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New Shildon, County Durham

Historic Area Assessment

Dr Lucy Jessop and Richard Pougher



Architectural Investigation

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Summary

This Historic Area Assessment considers the development and buildings of New Shildon, County Durham, from the foundation of the town in about 1825 to the present day. Its first buildings were constructed when the Stockton & Darlington Railway (S&DR) opened for business, and New Shildon became the home of its railway works for the next 150 years. Streets of houses were swiftly constructed on both sides of the railway's mainline, and Soho Works was privately built for the manufacture of locomotives (but later taken over by the S&DR). Housing continued to be built during the 19th and 20th centuries, alongside the church, chapels, institutes, collieries, factories, schools and shops that the growing town required. Shildon Works remained the area's principal employer until closure in 1984; it is now the Hackworth Industrial Estate.

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Key to our research was the archival material we consulted, and we would like to thank the following for their help: The National Archives, London; Richard Lacey, archivist for the North Eastern Railway Association; John Askwith, archivist for the Weardale Railway Trust; Alison Grange at the Head of Steam, Darlington; Andrew Croxton, Search Engine, National Railway Museum, York; Durham Record Office; and the Network Rail Archive.

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Historic England Archive, The Engine House, Fire Fly Avenue, Swindon SN2 2EH

Front cover image: Part of the former NER engine shed, Hackworth Industrial Estate. [Lucy Jessop © Historic England]

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Figure 1: Map showing the location of Shildon, the modern name of the settlement, of which New Shildon is the southern part. [© Historic England and © Crown Copyright and database right 2023. All rights reserved. Ordnance Survey Licence number 100024900]

Introduction

In 2017, the Stockton and Darlington Railway (S&DR) was chosen as one of Historic England's Heritage Action Zones (HAZ), a programme which puts heritage at the heart of regeneration. In the case of the S&DR's HAZ, it aims to unlock the potential of this historic railway in advance of its bicentenary in 2025. Consequently, Historic England is working with local people and partners – including the three local authorities (Darlington Borough Council, Durham County Council and Stockton Borough Council), the Tees Valley Combined Authority, the Friends of the Stockton and Darlington Railway, and Science Museum Group (Locomotion) – to unlock the potential of heritage sites in the area.

As part of the HAZ, Historic England carried out or commissioned a number of research projects on key structures and places along the route of the S&DR, all published in the Historic England Research Report Series. These include investigations of the coal drops at New Shildon and of buildings close to Darlington's North Road station, the aerial investigation and mapping of the railway's historic route, and this Historic Area Assessment (HAA) of New Shildon, County Durham.¹ The HAA examines the history of New Shildon and its buildings to tell the story of the settlement's development and architecture from the earliest times to the present day.

This report is principally concerned with Shildon's expansion to the south in the early 19th century which is related to the arrival of the Stockton & Darlington Railway: this part of Shildon is often known as New Shildon, differentiating it from the original settlement sometimes referred to as Old Shildon. The two parts of the settlement have always functioned together, despite their differing origins and purpose, with employment, industry, shops, religious and educational provision and housing shared between them over the two centuries of New Shildon's existence.

New Shildon straddles the boundary between the Township of Redworth and the Township of East Thicky, lying to the south of the Township of Shildon (containing the village of Shildon, sometime known as Old Shildon). The construction of the Stockton and Darlington Railway to the south of Shildon, and subsequently the building of the engine shops, inevitably drew workers to the area, prompting the construction of this new part of the village. The works in those early days earned New Shildon the accolade 'nursery of the locomotive' and this innovative spirit continued with the creation of Timothy Hackworth's Soho Works in 1833.² The reason for the construction of the railway was to distribute and sell coal through County Durham, and then perhaps to transport it to the coast. Coal mining was an important industry in New Shildon too, with Shildon Colliery (also known as Dabble Duck) in the middle of the settlement.

The later 19th century saw fresh investment by the S&DR's successor, the North Eastern Railway (NER), to modernise the railway works and creating a facility for wagon building and repair. Consequently, more housing, schools and recreational buildings were built to cater for the growing population. After the Second World War, factories were constructed on the site of the colliery, continuing the industrial story of New Shildon into the middle of the 20th century. The 150th anniversary of the S&DR was celebrated with a steam cavalcade in 1975, throwing the spotlight on the town's special place in the railway story, giving rise to a railway museum in the town. Within 10 years, however, the wagon works were closed. Late 20th-century redevelopment saw a number of historic streets cleared and replaced with new housing. However, the town's origins have never been forgotten, and the opening in 2004 of a dedicated museum, Locomotion, refocused attention onto its railway origins. Locomotion continues to flourish and grow, bringing visitors to New Shildon to celebrate its railway heritage.

Aims of the Historic Area Assessment

This HAA examines the history, development and architecture of New Shildon in order to support the aims of the S&DR HAZ. These include heritage-led regeneration, the revision of descriptions of entries in the National Heritage List for England (NHLE), public engagement, and a wider understanding and enjoyment of the S&DR's heritage in advance of and to support the bicentenary in 2025.

Methodology

Study area

At the heart of this Historic Area Assessment is the Shildon Conservation Area, designated in 1993 and extended in 2011: this covers much of the surviving remains of the earliest part of the S&DR's line and its associated buildings in the Soho area, with one row of housing on the south side of Soho Street. The S&DR Heritage Action Zone includes this Conservation Area but also the entirety of the S&DR's line between Stockton and Darlington, as well as pushing north-westwards to Witton Park and southwards towards Yarm.

But, despite its origins, New Shildon's story is not entirely related to the S&DR so it was important to draw in much more of the town beyond the borders of the Conservation Area and the HAZ. It was also important to differentiate it from the earlier settlement

of Shildon, as it developed relatively independently. However, 'Old' and 'New' Shildon have always functioned together, and today they are largely considered together as two distinct parts of Shildon proper.

The boundaries of the HAA, then, concentrate on New Shildon (Figure 2). The northern boundary follows Middleton Road and the southern edge of Hackworth Park, then the south side of the Surtees Railway; it continues to the east on the north side of Shildon station and the railway line as far as Thickey Wood railway footbridge. The boundary includes Locomotion, then Dale Road and Redworth Road, joining with the A6072 as far as the western end of the Hackworth industrial estate, then returning eastwards along the estate's northern edge to the junction of Byerley Road and Middleton Road.

This gives seven character areas covered by the HAA, chosen for their commonality of historic development and present appearance. They are:

Character Area 1: New Shildon's historic railway centre;

Character Area 2: Early housing associated with the railway;

Character Area 3: Further residential development, north of the railway;

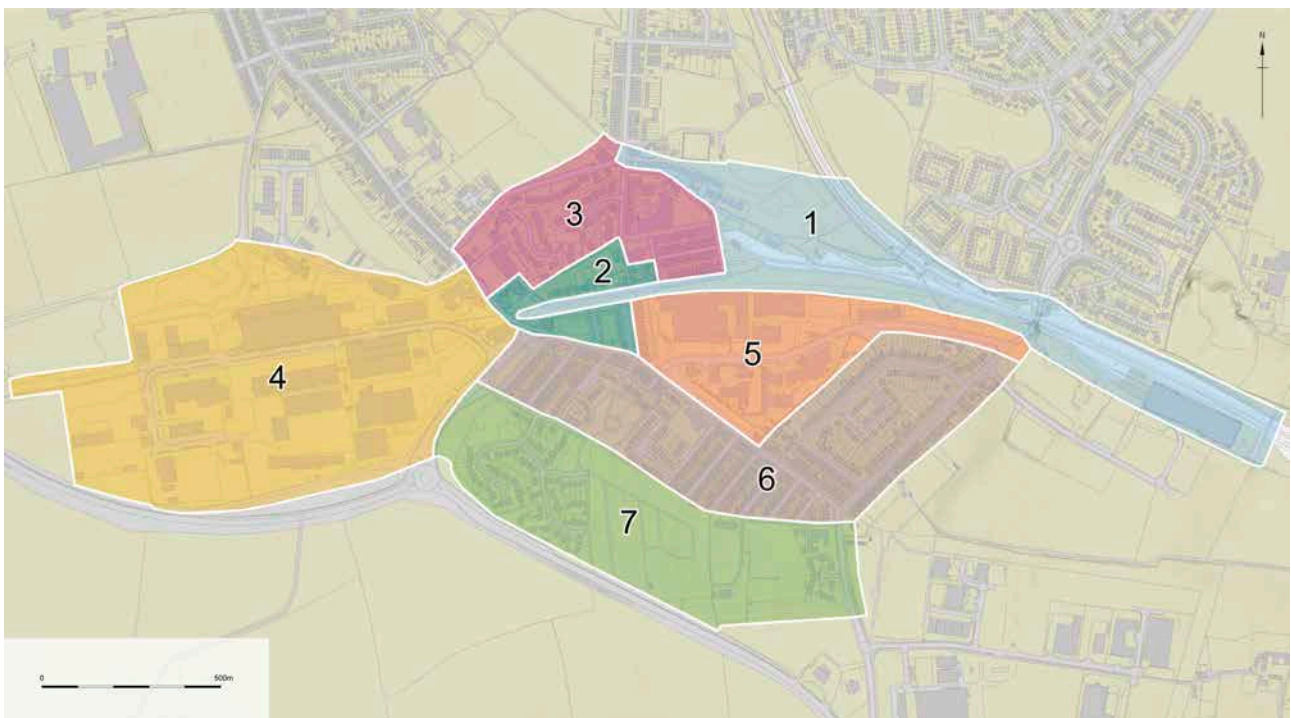


Figure 2: Map of New Shildon, showing the boundary of the HAA and the seven Character Areas used in this report. [© Historic England and © Crown Copyright and database right 2023. All rights reserved. Ordnance Survey Licence number 100024900]

Character Area 4: Shildon Wagon Works;

Character Area 5: Dabble Duck industrial estate and former colliery;

Character Area 6: Residential development south of Redworth Road;

Character Area 7: Residential, institutional and leisure development to the south of New Shildon.

Carrying out the Historic Area Assessment

The HAA was planned, developed and executed using Historic England's guidance, *Understanding Place: Historic Area Assessments* (2017). Discussions were held with the Friends of the Stockton and Darlington Railway and Locomotion to help define the study area and to clarify the potential themes of the work.

Fieldwork was carried out to Level 3 standard, with each building (or group of buildings) on every street within the study area recorded in a notebook and with photography, in order to describe and analyse them and the resulting streetscapes. Some internal inspection was carried out, most notably of the historic buildings owned and managed by Locomotion, and where we were invited in. Otherwise, the research concentrated on the exteriors of buildings.

Fieldwork was then contextualised by archival research and secondary reading. Archival material was consulted at The National Archives, Durham Record Office, the Head of Steam (Darlington), and Search Engine at the National Railway Museum (York). Connections were made with Locomotion, and images of archival material were acquired from the Network Rail Archive, the North East Railway Association (NERA) and the Weardale Railway Trust. The drawings, maps, plans, photographs and historical references gathered here directly informed the report.

Visual evidence was also gathered from historic mapping, including the county maps by Jefferys and Greenwood published in 1768 and 1820 respectively which record the area before and during the planning stages of the S&DR. Thereafter, the maps of the Ordnance Survey became an invaluable resource, recording the development of Shildon and New Shildon from the late 1840s to the present day.

Secondary literature consulted included general sources on the wider area, including the Pevsner *Buildings of England: County Durham* newly revised by Martin Roberts *et al* in 2021 and the 19th-century county histories by Fordyce, Hutchinson, Mackenzie and Ross, Surtees, and Whellan. A recent discussion of railway activity in New Shildon was

published by G. T. Smith in 2019, which provides a useful account of the S&DR and its successors in the area. Individual railway structures have been covered by Bill Fawcett, Ken Hoole and John Minnis, amongst others.

Reports, published or unpublished, also proved useful. These include Archaeo-Environment's 'The 1825 Stockton & Darlington Railway: Historic Environment Audit' of 2016, which scrutinises what remains of the very first phase of the S&DR, and David Knight's aerial investigation and mapping report of the entire Heritage Action Zone of 2019 for Historic England. The now privately-owned church of All Saints was discussed by Northern Archaeological Associates in a report of 2017.



Figure 3: Modern Ordnance Survey map showing the location of Shildon in relation to surrounding towns and cities. [© Crown Copyright and database right 2023. All rights reserved. Ordnance Survey Licence number 100024900.]

Location, geology and topography

The historic settlement of Shildon lies about 2½ miles (4km) to the south east of Bishop Auckland in County Durham, separated from it by the course of the River Gaunless, and about 8½ miles (13.5km) north west of the centre of Darlington (Figure 3). The surrounding topography is one of gentle hills and broad open valleys predominantly following a clear east-west grain, bound between Weardale to the north and west and the Tees Valley opening out to the south and east. Shildon is positioned at an important landscape interface between the Durham Coalfield and the Durham Magnesian Limestone Plateau, both of which have shaped the character and history of the area.³ This is a landscape of rural character which has been heavily influenced by industrial mining and quarrying.

Geologically, there are local deposits of dolostone and grey limestone (Raisby Formation, previously known as Magnesian Limestone) to the south and the east of Shildon. The rest of the area contains the mudstone, siltstone and sandstone of the Pennine Lower Coal Measures Formation, the Pennine Middle Coal Measures Formation and the Stainmore Formation.⁴ The rich coal seams were the main source of the area's wealth from the early 19th century onwards and the area is traditionally an important source of good-quality building stone. The limestone of the Raisby Formation was exploited by quarries at Thickley and East Thickley, and coal was extracted by mining across the Shildon area from the second quarter of the 19th century; sandstone was quarried around Brusselton to the west and south west of Shildon.⁵ It is possible that the dark yellow-brown sandstone used on the older buildings in New Shildon came from the quarry at Old Shildon; the limestone used on the mid-19th-century terraces came from Thickley.⁶ The superficial geology of the area is mostly Devensian Till, which consists of slowly permeable and seasonally wet acid, loamy and clayey soils; historically this would have supported seasonally wet pastures and woodlands, as well as grassland with some arable and forestry.⁷

The historic centre of Shildon located at about 135m above sea level on a south-facing hillside; the core of New Shildon lies in a valley below which is some 10 to 15m lower. It was this valley which was exploited by railway engineers in the early 19th century: they chose it as a place to site the line, to build locomotives and wagons, and to connect the new line with smaller colliery branch lines nearby.

