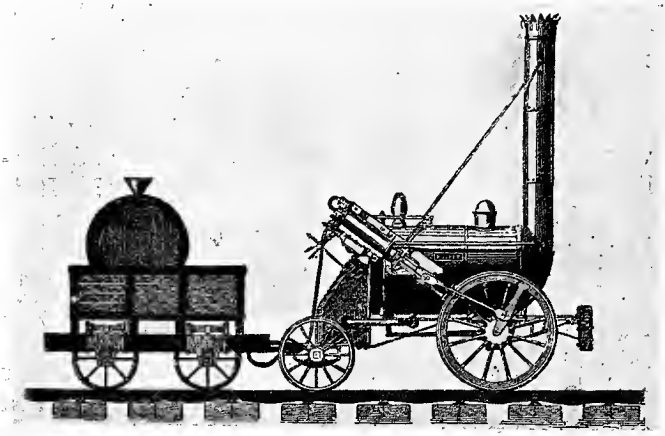
He became M.P. for Whitby and received many honours during his life. He died in London on the 12th October, 1859, aged 56 years, and had the honour of being buried at Westminster Abbey.

It has often been a disputed point as to which was the first public railway, the Stockton and Darlington or the Liverpool and Manchester? It is argued that after the opening day of the Stockton and Darlington Railway, horses drew the carriages, and the locomotives were solely devoted to the carriage of minerals, etc., and it was not until September 7th, 1833, that the substitution of engines in lieu of horses took place, whereas the Liverpool and Manchester Railway was opened on the 1st of January, 1830, when the "Rocket," with a carriage full of directors, engineers and friends made the great part of the journey between Liverpool and Manchester, and on the 15th September, 1830, the full length of the line was opened.

Preceding the preliminary opening we should like to mention briefly, that on the previous 6th of October, at Rainhill, a Locomotive competition commenced for a prize of £500 which was offered for the best locomotive engine. There were only four competitors as several other engines could not be completed by the day of trial, viz.:—

1. Messrs. Braithwaite and Eriesson's "Novelty."
2. Mr. Timothy Hackworth's "Sansparíel."
3. Messrs. R. Stephenson & Co.'s "Rocket."
4. Mr. Burstall's "Perseverance."

The railway for the trial was two miles in length. The ground presented a lively appearance, and there was as much excitement as if the St. Leger were about to be run. Thousands of spectators being present.



THE "ROCKET."

The "Rocket" was the first engine to compete, and it ran about 12 miles without a stoppage, in 53 minutes. On October 8th, the "Rocket" again was out, and started on its journey, pulling 13 tons weight in waggons, and made the first ten trips, to and fro, distance 35 miles, including stoppages, in 1 hour 48 minutes, and the second ten trips in 2 hours and 3 minutes. The maximum speed was 29 miles an hour, and the average speed 15 miles an hour. When the "Rocket," having performed all the conditions of the

contest, arrived at the "grand stand," Mr. Cropper, a director, lifted up his hands, and exclaimed, "Now has George Stephenson at last delivered himself."

JOSEPH PEASE.

In the contest, accidents happened to the "Novelty" and "Sanspareil," and thus the "Rocket" proved an easy victor for the £500 prize.

Joseph Pease, a son of the father of railways has already been mentioned as having hired two rooms, as railway offices at an annual rent of £5, and who drew

up the prospectus of the Stockton and Darlington railway. He has been called the founder of Middlesbrough, for in its earliest days, his mind, talents and purse were given constantly to its development. Then Parliament claimed him, he being the first Quaker M.P., and railway development needed him, and, in a long life, drew out his unbounded powers.

On the 27th September, 1875, in the celebration of the fifty years' jubilee, at Darlington, he received great honour, as the leading function of that memorable day was the revealing of his statue to the light of day, in the main street. And it seems somewhat strange to know that the unveiling of the statue was performed by the Duke of Cleveland, a successor of the Earl of Darlington, of fox cover fame. Surely "Time works wonders."

In the procession, Henry Pease, J.P., the only surviving son of the father of railways, whose tall and erect figure and healthy ruddy complexion, although advanced in years, marked him as a prominent personage.

The Early Days of Railway Development.