Shildon is divided from its nearest major watercourse, the River Gaunless, and its tributary the Dene Beck, by Eldon Hill to the north east and Shawbrow Hill to the north west (Figure 4). To the west is a higher ridge, over which Hags Lane runs north-south on the line of Dere Street. To the east the valley drains into a stream called the Woodham Burn, and to the south – between New Shildon and Redworth – runs the Red House Beck. Despite its proximity to the River Wear, which at its nearest is about 3 miles (4.9km) to the north west, most of the waterways in the immediate vicinity of New Shildon drain eastwards into the River Skerne and from thence into the River Tees.

Land use in the hills and vales surrounding Shildon is predominantly farmed or improved pasture and some arable, interspersed with pockets of woodland and shelter-belt plantations, and criss-crossed by minor becks (streams) and drains.⁸ Historically, this is a landscape of dispersed settlement, populated by small villages, such as the core of Old Shildon, Redworth and Middridge, and individual farmsteads. Many of the farmsteads nearby are related to shrunken settlements, such as East Thickley.⁹ But the increasing dominance of coal mining in the later 18th and early 19th centuries around Bishop Auckland was to change this agrarian way of life, and the construction of railways to transport the coal away from the area would interrupt this pattern of settlement entirely. Some villages and towns expanded considerably, including Bishop Auckland and Shildon, and the post-war new town of Newton Aycliffe was built to the west of Shildon. However, many hamlets, villages and farmsteads can still be found within the rolling hills.



Figure 4: Modern Ordnance Survey map showing New Shildon's relationship with nearby towns, rivers and topography. [© Crown Copyright and database right 2023. All rights reserved. Ordnance Survey Licence number 100024900]

The history of New Shildon

Early Shildon

While indications of Neolithic and Bronze Age activity have been found across County Durham, there is little known detailed evidence for prehistoric activity in the vicinity of Shildon, with diagnostic records currently limited to a small number of discrete artefacts and features.¹⁰ The combination of extensive extraction of coal and building stone in the area, alongside relatively little commercial development since the 1990s when planning regulations brought in requirements for archaeological monitoring and recording, may account for much of this scarcity.

A flint club head was found immediately north of Redworth Hall in 1899 and a large Neolithic stone axe-hammer was found in Redworth in about 1864.¹¹ A possible Bronze Age cup and ring-marked stone, flint implements and medieval pottery were found north-east of Shildon and south-west of Old Eldon.¹² Aerial mapping from historic photographs has identified various cropmarks nearby, mostly undated, including one which is possibly a rectangular enclosure to the west of Shildon and a group of circular cropmarks south-east of Middridge Grange Mill.¹³

Perhaps most notably, a short distance south of Shildon (2.2km), on Shackleton Beacon Hill within Redworth Wood, are the earthwork remains of a small oval multivallate hillfort of probable Iron Age date.¹⁴ Its position at the north-west end of a prominent limestone ridge gave it some natural defences and once commanded a view northward towards the area now occupied by Shildon and Bishop Auckland. Hillforts are rare in County Durham, which makes this a particularly important place; being well preserved, it may retain significant archaeological deposits. The site was reused for a late medieval or early modern tower mill - a windmill - which was later transformed into a folly in the late 18th century, presumably for nearby Redworth Hall.¹⁵

The major Roman road of Dere Street passes close to Shildon; it was built in the 1st century AD by Julius Agricola, appointed governor of Britain in AD 77. It ran north to connect York, Tadcaster and Piercebridge with Corbridge on Hadrian's Wall, and thence to what would become the Antonine Wall linking the Forth with the Clyde. It followed a north-south alignment at a distance of about 1.9 miles (3km) west of the centre of New Shildon, passing through Brusselton Wood along the line now followed by Brusselton Lane and Hags Lane; part of this historic route also survives as a hollow way in Brusselton Wood.¹⁶ A Romano British quern stone parts was found in the late 19th century near Todd Fall Farm, south of Shildon and north-west of Redworth Hall, with a beehive upper stone and beehive base stone; they are now in the Bowes Museum.¹⁷ Slightly further afield, moving north along the line of Dere Street, was the fort and *vicus* (civilian settlement) at Binchester: *Vinovia* or *Vinovium*, just to the north of Bishop

Auckland. Excavations have shown that Binchester was continually occupied between the 1st and 5th centuries; much of our knowledge of Roman activity in the area comes from the extensive investigations and research undertaken there.¹⁸

Medieval Shildon

The proximity of Dere Street, which continued to provide communication links across the county and the north-east of England after the end of Roman occupation, must have provided opportunities to connect this area with communities further afield. This may have resulted in the establishment of settlements within reach of the road, such as Bishop Auckland, Shildon, and Heighington. Shildon's name may have Anglo-Saxon origins, from 'scelf' and 'dun', which combine to make 'shelf hill'; Redworth (Reed or Raed's enclosure) and Heighington (high farm or settlement) both have Old English roots. East Thickey means 'thicket wood' or 'thicket clearing' and Middridge 'between ridges'; both names have Old English origins.¹⁹ This area, as with all of County Durham, was part of the kingdom of Northumbria from the 7th century and converted to Christianity at a similar time; Viking settlers arrived two centuries later.²⁰

Shildon was not originally a parish in its own right: it was a small, ancillary settlement within the ancient parish of St Andrew Auckland in South Church, probably the *Cuthbertson* recorded in a lost charter of 995-1006, to the north of Shildon. In his work on early medieval 'Aucklandshire', Brian Roberts suggests that by the late 12th century the foci for eventual growth in this part of the region had long since existed.²¹ Shildon had no church or chapel of its own before the present Church of St John was built in 1833-34, perhaps as it lay less than 2 miles to the south of St Andrew's.²² The parochial chapelry of Shildon became a separate ecclesiastical district in 1837, containing Shildon, East Thickey to the south, Middridge to the east and Eldon (now Old Eldon) to the north east.²³ The site of New Shildon to the south-east of Old Shildon was part of this chapelry and it was thus also once a part of the large, ancient parish of St Andrew Auckland. St Andrew Auckland was bounded on the south by the parish of Heighington, on the south-west by St Helen Auckland and on the west by Escomb.

The land on which New Shildon was built was part of two different manorial holdings. The smaller part was in the township of Shildon which was, in about 1421, owned by the Belasyse family, including a parcel of land called Copycroche (Copy Crooks, to the west of Shildon), which was held of Ralph, Earl of Westmoreland, and 15 acres of land and meadow held of the Prioress of Neasham, near Sockburn.²⁴ Another portion of Old Shildon was held from the Lilburne family (see below).²⁵ Much of New Shildon, however, was built within the township of East Thickey (or Thickey Punchardon), for which no tithe map survives.²⁶ To the east was the township of Middridge, with the townships of Middridge Grange and Redworth to the south.

East Thickley was once part of the manor of Redworth and it was held by the 14th century by the Lilburne family.²⁷ Hutchinson, citing Boldon Book (a survey of estates held by the bishopric of Durham, completed in 1183), described medieval Redworth as having 16 farmers, each with an oxgang of land, and three cottagers, with Guido de Redworth holding the new vill of Thickley. Thickley itself supported eight villeins who each held two oxgangs of land; they supplied to their lord malt, meal, oats, woodlades (wood for fuel), hens, and corn. Thickley and Middridge's demesne lands were in the hands of the bishop of Durham. By the late 14th century, at the time of Bishop Hatfield's survey, the tenants of Thickley were to pay their duties in wheat or rye, oats and malt, demonstrating the sort of crop being cultivated at this date.²⁸

Some of the buildings of the area around Shildon contain early medieval fabric, particular in their churches. The well-known Saxon church at Escomb, to the west of Bishop Auckland, probably dates to the 8th century and lies about 3.9 miles (6.28 km) to the north west of Shildon.²⁹ The church of St Andrew in Aycliffe Village, to the south east of Shildon, has evidence of a Saxon nave and tower, as well as medieval fabric from the 12th, 13th and 15th centuries.³⁰ At Heighington, a little closer to Shildon, the church of St Michael has a pre-Conquest tower of the 11th century, a 12th-century chancel and other work carried out between the 13th and 15th centuries. Closer still, Shildon's original parish church, St Andrew Auckland in South Church, though rebuilt in the late 13th century, is another ancient foundation.³¹

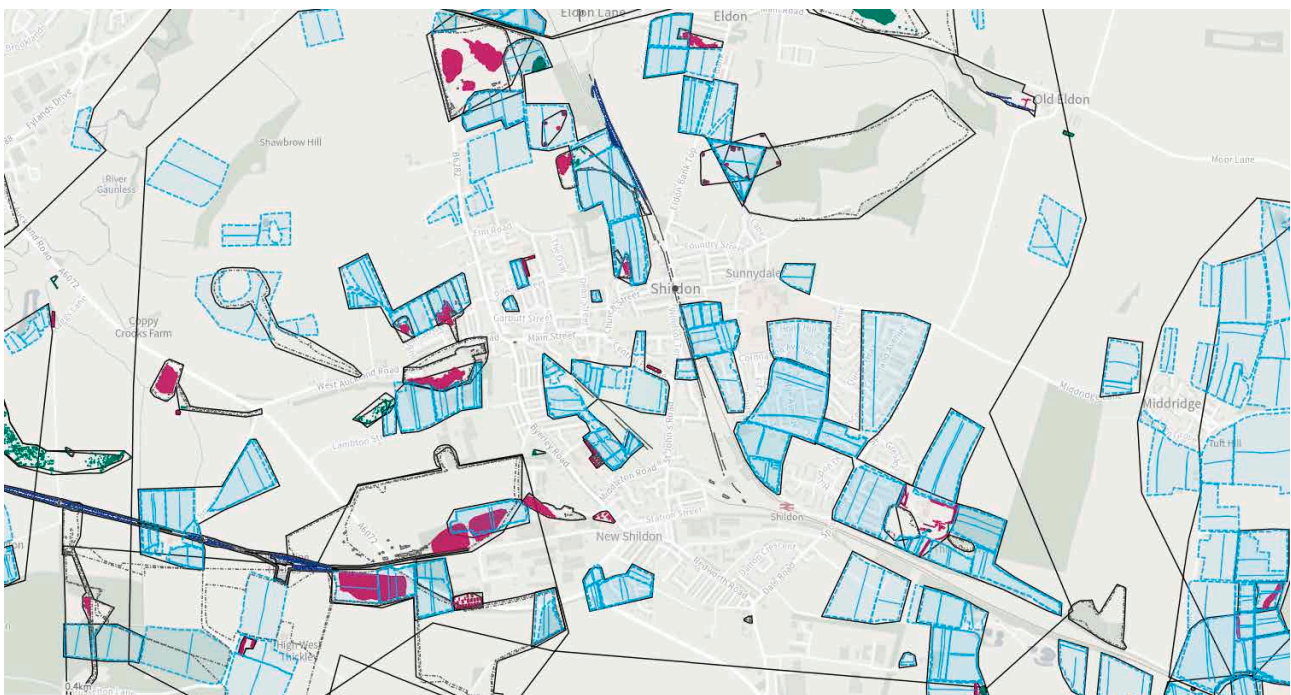


Figure 5: Aerial archaeological mapping showing medieval and post-medieval ridge and furrow cultivation. [David Knight © Historic England]

Archaeological mapping from aerial photographs and lidar has recorded large patches of ridge and furrow cultivation, some medieval but mostly post medieval, to the north, east and west of Shildon and New Shildon, showing that this area was farmed for arable crops (Figure 5).³² This included a medieval field system recorded close to Shildon station.³³ Other medieval agricultural activity of the medieval period occurring in and around Shildon may have been obscured by the settlement's subsequent growth.

Most of the surrounding farmsteads also have medieval origins, being villages that were reduced in size over time. East Thickley, for instance, has a shrunken medieval village, of which some earthworks can still be seen, and a post-medieval field system.³⁴ Old Thickley, to the south of the A6072 and the former Shildon Works, now consists of a single building with the earthworks of its deserted medieval village close by.³⁵ South of that is Newbiggen Farm and Newbiggen East with the earthwork remains of the deserted medieval village of Newbiggen.³⁶ Agriculture was the area's principal employer and source of income in the middle ages; coal, the material which would bring much prosperity to County Durham in the 19th century, was easily extracted where it was on or close to the surface, but there was as yet no recognised widespread coal industry (Figure 6).³⁷ Boldon Book, for example, recorded a collier living in Escomb in the



Figure 6: Coal mining as shown in a cartouche on the Map of the County Palatine of Durham. Surveyed by Capt Armstrong and Engraved by Thomas Jefferys, 1768. [Reproduced with the permission of the National Library of Scotland]

late 12th century, but the term ‘collier’ may refer as much to charcoal-making as coal extraction.³⁸ Much of the land to the south of Shildon was contained many streams and was poorly drained; this is characteristic of Devensian Till (see Location, Geology and Topography).

Post-Medieval Shildon

Despite the religious upheavals of the 16th century, the agricultural life of Shildon and its surrounding area would have continued in a similar pattern to the previous centuries. Middridge Grange exemplifies this rural economy; a typical large manor house built in 1578, of which one 16th-century range – the east wing – survives, along with later 17th-century work.³⁹ However, the turmoil of the 17th century would not have left the area untouched, with several important local families involved in key events.

Middridge Grange, for example, was owned by Colonel Anthony Byerley (c.1620-67), a Royalist leader under the Marquis of Newcastle who may have garrisoned his own house.⁴⁰ His son Robert (1660-1714), an MP and soldier, married his richer cousin Mary Wharton and went on to live at her family home, Goldsborough Hall, near Knaresborough.⁴¹ The Lilburnes of East Thickley included Major-General Robert Lilburne (1613-65), a Parliamentary leader during the Civil Wars who in 1648 was one of Charles I’s regicides; his younger brother John (c.1614-49) was a famous Leveller.⁴² Their estate was sold in 1717, eventually passing in 1751 to the Hildyards.⁴³ It remained in their ownership into the middle of the 19th century, owned in 1822 by the Reverend Henry Hildyard (d. 1832) and then by his son, Colonel Robert Hildyard (d. 1854).⁴⁴

Apart from Middridge and East Thickley, there are other manor houses and farmhouses containing 17th-century fabric close to Shildon, including Redworth Hall (now a hotel, possibly rebuilt in 1693, added to in 1744, 1820 and 1899), Middridge Grange and Todd Fall Farmhouse.⁴⁵ They all are built of sandstone rubble, presumably extracted locally, a material which continued to be widely used in the buildings of Shildon and New Shildon until about 1850. Further afield, there are several hearth-passage houses of the 17th century in Heighington, namely Heighington Hall and the former manor house.⁴⁶

The first map evidence for the area survives from the later 18th century. When the map surveyed by Capt. Armstrong and engraved by Thomas Jeffreys was published in 1768, it showed the hamlet of Shildon surrounded by farmsteads at Copy Crooks, West Thickley, Red House and Grange Hall (marked as occupied by a Miss Allan and representing Middridge Grange) (Figure 7). Shildon, Redworth and East Thickley were settlements of similar size, but Eldon appears to have been larger than any of them at this date. Bishop Auckland to the north and Heighington to the south were the most substantial settlements in the area. There is little evidence for surviving buildings dating back to the 17th or 18th centuries in Old Shildon today.



Figure 7: Shildon and the surrounding area, as shown by Armstrong and Jefferys, 1768; also see Figure 6. [Reproduced with the permission of the National Library of Scotland]

The difficulties of transporting coal from the Durham coalfield across the county to the port at Stockton-on-Tees were under consideration as early as 1767-9, resulting in a proposal for a canal. Improvements to the canal network towards Stockton with the construction of the 'New Cut' – opened in 1810 – renewed interest in the project, with either a canal or a railway being suggested to transport the coal. A canal proposal was made in 1813 but again it was thought too expensive to proceed.⁴⁷ Five years of wrangling ensued, where the conflicting interests of businesses and investors in Stockton, Darlington and Yarm were debated, before the final resolution was made in late 1818 to build a railway.⁴⁸ At this date, the term railway was being used for a system by which wagons would be drawn, either by horses or stationary steam engines, with only limited use of locomotives; this is in contrast with the later understanding of the concept.

There were few changes to the settlements around Shildon between 1768 and 1818-9, the date when Greenwood's map was surveyed. This shows that Shildon had developed a little to the north and south of Middridge Lane (the road running east to the villages of Eldon and Middridge) and West Auckland Road (leading westwards to the River Gaunless and then to Bishop Auckland) (Figure 8). No buildings are shown on the road leading south to Redworth; the first building in the area of New Shildon is marked on the

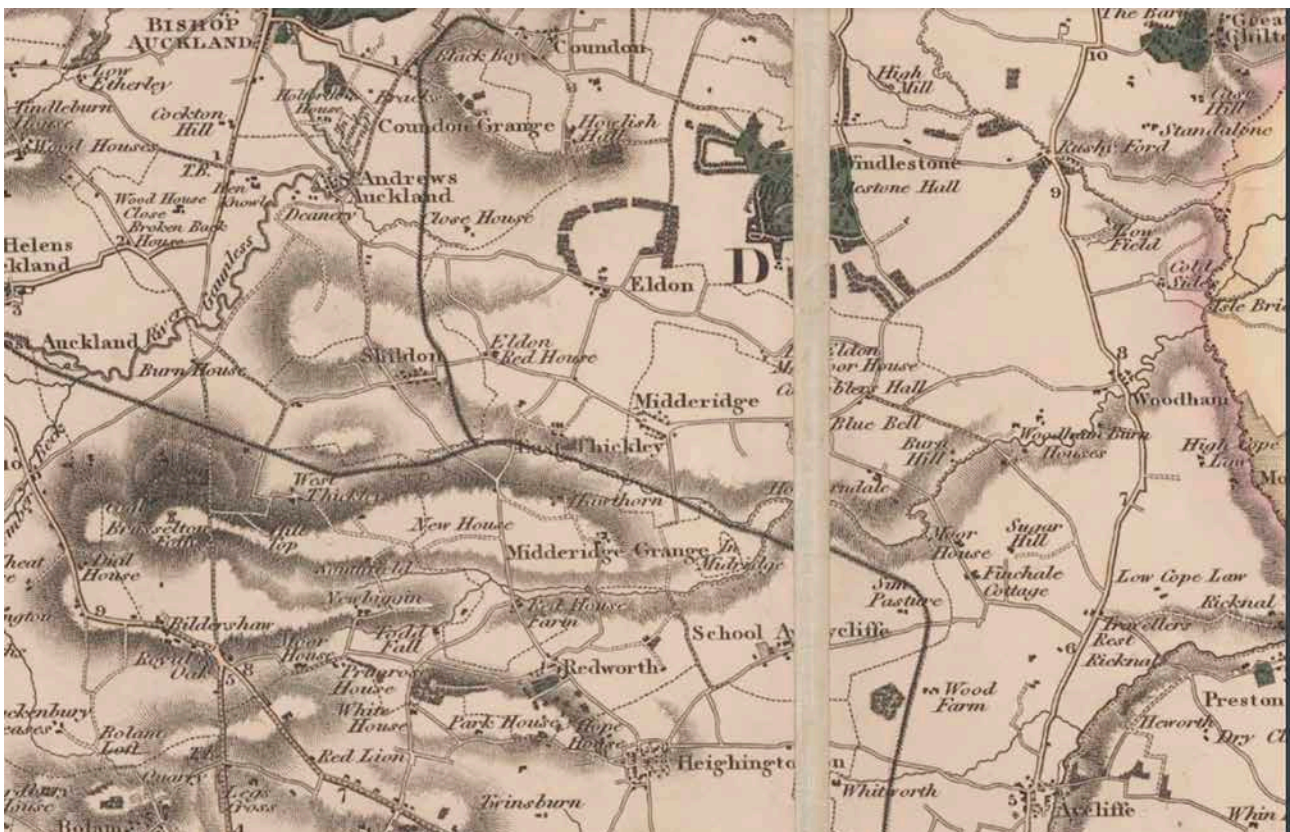


Figure 8: Map of the County Palatine of Durham by C. Greenwood. Surveyed 1818-19, published 1820. [Reproduced with the permission of the National Library of Scotland]

west side of the road, south of its junction with the road to East Thicky; after that, there is the farm at Red House, then Redworth itself. Most notable, however, is the looming presence of the S&DR, not yet commenced but depicted in a dark, thick line, starting at the colliery near Witton Castle to the north of St Helen, Auckland with the Haggerleases branch line marked to the west from Cockfield Fell. Running northwards to the east of Shildon is the Black Boys branch, which joins the S&DR to the south of Shildon; no settlement is marked at this junction, which was soon to become the site of New Shildon. The Croft Branch of the S&DR, running southwards along the River Skerne from Darlington to Croft Bridge on the River Tees, is also shown. Coal and coal mines appear all over the countryside to the west and north west of St Helen Auckland, though not yet in the immediate vicinity of Shildon.

The population of the township of Shildon was fairly stable at the start of the 19th century, fluctuating between 101 and 124 residents as recorded in the censuses of 1801, 1811 and 1821.⁴⁹ Far less populated was agricultural East Thicky, where between 11 and 13 people lived during the same period.⁵⁰ As we shall see, the arrival of the railway in 1825 caused the population of Shildon and East Thicky to boom, and this was reflected in the expansion of Shildon and the construction of New Shildon.



Figure 9: Part of Stephenson's resurvey of the proposed S&DR, 1821. [Reproduced by permission of Durham County Record Office, Q/D/P 8/1]

The railway arrives, 1825-1863

The Stockton and Darlington Railway

The idea of a railway for the distribution of coal moved closer to reality at a meeting convened by Edward Pease (1767-1858) in September 1818 where a consensus was met concerning the general route. A survey commissioned from George Overton was published in October of that year, favouring a railway over a canal, and by the end of 1818 the Stockton and Darlington Railway Company was formed, ready to raise the revenue for construction. An Act of Parliament was sought in 1819 and although not passed immediately the third version of the Bill was given Royal Assent on 19 April 1821.⁵¹ A further survey, by George Stephenson (1781-1848), assisted by his son Robert (1803-59) and John Dixon (c.1795-1865), was carried out in October 1821 to revise the planned route (Figure 9). The route included two stationary engines to haul wagons on inclines at Brusselton and Etherley, and George Stephenson was appointed engineer to the Stockton and Darlington Railway on 22 January 1822.⁵²

Key to the story of New Shildon, Stephenson's line descended from Brusselton directly to the flat and marshy ground south of Shildon proper.⁵³ In order for the purchase of this land to proceed, its owner, the baronet Sir Philip Christopher Musgrave, was required to drain it, leaving a large plateau on which the S&DR was to build their sidings and works.⁵⁴ The surveys undertaken for the prospective railway by Overton and revised by George Stephenson show the location of New Shildon to be undeveloped agricultural land (Figure 10). Dixon later recalled that the area of the Shildon Works, when he surveyed the future line in 1821, was 'a wet, swampy field – a likely place to find a snipe, or a flock of pewits', and the house of one Daniel Adamson was the nearest habitation.⁵⁵ Adamson was a Shildon publican, and he later operated one of the early horse-drawn passenger coach services for the S&DR.

The company applied to Parliament for a new Act to approve the revised route, but work started on 13 May 1822, about a year before the Act was passed in May 1823.⁵⁶ The first part of the line to be built was between Witton Park and Stockton via New Shildon; the branch lines followed, with the Darlington and Yarm branch lines completed in 1825. Malleable iron rails were laid, largely on stone blocks, for a railway which combined passenger and goods transport using stationary engines, horses and locomotives. Some parts were in use before the official opening, such as an inclined plane of the S&DR 'at East Thickley' where a boy was killed in January 1824 in a wagon accident; the engine

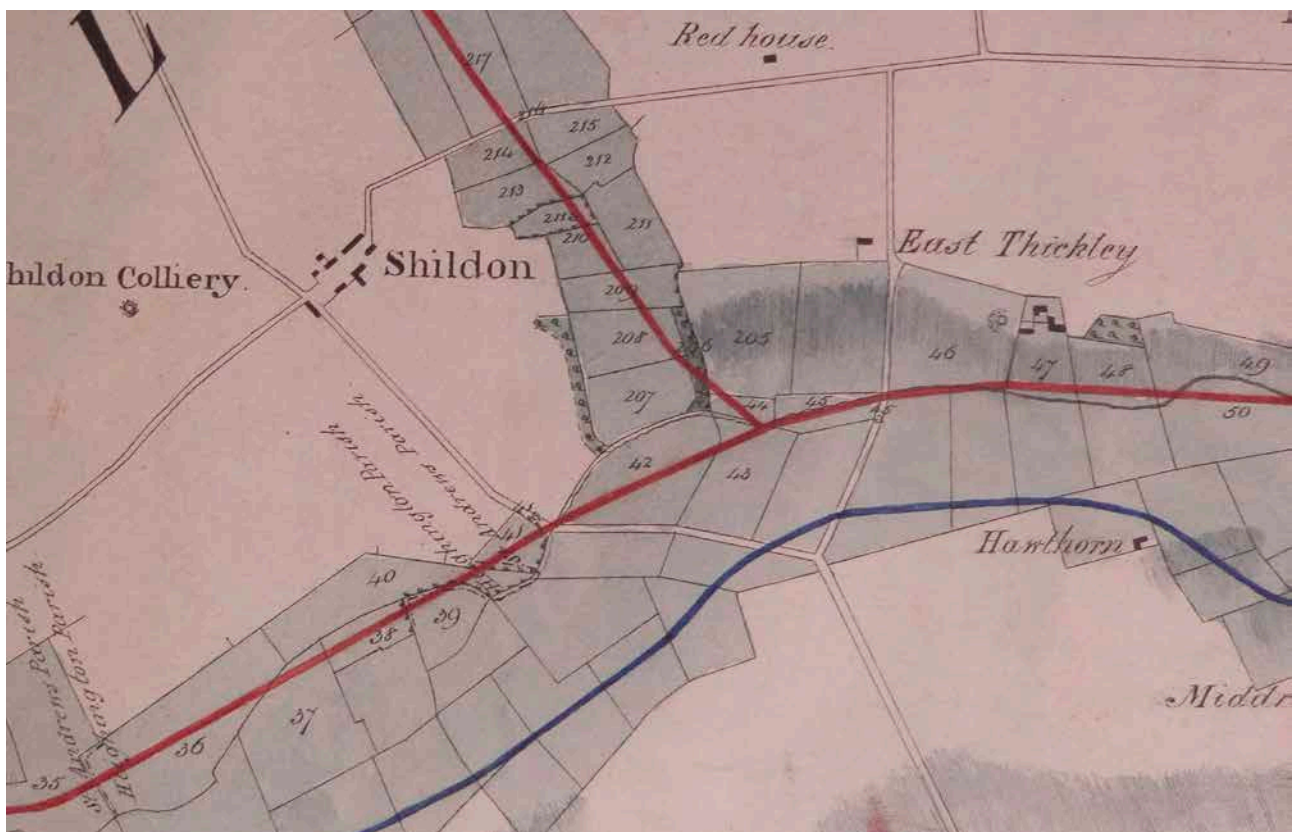


Figure 10: Detail of Stephenson's resurvey of the proposed S&DR, 1821. [Reproduced by permission of Durham County Record Office, Q/D/P 8/1]

houses for the Brusselton and Etherley inclined planes were constructed from May 1824.⁵⁷ The Skerne Bridge at Darlington was also started in the middle of 1824, with its foundation stone laid in July.⁵⁸ The main line opened on 27 September 1825, with its procession of locomotive, tender, wagons and coach passing through the brand-new settlement of New Shildon.⁵⁹ The Darlington branch line opened on the same day.