1810, September 12.—Meeting at Stockton on opening of New Cut. Resolution proposed by Leonard Raisbeck, seconded by Benjamin Flounders, to inquire whether a railway or canal most suitable for the district.—Carried.

1812, January 17.—Meeting at King's Head, Darlington, resolved to call in Rennie to survey. Rennie's survey. Canal cost £95,600.

1816.—Pamphlet appears advising the construction of a canal from Winston to Darlington; cost £45,860.

1817-18.—G. Leather surveys, at C. Tennant's expense, for a canal from Evenwood to Stockton; cost £205,283.

1818, July 9.—Preliminary Conference at Stockton about the canal. July 31.—Public meeting. Stockton decides in favour of a canal. Raisbeck's amendment unseconded.

1818, September 4.—Meeting in Darlington in favour of action; a Darlington Committee appointed; notices given of intention to apply for an Act of Parliament by both; Overton surveys the district; advises a Railway—cost £113,600. November 13.—Meeting in Darlington; Overton's Railway adopted. December.—Meeting at Stockton; the canal finally abandoned.

1819, February.—R. Stevenson surveys the district; his report rejected; "A Mr. Stephenson, of Sunderland," first mentioned. March.—The Darlington Committee canvassing in London in support of their bill. March-April.—Bill thrown out on second reading by 106 to 93; a new survey made by Overton and Davies.

1820.—Renewed application for Parliamentary powers. January 29.—Postponed by the death of George III.

1821, April 19.—First Railway Bill passed. May 12.—Thomas Meynell appointed chairman. May-June.—George Stephenson visits Edward Pease.

1821, September.—George Stephenson resurveys the line; cuts first sod near St. John's Well.

1822, Jan. 22.—George Stephenson appointed engineer; salary, including assistants, £660. May 16.—Works commenced. May 23.—First rail laid at Stockton, by Thomas Meynell.

1823, May 23.—Second Railway Act passed. October 24.—Estimates ordered for steam engines.

1824, February 19.—First Clarence Railway Bill lost. May 17.—Third Railway Bill passed. July 6.—Foundation-stone of Skerne Railway Bridge laid. September 26.—Two locomotives ordered, at £500 each.

1825, May 14.—Second Clarence Railway Bill lost; Timothy Hackworth engaged, at £150 per annum. September 26.—First railway carriage arrives from Newcastle. Sept. 27.—Opening day; commencement of export coal trade. September 30.—Four cottages ordered for New Shildon. October 10.—First passenger coach commences to run between Darlington and Stockton. October 17.—Yarm branch opened.

1826, July.—First dividend declared £2 10s. per cent.; Manchester and Liverpool Railway Act passed.

1827.—Steam haulage reported as having effected a saving of 30 per cent.—Thomas Richardson, Henry Birkbeck, Simon Martin, Jos. Pease, jun., Edward Pease, and Francis Gibson buy Middlesbrough estate. October 19, 1827.—Extension to Middlesbrough

resolved on in committee. Directors' Fees raised to one guinea from 15s. per day.

1828, May 21.—Thomas Meynell and Leonard Raisbeck resign. May 23.—Fourth Railway Act passed—Middlesbrough Extension; Clarence Railway Act passed. November 16.—Thomas Richardson proposes the construction of Middlesbrough Dock. December 14.—Agreed to.

1829, October 27.—Croft Branch opened.

1830, May 1.—Haggerleases Branch opened. Canterbury and Whitstable Railway opened. Directors first fix time for departure of coaches. September 15.—Manchester and Liverpool Railway opened.

1831, January 1.—Middlesbrough Railway opened. Gas first supplied to railway. Double line laid down.

1833, September 7.—Railway Company take traffic into its own hands. September 13.—Jonathan Backhouse's resignation accepted.

1833, September 28.—Joseph Pease appointed treasurer.

1835.—Part of North Country and Carlisle Railway opened.

1838.—Bishop Auckland and Weardale Railway made.

1841.—York and Darlington Railway opened.

1842.—Shildon tunnel opened.

1844.—Darlington and Gateshead Railway opened.

1846, June 4.—Middlesbrough and Redcar Railway opened.