The original line of the S&DR was laid as a single track but it was constructed at the outset to accommodate double-track working; it was decided that it should be converted to a double track by 1831, although the work was delayed until 1832-3. The Black Boy and Copy Crooks branch lines which terminated at New Shildon were single-track with passing places; here, wagons were probably pulled by horses, though there was also a stationary steam engine on the Black Boy incline plane. The S&DR also constructed stock-proof barriers along the line, which on this part of the line were generally drystone walls; these, or their replacements, can be found in Character Area 1.⁶⁰ The combination of the main line through Shildon up to the Brusselton Incline and the two branch lines remained unchanged until the S&DR-backed Bishop Auckland & Weardale Railway constructed the Shildon tunnel between 1839 and 1842. This made the Etherley Incline redundant and in 1858 the Brusselton Incline was taken out of everyday use, though the track was removed much later.⁶¹

Timothy Hackworth (1786-1850), a blacksmith who became a boilermaker, joined the S&DR in 1825 just before the grand opening, as resident engineer, supervisor and locomotive attendant.⁶² He was one of the first residents of New Shildon in 1825, living in one of five cottages or houses built on the flat land of the former marsh, alongside a blacksmith's shop and shed for two engines which were the start of Shildon Works. In 1833 he set up the Soho Works on land to the east of New Shildon as his own railway works, despite his continuing employment with the S&DR (see below).

The first occurrence of the name 'New Shildon' came in 1825 in the report to the S&DR's committee discussing the construction its workers' housing, including Hackworth's house.⁶³ New Shildon was already considered to be a separate place in October 1827, when newspaper advertisements announced that goods could be delivered there for the S&DR.⁶⁴ The name was in non-railway usage for the settlement by May 1829: a newspaper stated that masons could view designs for Fieldon Bridge at 'the house of Ralph Forster, New Shildon'.⁶⁵ From 1825, then, New Shildon's works, railway infrastructure and housing were interlinked, leading to it being described as 'the world's first railway town, with the first railway company works'.⁶⁶ A later newspaper description written in 1875 suggests that in 1833 New Shildon was 'a dreary waste, only relieved from being a total solitude by a line of rails, some engine shops, and a few miserable cottages', although it is perhaps best to allow for some poetic licence on the part of the writer.⁶⁷

Alongside the track and the works (discussed below), the S&DR built other infrastructure for its railway. Dixon's plan of 1839 shows a sequence of coal drops on the north side of the main line at its junction with the Black Boy and Copy Crooks branches, which may

have either been for refuelling locomotives or for general retail (Figure 11). Shildon's coal drops were described in 1840 by as being about 1,240 yards in length with many sidings containing 'usually 1,000 wagons' standing there; by 1848 a water tank was built to the west of the drops. These earlier coal drops were then replaced by the coaling station of 1847 which survives, although the sidings have been much reduced.⁶⁸ A marshalling yard was constructed to the east of the coal drops and Shildon station, which may have been the largest in the world at the time, dealing with the numerous coal wagons coming from the collieries to the S&DR.⁶⁹ The Thickley Wood footbridge was built in 1857 over the line east of the marshalling yard, linking East Thickley to Hawthorn Farm and Middridge Grange to the south.⁷⁰ The addition of further spans to the bridge in the 1860s and again in the 1870s shows the rapid growth of the marshalling yard.

The surviving early railway buildings constructed by the S&DR in New Shildon are discussed in Character Area 1. They include structures associated with Hackworth and his Soho Works (Soho House & Cottages, built about 1833-1841) and the Soho Engine Shed (formerly Kilburns' Warehouse, 1826), and the line-side cabins at the end of the Black Boys branch line (also known as Black Boy stables, early 19th century), as well as the Goods Shed of about 1855. They are all constructed in stone rubble and they remain as highly important evidence for the town's early railway origins.

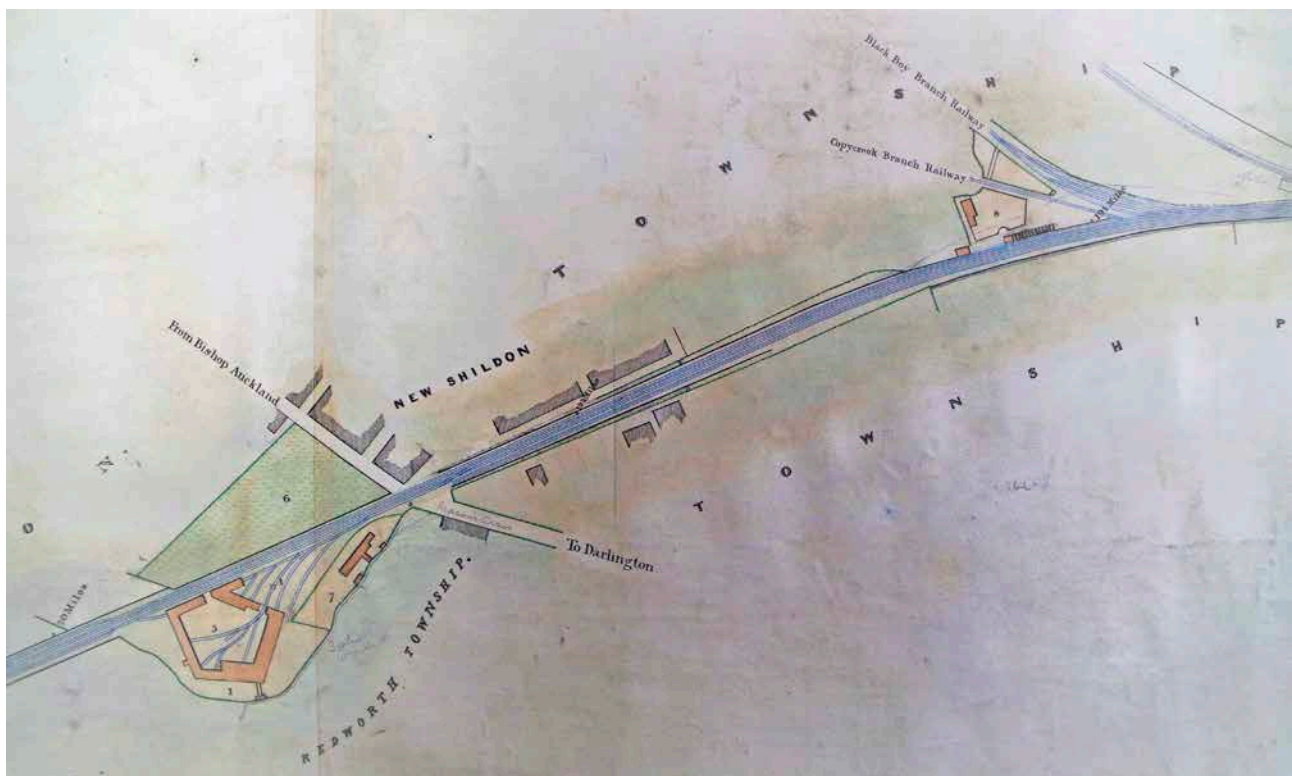


Figure 11: Detail of Dixon's plan showing Shildon Works and blocks of houses in New Shildon in 1839; north is to the top left. [Reproduced courtesy of The National Archives, RAIL 1037/453]

The S&DR's investment in New Shildon meant that the new settlement continued to evolve. The Black Boys incline was bypassed within a decade by the construction of a tunnel running north from New Shildon towards Bishop Auckland. This was a joint enterprise between the S&DR and the Bishop Auckland and Weardale Railway, opening up the S&DR to passenger traffic from Bishop Auckland as well as improving the transport of coal and other goods. It was started in 1839 and opened in 1842.⁷¹

There was no passenger or formal goods station at New Shildon when the S&DR opened. Foot passengers were probably picked up and set down where the line was crossed by Byerley Road and where the Mason's Arms inn was built; road crossings often became stops and resting places in the early days of the S&DR.⁷² Regular passenger transport on the line, accommodated in horse-drawn coaches, was flourishing in 1826, with the S&DR's 'Experiment' coach operating on the Shildon-Darlington run; it was joined in September of that year by 'Express' and 'Experiment' was replaced by 'Perseverance' run by Daniel Adamson (1778-1832) in November 1827.⁷³ By 1831, Old Shildon was connected to New Shildon by the Surtees branch line, and Adamson's coach house (perhaps of a similar date) was built in Old Shildon, immediately to the south of the junction of Main Street with Byerley Road. Adamson was the landlord of the Grey Horse, which was possibly originally adjacent to the coach house; the pub was later rebuilt across the road, opposite the coach house. The small rectangular stone coach house survives and its four arches – one in each gable and two on its northern, street-facing elevation – were originally open but are now blocked.⁷⁴ This arrangement presumably allowed the coach to be pulled into the building through the arch in the eastern gable, with the track continuing out through the western gable; the two northern arches may have helped the flow of passengers on and off the coach.

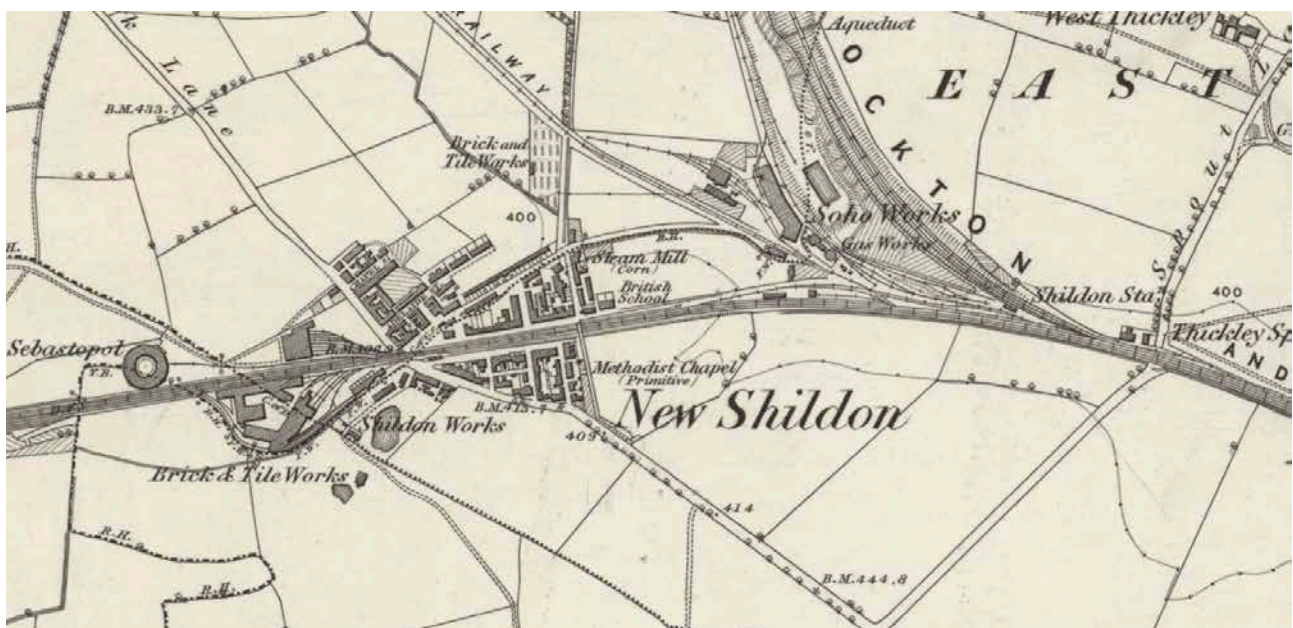


Figure 12: New Shildon in the 1:10560 Ordnance Survey map, surveyed in 1857 and published in 1859. [Reproduced with permission of the National Library of Scotland]

Goods – mostly coal – were handled in the ever-expanding sidings between the coal drops and the Thickley Wood footbridge. When it was finally built in 1842, Shildon's passenger station was small, consisting of the single rectangular building which is marked on the Ordnance Survey (OS) 1:10560 map surveyed in 1857 and published in 1859 (Figure 12).⁷⁵ It was on the site of the present station, at the junction between the first S&DR mainline, the Surtees Railway, the Black Boys incline and the Shildon Tunnel branch. Shildon Station was in operation by 1843, when the station house was reported as having been struck by lightning.⁷⁶ A historic photograph of the late 19th century confirms the existence of a single-storey brick station building on the south side of the mainline, with vast sidings and the coal drops behind it (see Figure 25). Its elaborate stone kneelers, stone window and door heads, and clock in its eastern gable suggest that it was the original station and booking office of the 1840s. Attached to its western end was a further single-storey building with an open shelter facing the platform, which may have been built at a similar time.⁷⁷

Shildon Works

The S&DR's first workshops for engine building and the maintenance of the company's locomotives were constructed on the flat, drained land to the immediate east of the Brusselton Incline, at the point where wagons would begin haulage by steam engines rather than stationary engines and vice versa.⁷⁸ Descriptions of these makeshift sheds give a sense of the experimental nature of the endeavour, such as a being a narrow barn-like building subdivided for different tasks of joinery and blacksmithing over two hearths. The engine shed housed two locomotives but had no roof 'for a number of months'; the work was just as primitive, undertaken overnight by candlelight and without the use of any mechanised tools.⁷⁹ But by 1839, the Shildon Works housed the S&DR's engine shed and workshop for repairs, with only five of their 30 locomotives stationed at Stockton and Middlesbrough.⁸⁰

The earliest known plan showing the Shildon Works is from a survey of the S&DR line undertaken by Thomas Dixon in 1839 (Figure 13 and see Figure 11).⁸¹ It shows a collection of structures to the south of the main line with a series of short branches giving access to the sheds at various points, and it is labelled 'Engine Manufactory'. Two of the sheds were orientated parallel to the main line, with rail access in their end elevations. South-west of these, the other sheds were arranged in a rough U-shape, perhaps to accommodate them within the curved field boundary which marked the end of S&DR ownership. To the east of the workshops were 'Cottages and Gardens' with the Mason's Arms level crossing beyond. Specifications exist, dated 1831, naming Thomas Storey of the S&DR in the agreement as the person responsible for building the workshops.⁸² Several tracks came off the main line to the west of the level crossing at the Mason's Arms, entering an open yard (marked 1 on the plan; see Figure 5). One line went through an opening in one of the ranges into a loosely arranged five-sided courtyard of buildings (marked 5); a further building (marked 7) was detached from this

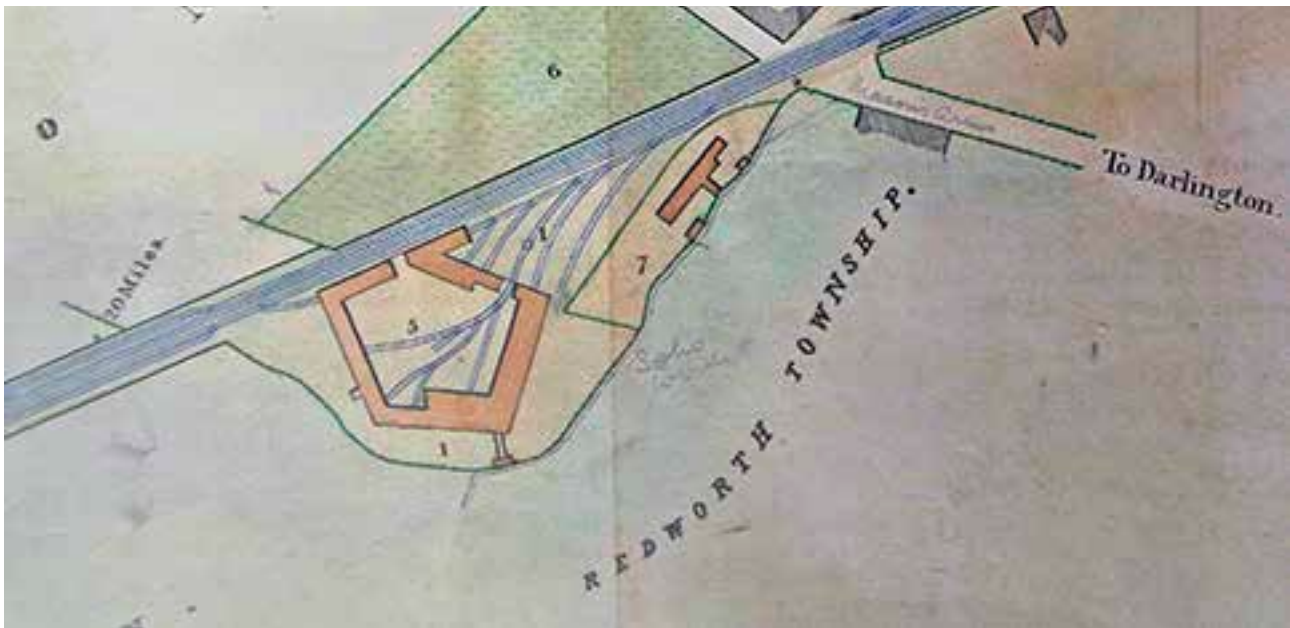


Figure 13: Detail of Dixon's plan showing Shildon Works in 1839; north is to the top left. [Reproduced courtesy of The National Archives, RAIL 1037/453]

complex, lying closer to Redworth Road which, according to the 1856 plan (see below) represented the company's cottages. Subsequently the works developed piecemeal as technological developments and the organisation of processes improved. New workshops were built throughout the 1840s, though there are only intermittent references to them in the company minutes.⁸³

The earliest plan of the works themselves was made in 1855, as part of a campaign to acquire new land for extending the works (Figure 14).⁸⁴ It is rather simplified, so it does not show all the structures which existed on the site at the time, but it does show the engine works to the south of the line as on Dixon's plan but with additional buildings in the five-sided courtyard and an extended range of buildings to the west of the rectangular detached building. North of the line is the newly built circular engine shed and the square nine-track engine shed with two tracks running into it. The roundhouse, the first of three round structures built on the site, is shown on the first edition 1:1560 OS map, surveyed in 1857, where it is labelled as 'Sebastopol', which suggests that it was built around 1854-55, when Sevastopol was under siege during the Crimean War. A further plan of Shildon Works, dated 28 April 1856, was created some months before the Ordnance Survey carried out its survey (Figure 15).⁸⁵ This shows the layout of the works in a great deal of detail, demonstrating that a boiler shed and offices had been inserted into the works' yard (consisting of two repairing sheds, the machine shop, brass foundry, smiths' shop and storehouse). The linear range extending from the cottages housed the joiners and wagon shops, and tool sheds. However, the extent of the survey only includes the eastern half of the Roundhouse engine shed. In 1855, these works were amalgamated by the S&DR with the Soho Works.⁸⁶

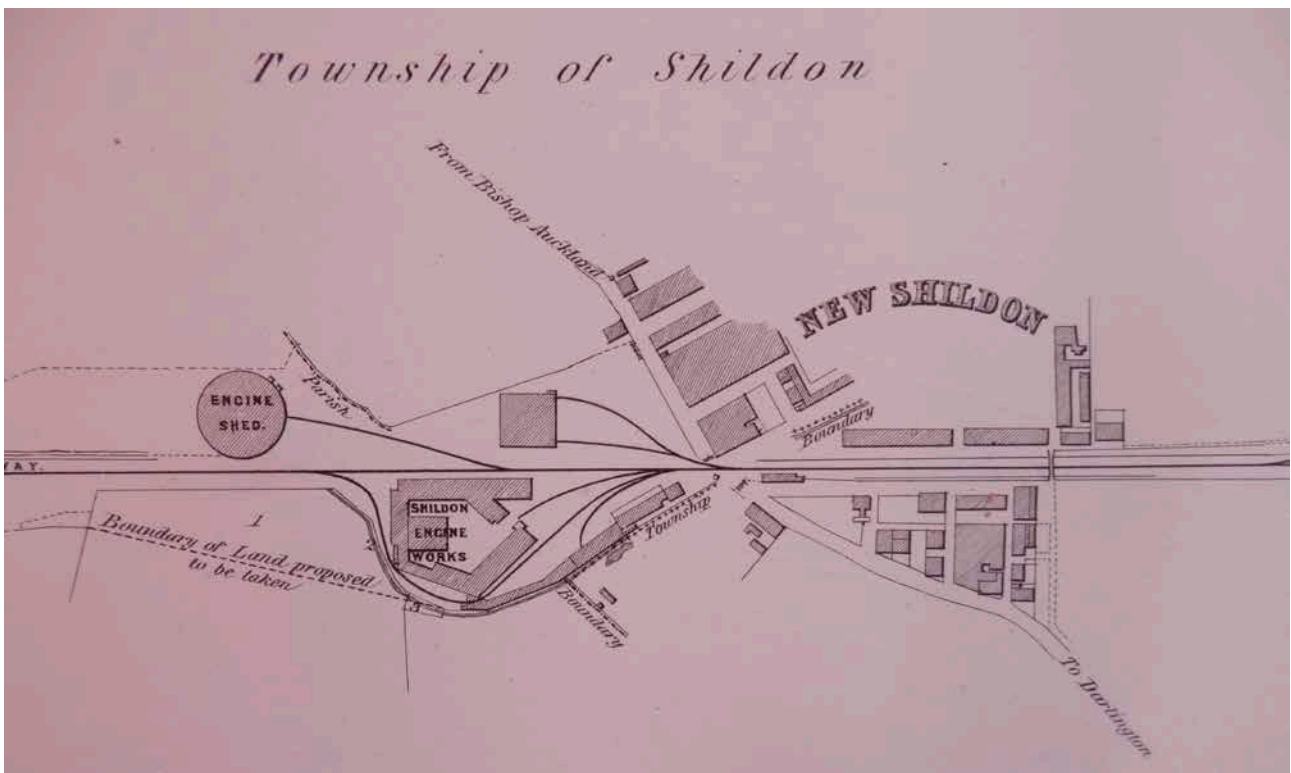


Figure 14: Plan of Shildon Engine Works, 1855. [Reproduced by permission of Durham County Record Office, Q/D/P 216]

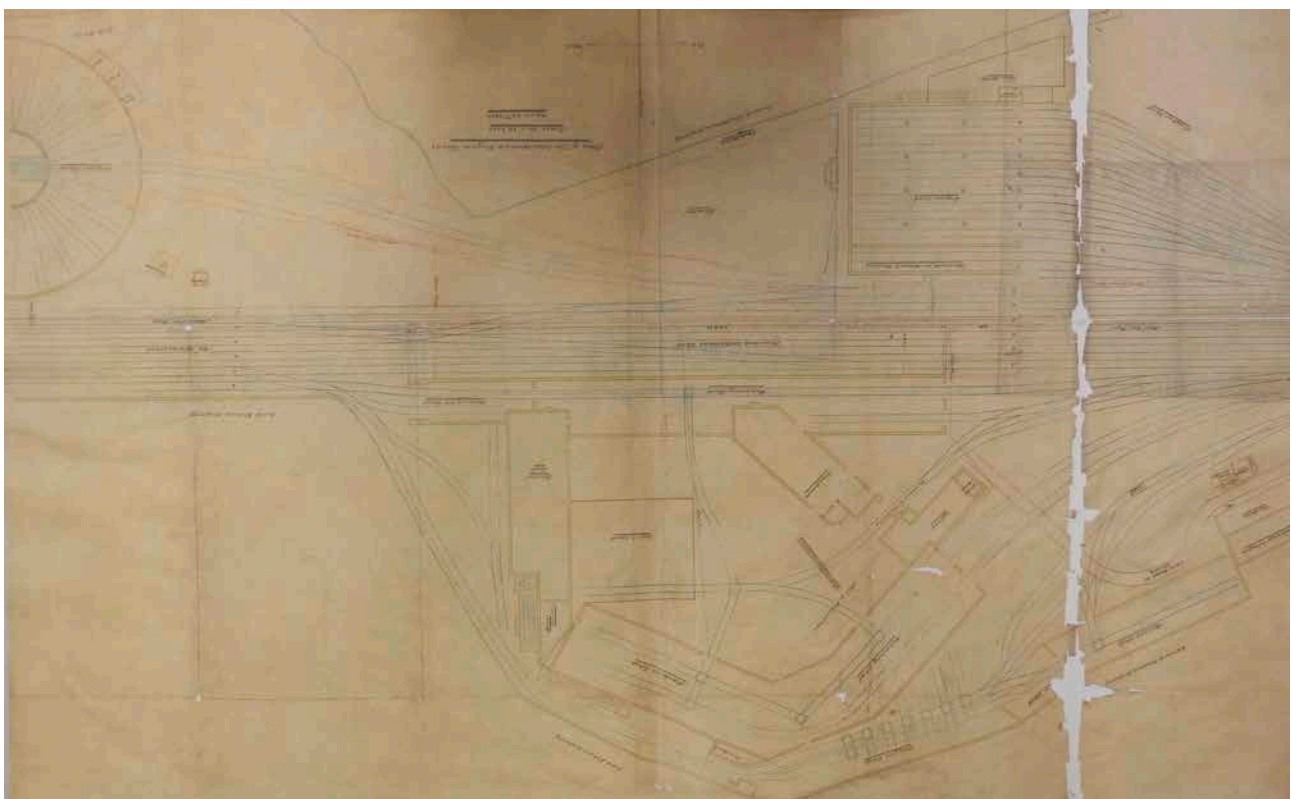


Figure 15: Plan of Shildon Works, 1856, image rotated to give a standard north-south orientation. [Reproduced courtesy of the National Railway Museum, 1998-114374]

The 1856 plan gives a detailed layout of the works, labelling each building and showing the position of the tracks (see Figure 15). The works had expanded south of the main line (bottom of the figure) since Dixon's survey of 1839, notably with the addition of a Joiners Shop, Saw Shed and Wagon Shop around the southern boundary of the works. These were probably constructed in or shortly after 1845, when the S&DR allocated £10,000 of funding to the Shildon Works Company to create dedicated wagon-building facilities.⁸⁷ Immediately north of this were two pre-1839 sheds, housing the Repairing Shed and Machine Shop. Continuing with the north-west side was a Brass Foundry, Smiths' Shop and adjoined to these was a Boiler Shed, square in plan form and added since 1839. To the north, the two sheds parallel to the line had been combined into a single Repairing Shed with a Washing Out Shed added in 1852; a Storehouse was attached to the long shed at an angle.⁸⁸ Opposite this were offices with an attached Strong Room, shown with walls of double thickness.

The 1856 plan of Shildon Works also shows the two different styles of engine shed which were present at the time; a square shed added between 1848 and 1849, and a roundhouse engine shed which was built between 1853 and 1854.⁸⁹ This roundhouse labelled on the first edition OS maps as 'Sebastopol' (see Figure 12). The roundhouse is partially shown in a photograph dating between about 1854 and 1886 identifiable by the open-sided furnace structure adjacent, which is marked on the 1856 plan of the works (Figure 16).⁹⁰ The engine shed was built of rubblestone with a series of gabled roofs