1847, August 3.—Wear Valley Railway opened. September 27.—Stockton and Darlington lease Wear Valley, Shildon Tunnel, Wear Valley Extension, and Bishop Auckland and Weardale.

1863, July 1st.—Stockton and Darlington Railway taken over by the North Eastern Railway Company.

Early Officials of the Stockton and Darlington Railway Company.

Chairmen.—1819, W. Chaytor, jun.; 1821-28, Thomas Meynell.

Secretaries.—Richard Atley, Sam. Bernard, E. Gilkes.

Treasurers.—1821, Jonathan Backhouse, jun., 1833, Jos. Pease.

Engineers.—1820, Geo. Overton, David Davies; 1821, George Stephenson, Thomas Storey; 1825, Timothy Hackworth.

Solicitors.—1818-1828, Leonard Raisbeck and Francis Mewburn.

Drivers.—(1) "Locomotion," James Stephenson; (2) "Hope," R. Murrough; (3) "Black Diamond," Wm. Gowland; (4) "Diligence," Thomas Law.

First Policeman.—"Siggy."

First Porter.—1825, "Barney."

Dividends of the Stockton & Darlington Railway, Years ending June 30th.

	Rate per cent.				Rate per cent.		
1826	£2	10	0	1838	£11	0	0
1827	5	0	0	1839	15	0	0
1828	5	0	0	1840	15	0	0
1829	5	0	0	1841	15	0	0
1830	5	0	0	1842	13	0	0
1831	6	0	0	1843	13	0	0
1832	8	0	0	1844	13	0	0
1833	8	0	0	1845	14	0	0
1834	6	0	0	1846	13	0	0
1835	6	0	0	1847	13	0	0
1836	11	0	0	1848	10	0	0
1837	14	0	0	1849	7	0	0

Half-years ending Dec. 31st and June 30th.

	Rate per cent.				Rate per cent.		
Dec. 31, 1849	£5	0	0	June 30, 1860	£9	0	0
June 30, 1850	4	0	0	Dec. 31, 1860	9	10	0
Dec. 31, 1850	nil.			June 30, 1861	9	0	0
June 30, 1851	4	0	0	Dec. 31, 1861	8	10	0
Dec 31, 1851	4	0	0	June 30, 1862	7	10	0
June 30, 1852	4	0	0	Dec. 31, 1862	8	0	0
Dec. 31, 1852	3	0	0	June 30, 1863	7	10	0
June 30, 1853	5	0	0	Dec. 31, 1863	8	0	0
Dec. 31, 1853	7	0	0	June 30, 1864	8	0	0
June 30, 1854	7	10	0	Dec 31, 1864	9	0	0
Dec. 31, 1854	9	0	0	June 30, 1865	8	5	0
June 30, 1855	9	0	0	Dec. 31, 1865	9	5	0
Dec. 31, 1855	9	0	0	June 30, 1866	8	5	0
June 30, 1856	9	0	0	Dec. 31, 1866	8	10	0
Dec. 31, 1856	10	0	0	June 30, 1867	7	5	0
June 30, 1857	10	0	0	Dec. 31, 1867	8	5	0
Dec. 31, 1857	10	0	0	June 30, 1868	6	10	0
June 30, 1858	8	10	0	Dec. 31, 1868	8	5	0
Dec. 31, 1858	9	10	0	June 30, 1869	8	0	0
June 30, 1859	9	10	0	Dec. 31, 1869	10	0	0
Dec. 31, 1859	9	0	0				

After this date converted into North-Eastern Consols—each £100, Stockton and Darlington, receiving £136 Consols, exclusive of new shares given to shareholders at different times.

Traffic Receipts of the Stockton and Darlington Railway, for 1826-1833.

September 28th, 1825 to June 30th, 1826 -	£9,194	1 9
1826-7	18,305	15 9
1827-8	23,186	4 5
1828-9	20,772	4 10
1829-30	23,727	9 11
1830-1	35,104	12 1
1831-2	57,140	9 8
1832-3	62,150	16 1

Statistics of Public Railways in the United Kingdom and Ireland in 1825 and 1875.

1825. Miles open, 25. Capital, £125,000. Receipts, £18,305.
Rolling Stock :—
Locomotives, 2. Carriages, 1. Waggons, a few.