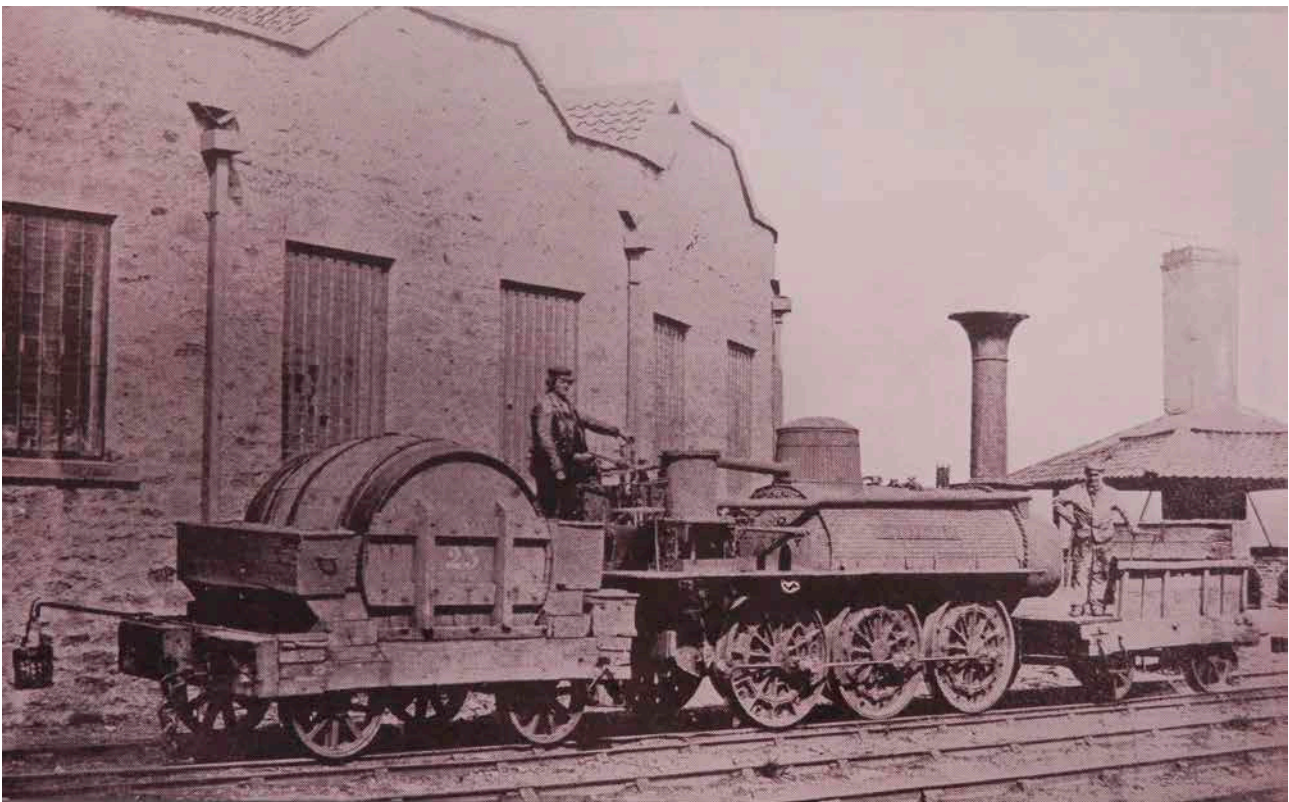


Figure 16: Photograph of the 'Sebastopol' roundhouse. [Reproduced courtesy of the National Railway Museum, Postcard Collection, S&DR P531]

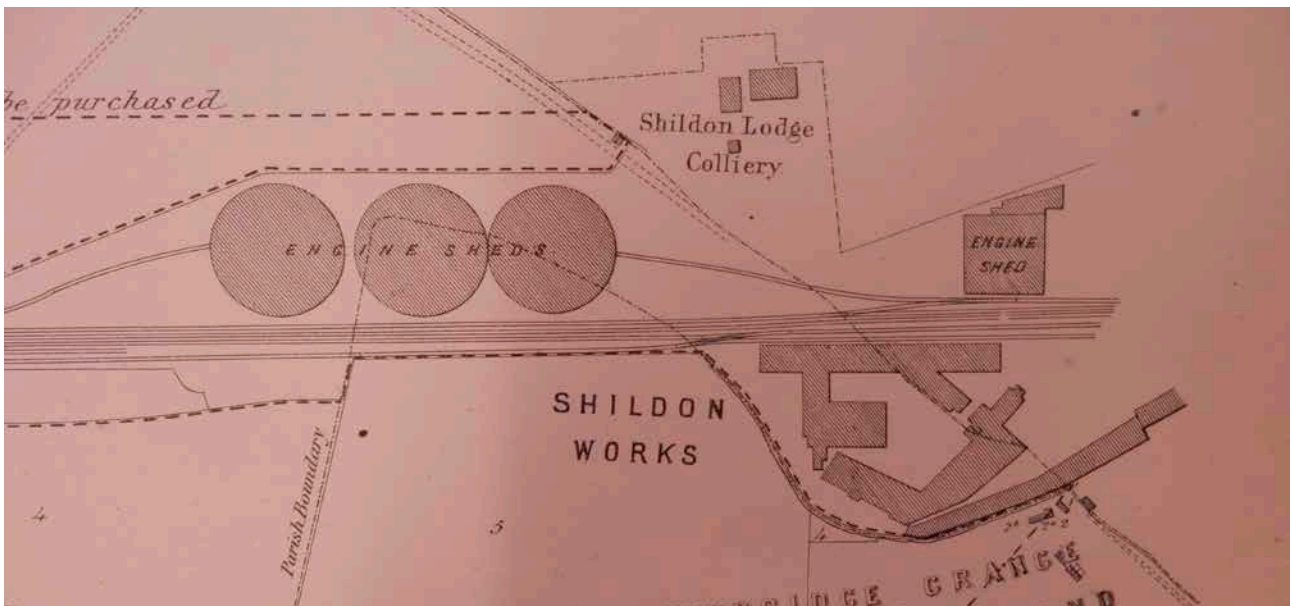


Figure 17: Plan of Shildon Works, 1873-4. [Reproduced by permission of Durham County Record Office, Q/D/P 318]

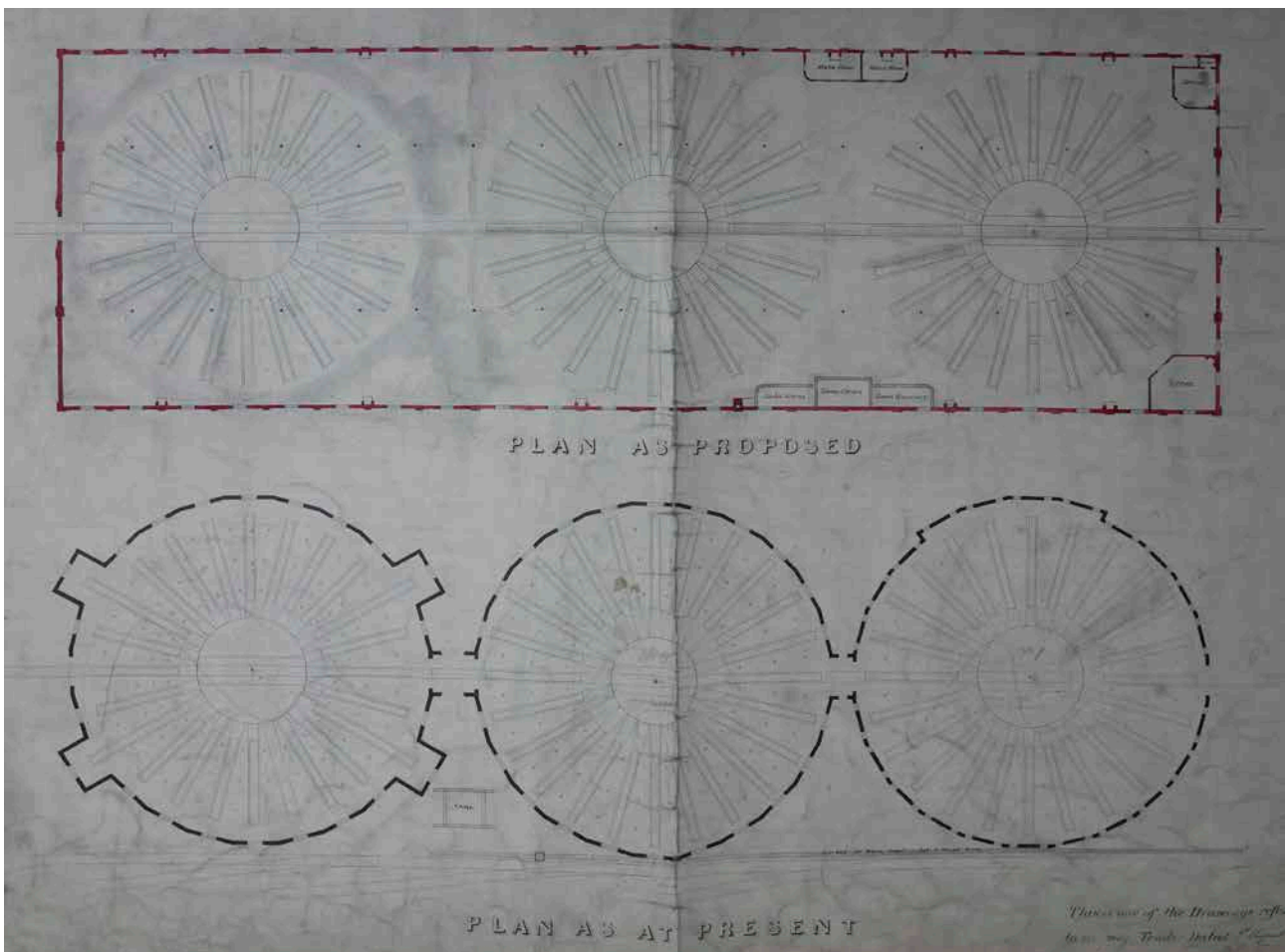


Figure 18: NER Architects' plan of the 'Engine Stable' at Shildon Works, 'at present' and 'as proposed', 1873-4. [Reproduced courtesy of The National Archives, TNA RAIL 527/613]

partly obscured by trapezoid parapets punctuated by gutters and downpipes, with flat stone copings. Each bay under the repeating gables contained plain rectangular window openings with stone sills and fitted with multi-paned windows.

Two further roundhouse engine sheds were built in the later 1850s to the north of the railway line, next to 'Sebastopol' which became the easternmost of the trio. The first was authorised in June 1856 and a tender for the other was accepted in December 1864.⁹¹ The central roundhouse, which is confirmed by a glimpsed view of 'Sebastopol' to the right, was designed in a similar style to 'Sebastopol' but without a parapet and with the roof was thus more obviously expressed (Figure 17). It had more architectural flair, with Gothic-inspired pointed arched windows springing from projecting pad stones with roundels above for ventilation. An NER plan of the works showing proposed expansion in 1873 and 1874 illustrates how the site had been developed in the later 1850s, just before the S&DR was taken over by the NER (Figure 18). The 1870s proposal was to take the walls around the three roundhouses down and to enclose their tracks and turntables within a single rectangular building, as eventually happened (Figure 19).



Figure 19: Photograph of the second roundhouse at New Shildon. [Copy supplied by the North Eastern Railway Association, VR-P07-038]

Other employment in New Shildon

In 1833, Timothy Hackworth set up the Soho Works on land to the east of New Shildon and bounded by the S&DR to the south and the Black Boys branch to the east, as his own railway works, despite his continuing employment with the S&DR. On his land there, he built a foundry, workshops, houses and other structures; Hackworth continued to work there and at the S&DR until he retired from the latter in 1840.⁹² Soho built railway locomotives, and it was bought by the S&DR in 1855 who combined it with their own Shildon Works (Figure 20).⁹³ In 1875, the combined works employed over 600 people.⁹⁴ Though Soho Works has been demolished, its legacy remains in Hackworth's house and workers cottages which were built nearby (see Character Area 1).⁹⁵ Soho Works also leased Kilburn's former iron warehouse from 1842, which became a locomotive shed, then a paint shop.⁹⁶ A gas works was built next to Soho, completed in 1846; in the 1860s, it expanded into the western end of Soho's former buildings.⁹⁷

Soho Works was a substantial industrial complex built in stone, situated on a wedge of land between the Black Boy branch and the Surtees Railway.⁹⁸ A long, multiphase building was constructed alongside the Black Boy branch, which housed workshops and

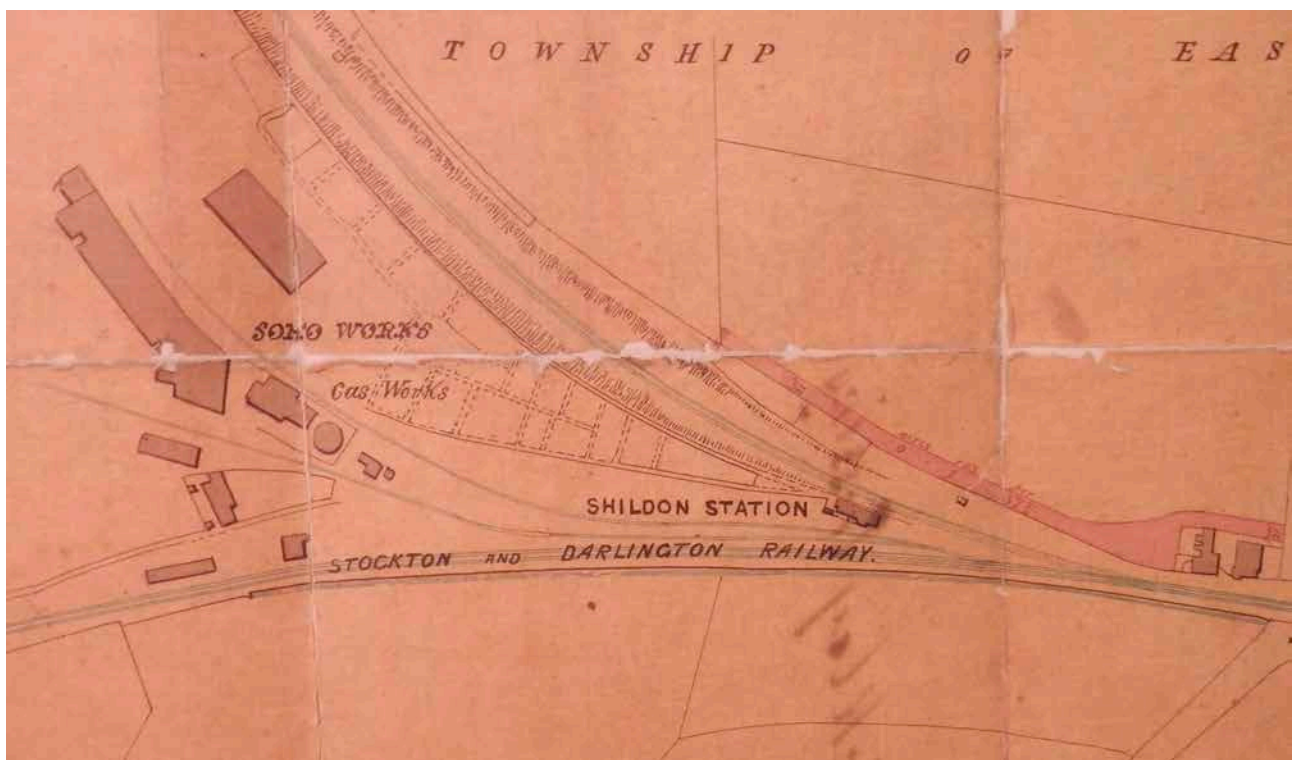


Figure 20: Plan of additional land to be acquired for the S&DR, showing the buildings at Soho, about 1859. [Reproduced courtesy of The National Archives, TNA RAIL 527/539]

furnaces. In 1839, when the two-acre site was put up for sale, it was described as an iron foundry, containing a 'Fitting Shop, a Pattern and Smith's Shops, a Boiler Smith's Shade, and a Shade for erecting Locomotive Steam Engines' at Soho, New Shildon.⁹⁹ At that date, Soho had a steam engine, nine cranes, two stoves, a casting pit, three large cupolas with a fan blast driven by the steam engine, a boring mill and lathes. The sale included the '2 new substantial and convenient dwelling houses, with Offices attached, a suitable Residence for a Principal, or Manager of the Works' (Soho House) and six cottage houses (Soho Cottages).

When offered for sale in 1853, the long building contained the boiler beds to the north, then to the south was the foundry with its three hearths, the machine shop and the blacksmiths' shop (see Figure 20). The works included railway tracks in front of and behind Soho House and cottages, running into a substantial building (the erecting and pattern-makers' shops) immediately to the north of the cottages.¹⁰⁰ By 1925, the buildings were mostly disused, although the municipal gas works used much of the long building.¹⁰¹ To the south east was the Gas Works and to the east of the long building between the Black Boys branch and the Shildon Tunnel branch was a large reservoir. The constrained nature of the site meant that once the S&DR had taken over Soho, most of the expansion and new buildings were at Shildon rather than Soho; the relative expenditure between 1849 and 1862 was £11,118 at Shildon and £1570 at Soho.¹⁰²

Beyond the railway, there was other employment to be had in New Shildon. The exploitation and transportation of the area's natural resources, particularly coal and limestone, formed part of the S&DR's business concept. By the middle of the 19th century, as the 1st edition OS 1:10560 map surveyed in 1857 and published in 1859 shows, quarrying for limestone was carried out south of Middridge at a site which was directly to the north of the S&DR and east of New Shildon. Closer to Shildon was the limestone quarry at East Thickley, which is now occupied by a recent housing development to the east of Spout Lane. In 1855, Fordyce noted the lime works at East Thickley (on a farm of 260 acres) and a quarry: this was Thickley Quarry, with the lime kilns marked to the south of it next to the railway line, just north of the site of Locomotion today.¹⁰³ The quarry and the kilns exploited the local magnesium limestone deposit.

A brick and tile works lay to the south of the Surtees railway and north of Simpson Street, providing easily accessible employment for local people and making much needed materials for the construction of further buildings in the settlement of Old Shildon, New Shildon and across the surrounding area. Another similar brick and tile works lay on the south side of the S&DR, south of Shildon Works and south west of Redworth Road. This may be the one used by the brick maker George Forster who was operating from at least 1839, until it was advertised to be let in 1851.¹⁰⁴ It was auctioned in 1853, consisting of four houses and a shop on Redworth Road in New Shildon with a field containing 'a Valuable Seam of Clay...with the Brick Kilns, Tilery, and other Buildings necessary for carrying on the Manufacture of Bricks and Tiles... immediately adjoining to the Stockton and Darlington Railway'.¹⁰⁵

Coal, the driving force behind the creation of the railway and the consequent settlement of New Shildon, was exploited mostly to the north of the S&DR's main line and became increasingly important to the area's economy in the 19th century. Adelaide Colliery to the north east of Shildon was opened in 1830 by the Pease family and it was operated by them until closure in 1925.¹⁰⁶ Its name reflects the accession to the throne of William IV that year, commemorating his wife Queen Adelaide. Shildon Lodge Colliery lay directly west of Shildon, at the end of Main Street; it also opened in 1830 and closed in 1937; it was initially owned by Robert Surtees but was subsequently sold on to Bolckow, Vaughan & Co. of Middlesbrough.¹⁰⁷ Further to the west was the Copy Crooks Colliery (operated from 1835) and to the north was the Black Boy Colliery and east of that was Eldon (opened 1829).¹⁰⁸ Mackenzie noted in 1839 that all of these collieries transported their coal on the S&DR and its branch lines.¹⁰⁹

Housing, educating and ministering to the workers

Due to the growth and amalgamation of the works, the S&DR's railway infrastructure and other employment, the population of Shildon increased sevenfold in the decade before 1831 to 867, and that number tripled again by 1841 when it reached 2631; it had stabilised a little by 1851, when 2144 people lived there.¹¹⁰ The effect of the railway on the agricultural area of East Thickley was equally extreme: in 1821, only 11 people lived there, but this number tripled in 1831 to 35, reaching 452 in 1841 and 622 in 1851 after the construction of New Shildon; Station Street and much of the area to the south of it and the railway lay in East Thickley.¹¹¹ This suggests that although some of the earliest post-S&DR housing in both Shildon and New Shildon was constructed between 1825 and 1831, most of it was built between 1831 and 1841, with more to come in the East Thickley part of the development during the following decade.

Accounts of the early days of the railway describe how only four houses existed in what was to become New Shildon on the S&DR's opening day in 1825, and these were still under construction.¹¹² The development of housing in the town can be traced in its earliest period through the residence of Timothy Hackworth. He relocated to Shildon from Darlington in the early days of the railway and occupied one of the houses or cottages at Brusselton before moving into a house overlooking Shildon Works which is shown on the earliest plans of the line and in an undated photograph looking south east.¹¹³

In 1834, Shildon was described as a village and township, with three farms and two collieries, much increased in size and population due to 'the formation of the railway from Witton Park' and now consisting of 'Old' and 'New' Shildon. They noted new houses, including Chapel Row and a chapel of ease, in Old Shildon, but stated that:

New Shildon, a little to the south, is also a considerable village, where there is an extensive depot of coals. Coaches run regularly, on alternate days, on the railway between this place and Darlington. Public houses, shops, and other businesses, are increasing in number...¹¹⁴

Both parts of Shildon remained in the parish of St. Andrew Auckland at this date.¹¹⁵ New Shildon's first Methodist chapel was erected in 1831 in Chapel Street; previously Hackworth's own house had been used as their meeting place.¹¹⁶ In 1866, after the Wesleyan Methodists relocated to a larger chapel, this one which seated 400 people became the Congregational chapel.¹¹⁷

The development of much of New Shildon was probably executed by individual builders rather than by the S&DR directly, but the area's earliest depiction is found in the company's documents. Dixon's survey of the buildings and infrastructure of the S&DR in 1839 shows a little of the street pattern developing to either side of the main line, although very much in an abbreviated block form (see Figure 11). Streets are not named, however, so modern and/or later 19th-century names are used for this description. Byerley and Redworth Roads are bisected by the railway and its level crossing. To the south east of the crossing is a block of houses facing Redworth Road with a return onto Richmond Street, and the map hints at three ends of terraces facing onto Railway Terrace, probably the terminations of East Street, and possibly of Temperance Street and Otley Street. Much more housing lies to the north of the railway. The starts of Strand Street, Adelaide Street and Chapel Street are clearly shown, including a block along the western side of Byerley Road; this suggests that there was already some sort of housing heading northwards towards Old Shildon on both sides of the road before 1840. Two blocks of Station Street were already built, divided by Mechanic Street, with Mill Street at the eastern end. Three sides of the block containing the Mason's Arms and the western ends of Adelaide Street and Strand Street are depicted by Dixon, making it a notable survivor, alongside Station Street, of the earliest housing in New Shildon. Sandstone rubble appears to have been the material of choice for the construction of all pre-1850 buildings in Shildon, including its rows of housing.

Mill Street was so named for the steam corn mill which was situated there at its northern end. The mill was advertised for sale in 1842, 'containing 2 pairs of French Stones, and a Dressing Mill' in 'East Thickley, near New Shildon', with a dwelling house. It was built 'within the last few years...by the late Mr George Smith, the owner' and it does 'an extensive business'.¹¹⁸ By July 1848, it was in competition with another mill owned by the Shildon Co-operative Corn-mill company, who bought a steam engine for their mill whose foundation stone 'is expected to be laid during the present month'.¹¹⁹

The block containing the Mason's Arms was up for auction in January 1836. It was described in the advertisement as 'lately built, adjoining the Stockton and Darlington Railway, and is in a district where the population is increasing'; it also noted that

manufactories and collieries were nearby.¹²⁰ It was divided into five lots, Lot 1 containing the inn, its brewery, granary, byre, yard and stabling with six houses and two plots of building land; Lot 2 contained four houses 'on the North side of the Inn' with a room and pantry adjoining the inn's granary; Lot 3 was two houses to the east of the inn with their yards; Lot 4 was a plot of building ground to the east of Lots 2 and 3, in use as a garden; and Lot 5 was a further plot of building ground on the south of Lot 4, now a 'Landing-place for goods by the railway, together with the Railroad connecting therewith'. This suggests that at least the larger, south-western portion of this block was already developed, with perhaps the north-eastern part yet to be built.

The size and population of Old Shildon was also increasing, prompting new housing to be built there and the construction of the Church of St John in 1833-4.¹²¹ But some of the infrastructure for both settlements was in New Shildon, such as the Mechanics' Institute and library established by Hackworth in 1833 within the Wesleyan schoolroom, firstly in the Globe on Chapel Street, then at the Mason's Arms.¹²² In 1834, a 'Recently and most substantially stone-built dwelling house' in New Shildon was used as the Globe public house, with a cellar and a stable, with several stone houses to the west, situated on the main road from Darlington to Bishop Auckland, and close to the railway.¹²³ The scale of development in the area was almost certainly supported by New Shildon's two brick and tile works, as well as the quarries nearby.

The 1841 census covers New Shildon within the townships of Middridge Grange and East Thickley; as is usual for this census, it does not generally give street names although Adelaide Street, Strand Street and Soho (the area around the Soho Works) are mentioned. The population of the settlement included men working on the railway and at the engine works, and in related trades such as smiths, labourers and joiners. Other businesses were already operating there, with a tailor, shoemaker, dressmaker, grocers and drapers in the neighbourhood. Other employment came from quarrying and brickmaking, and to a lesser degree from the coal mines.¹²⁴

The 1851 census lists properties in Soho, and on Strand Street, High Street, Adelaide Street, 'Road', seven 'Railway Cottages', The Black Bull on the 'Road', Globe Street, Cottage Square, Chapel Street, and High Square (between 'Road' and Chapel St). Occupations ranged from railway labourer, engine drier, stoker, boiler smith, fitter, brass founder, blacksmith, joiner, carpenter, sawyer, flag dresser, brickmaker and painter to agriculture and coal mining. Many of the labourers, both on the railway and in farming, came from Ireland. The settlement now had a butcher, grocer, cordwainer, and two teachers and a schoolmaster.¹²⁵

A plan of 1853 (Figure 21) showing the estate of Timothy Hackworth's Soho Works to be sold at auction reveals some of the intentions for the development of the town. Running east of the developing town is a stream forming the north boundary of the S&DR's property, which was undeveloped. The New Shildon British School (constructed in 1841) is shown, along with the bridge over the railway line, and some buildings along

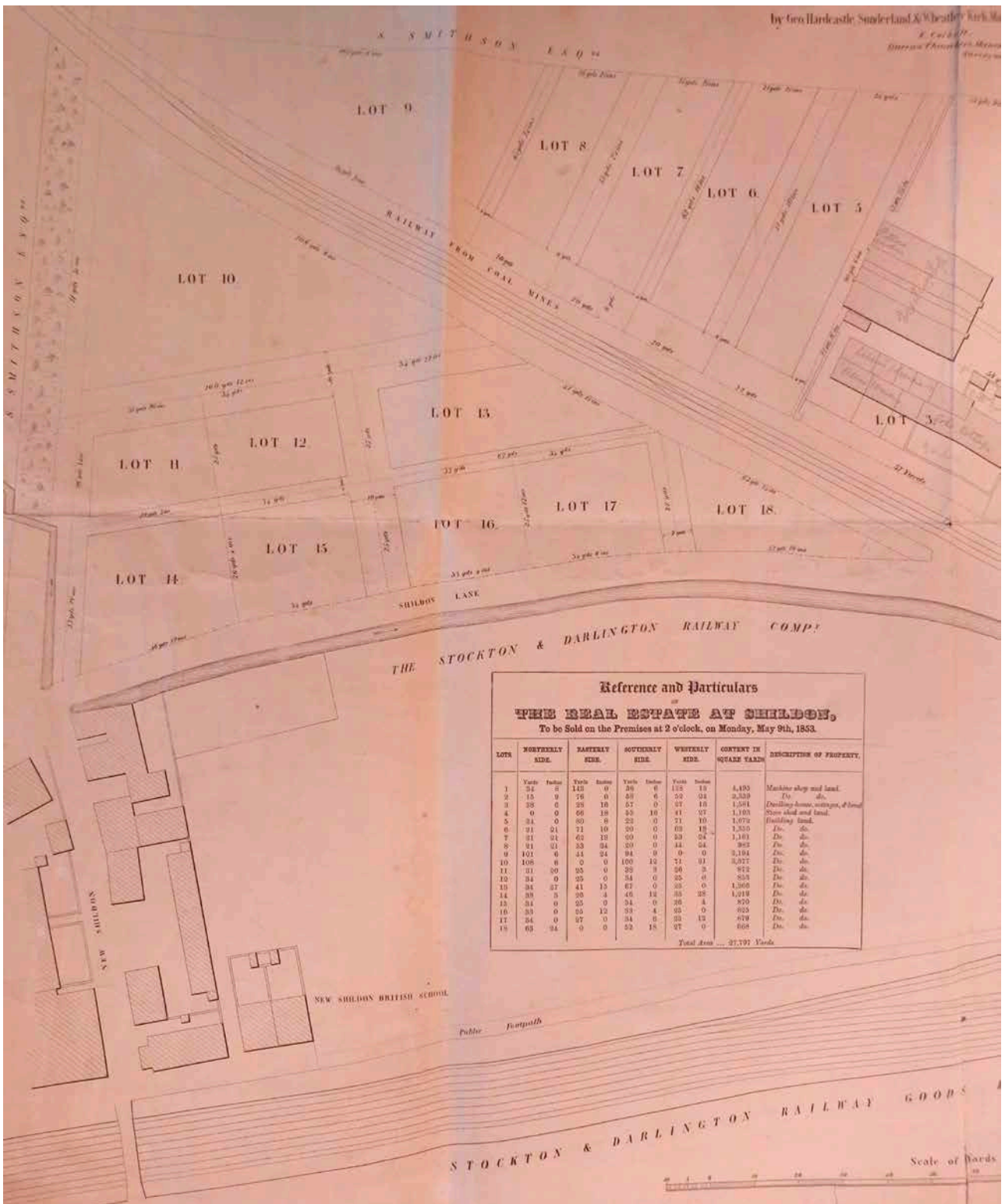


Figure 21: Part of a plan of New Shildon from an auction of 1853, showing plots for housing for sale to the west of Soho as well as existing buildings south of the railway line. [Reproduced courtesy of the National Railway Museum, HACK 2/1/102]

what is now Mill Street with what is likely to be the namesake mill at the north end, adjoining the stream. The lots laid out to the west of Soho Works show that speculative development was occurring, with plots neatly parcelled for the construction of rows of houses.¹²⁶ Interestingly, the plan omits all the housing along Station Street east of the British School.