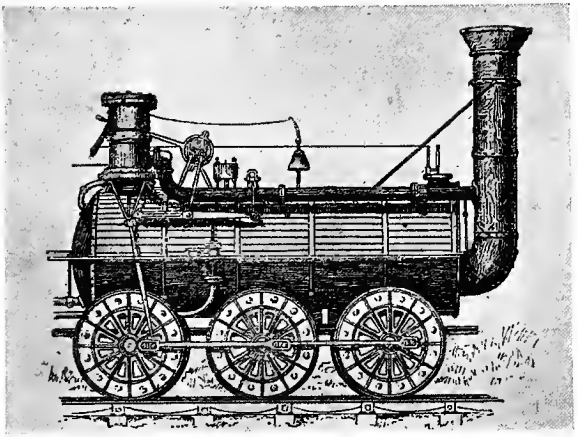
1875. Miles open, 16,449. Capital, £704,338,299
Receipts, £59,255,715.
Rolling Stock :—
Locomotives, 11,935. Carriages, 25,141.
Waggons, 338,835.

1907, Dec. 31st. Miles open, 23,108.
Authorised Capital, £1,394,206,652.
Receipts, £121,548,923.
Rolling Stock :—
Engines, 22,514.
Passenger Carriages, 52,778.
Horse Boxes, Carriage Trucks, etc. } 19,916.
Waggons, 764,855.

From the foregoing statistics it will be seen what a marvellous development has taken place since the opening of the Stockton and Darlington Railway in 1825, but this only refers to Great Britain and Ireland; for in 1875, in other parts of the world, there were 148,033 miles of railway, and the amount of money

spent in their construction was estimated by Sir John Hawkshaw to be £3,200,000,000!

Thus brings to a close this short history of the first public railway which has gradually developed into the present magnificent and elaborate piece of organization now known as the Railway System.



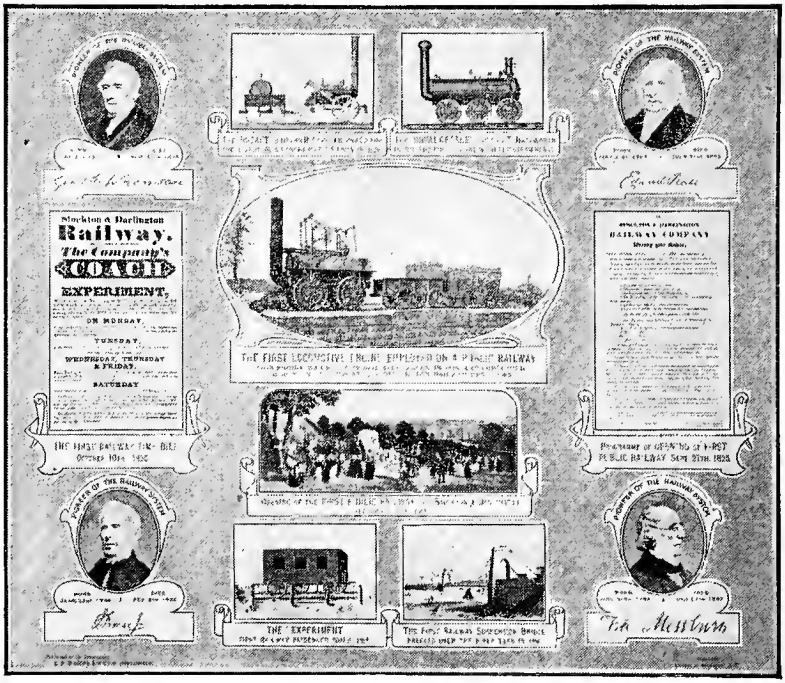
TIMOTHY HACKWORTH'S SECOND "SANSPARIEL," 1847.

We have pleasure in inserting below a very interesting and unique

Reduced Fac-simile of a Plate showing the early History of the World's First Public Railway,

which has been copyrighted and published by Messrs. WALKER AND WILSON, of Darlington,

and measures 16-in. by 14-in., and is suitable for framing.



The Plate sells at 2/6,

and may be obtained through all Booksellers and Newsvendors.