An 1855 plan produced for the S&DR (Figure 22) includes rough details of the form of the settlement at this time. A number of blocks of buildings of various sizes are shown south of the railway line, with some plots marked out but undeveloped. Development here proceeded only as far as the line of the railway footbridge to the east. Most of these blocks represent rows of houses. The two rows of Station Street are depicted to the north of the railway line; however, labelling north of this perhaps obscures further details. On the eastern edge of this development are further terraces, with the easternmost structures being Mill Street and the British School, with its large yard north of the building. Blocks north east of the works representing Adelaide Street, Strand Street and Chapel Street do not include their full extent.

Fordyce described New Sildon as 'a considerable village' in 1855, noting that there were chapels for the Wesleyan and the Primitive Methodists and a Friends Meeting House. By this time, there was also a Mechanic's Institution with 150 members and a library and news room, and the village had six public houses. There was an infant

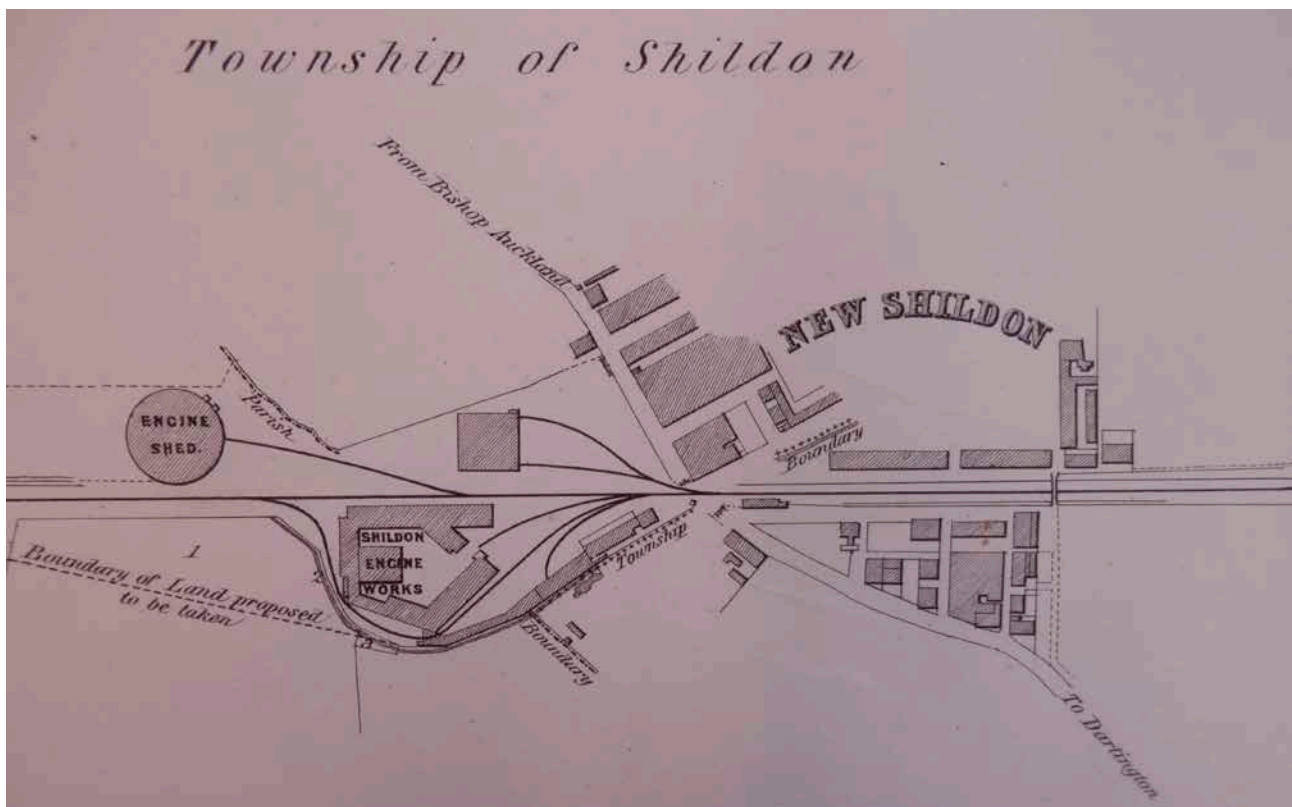


Figure 22: Plan of land to be purchased by the S&DR, 1855, showing the street layout of New Sildon. [Reproduced by permission of Durham Record Office, Q/D/P 216]

school, as well as a school for boys and girls supported by the Society of Friends, a post office, and several shops.¹²⁷ Old Shildon had also ‘increased rapidly in size and population’ due to the railway.¹²⁸ In 1856, Whellan & Co observed that both parts of Shildon were lit with gas, due to the colliery’s gasworks, but that they needed a better water supply.¹²⁹

The OS 1:2,500 map was surveyed in 1856 and published in 1857, providing the first comprehensive view of the expanding settlement, showing the new town expanding eastwards from the site of the railway works. Taken as a whole, the triangular area of development to the north and south of the line comprised small houses arranged in rows with some back-to-backs and enclosed yards. This is likely to be the earliest phase in the development of the town by the S&DR, the informality striking a contrast with the later planned railway towns at Derby, Wolverton and Swindon.¹³⁰ Immediately north-east of the works the beginnings of more formal terraced housing can be seen. Strand Street, Adelaide Street and Chapel Street all ran roughly north-west to north-east and each generally started with square or rectangular blocks along Byerley Road which was then called Stock Lane. This shares similarities with the railway colony that developed at Bank Top, Darlington, in the 1840s, consisting of terraces and blocks of generally poor housing either side of the line.¹³¹ The block opposite the level crossing from the works contained the Mason’s Arms. It was built around 1836 and is known to have been used as a proto station by the S&DR (see above).



Figure 23: Postcard showing Station Street with the Mechanics Institute and British School in the late 19th century. [Reproduced with permission of Lucy Jessop / Historic England]

A purpose-built Mechanics Institute for New Shildon was contemplated in December 1857, to serve its 163 members and house a library with nearly 1000 books (Figure 23).¹³² The new building, started in 1859 and opened in 1860, was on Station Street, next to the British School where many of the Institute's lectures had previously been held.¹³³ This was a single-storey hall of classical design containing a lecture hall, gallery, two smaller rooms and a lobby with a wide pediment facing onto Station Street.¹³⁴ The Institute played a significant part in the life of New Shildon, educating its members in subjects such as horticulture and arranging 'lectures, concerts, entertainments, magic lantern, and diorama exhibitions...cheap trips, yearly tea-parties and soirees'.¹³⁵ It also provided a place for other parts of the community to meet, such as the Choral Society and various religious groups.¹³⁶ Other community buildings included a co-operative corn mill, which opened in New Shildon by the late 1850s.¹³⁷

The 1861 census differentiated between the two Shildon settlements for the first time with 'Shildon' containing part of the older settlement and New Shildon being a distinct part of it to the south. Streets included North Row, Redworth Road, Shildon Works Cottages, Chapel Street, Cottage Square, Adelaide Street, South Row, Strand Street, Alma Road (its first appearance – the Crimean Battle of the Alma occurred in 1854), Soho Road, and Soho Cottages. Part of New Shildon was described as being in East Thicky in 1861, consisting of Thicky Place, Station Street, Bridge Street (with the Commercial Inn, a steam mill and a grocer's shop), Mechanics Street, Brick Yard, Redworth Road, Chapel Street, Redworth Road again, Temperance Street and Main Street. Redworth Road may have contained the houses of Hildyard Terrace by this date.¹³⁸

New Shildon expands, 1863-1918

Shildon Works and the North Eastern Railway

In 1863, the gradual amalgamation of the railways reached the S&DR: it was absorbed into the North Eastern Railway (NER) and for the next ten years the former S&DR was managed by an independent committee from Darlington. New Shildon was already changing: the previous year had seen the S&DR start the construction of a new works at North Road, Darlington which opened in 1863.¹³⁹ In 1864, Shildon was described as 'the head quarters of the engine drivers and stokers employed on the line', and the Shildon Works were flourishing, building new and repairing older engines despite the competition from the new workshops at Darlington.¹⁴⁰ The marshalling yard went from strength to strength, becoming gravity-operated in 1869 and handling 2000 wagons a day on a site of over 16 acres.¹⁴¹

A photograph of about 1870 appears to show the complex from the north-west (Figure 24).¹⁴² In the background was a building with tall chimneys, identifying it as containing the Brass Foundry and Boiler Shed shown at the western end of the works on the plan.



Figure 24: Photograph of about 1870 of Shildon Works from the north-west. [Reproduced courtesy of the Ken Hoole Study Centre, Head of Steam, Darlington, KH.945]

This does not appear on the 1856 plan, showing that the structures had been built by the time of the photograph. It also shows a tall single-storey shed with four round-arched openings on its west elevation and a further opening on an angled corner. Its gabled roof had kneelers in a similar style to those existing on early residential buildings in Shildon; a roundel ventilation opening sits within the gable with a kneelered gablet above forming a raised vent running the length of the roof. Adjacent, to the north, was a short shed with its roof punctuated by several chimneys, corresponding to the location of the Smiths' Shop on the 1856 plan. North of that was a structure supporting a large water tank. There was rail access beneath the tank leading into a longer shed, probably the Washing Out Shed shown on the plan.

Locomotive repairs at Shildon ended in October 1871 due to an increasing focus on wagon building and repair – a priority for the NER owing to key mineral traffic in the region.¹⁴³ Consequently, two further roundhouses were built by 1873-4, as shown on a plan of the works of this date produced for acquiring new land for expansion by the NER (see Figure 18). One roundhouse adjoined 'Sebastopol' on its west end and the third was built to the west of them both. However, there is no evidence to suggest a date for this third roundhouse and whether it was built by the S&DR or by the NER.¹⁴⁴

There are photographs of locomotives at Shildon Works standing in front of two of these roundhouses, both of which had different forms. Both are shown to be built of roughly coursed stone, one having windows with pointed-arched heads and the other having large rectangular windows with glazed with small panes of glass (see Character Area 4). At the time of the 1873 plan for the NER, the extent of the works to the south of the line remained largely unchanged from that shown on earlier plans.

The year 1875 was the 50th anniversary of the launch of the S&DR, and Shildon and its celebrations were described thoroughly in the *Northern Echo* on 8 November. The town was, the journalist wrote, 'emphatically a plant of the railway company's own planting', built and sustained by the S&DR, and by this time the NER. The article was, however, deeply uncomplimentary, stating that: 'Shildon is one of the ugliest places on the earth's fair surface'. It was subject to malaria, dominated by a colliery and noisy, due to the railway's engines and wagons. The station was a 'disgrace' and the town was badly planned: 'a hideous congerie [*sic*, 'congeries' being a jumble or heap] of houses, growing like fungus on either side of a network of rails'.¹⁴⁵

In 1875, Shildon station was described as a 'disgrace to Durham, to the Stockton & Darlington, and to the railway system':

The booking office is a shanty perched on the top of a high bank entirely disconnected from the low-lying draughty sheds, which are supposed to shelter passengers who have the ill-luck to alight on its platforms. Perhaps this wretched apology for a station is continued in existence as a memento of the past. Fifty years ago the railway company dispensed with stations altogether, and perhaps they like to preserve the old associations at Shildon by dispensing, as near as possible, with any station at all.¹⁴⁶

A mid-19th-century view of the station confirms the existence of the sheds and the single-storey station building with its distinctive stone kneelers (Figure 25).¹⁴⁷ Even 50 years later, commentators were not impressed by Shildon station: one wrote in 1923 that it 'possesses every distinction which discomfort can produce, and is the dreariest in the United Kingdom'.¹⁴⁸

Shildon station was given some additional capacity in the later 19th century, with a slender brick shelter built opposite the station to serve a northern platform. A sloped path led up towards a lattice girder footbridge, with a brick building which appears to have been cottages but was used in the early 20th century as a booking office and waiting room, close to the bridge's southern end. In 1911, a new booking office was built to the west of the cottages, allowing the previous building to be used for porters and parcels.¹⁴⁹



Figure 25: Postcard of Shildon station in the late 19th century. [Copy supplied by the North Eastern Railway Association, JA 3940]

These structures were all present in 1962, the publication date of the 1:2500 OS Epoch a5 First Edition (National Grid) map, but they had all been demolished by 1982 and the present footbridge is a replacement.

Following a reorganisation of the works in Darlington, Shildon Works focused on wagon building and repair. The first phase of redevelopment came in 1885 with a new Wagon Shop and Smiths' Shop followed by a forge in 1888.¹⁵⁰ The wagon and smiths' shop largely survive to the south of the old S&DR main line (see Character Area 4). The specification from the NER architects instructs a fair amount of reuse of material from the S&DR shops, including the tie beam and king post roof reused in the new Wagon Shops, and woodblock flooring made from reclaimed old sleepers. This coincided with the rebuilding of the engine sheds to the north of the line which happened in two phases. The first phase, in 1886, involved the taking down of the eastern and central roundhouses and building a brick engine shed to encase the two turntables on the same site.

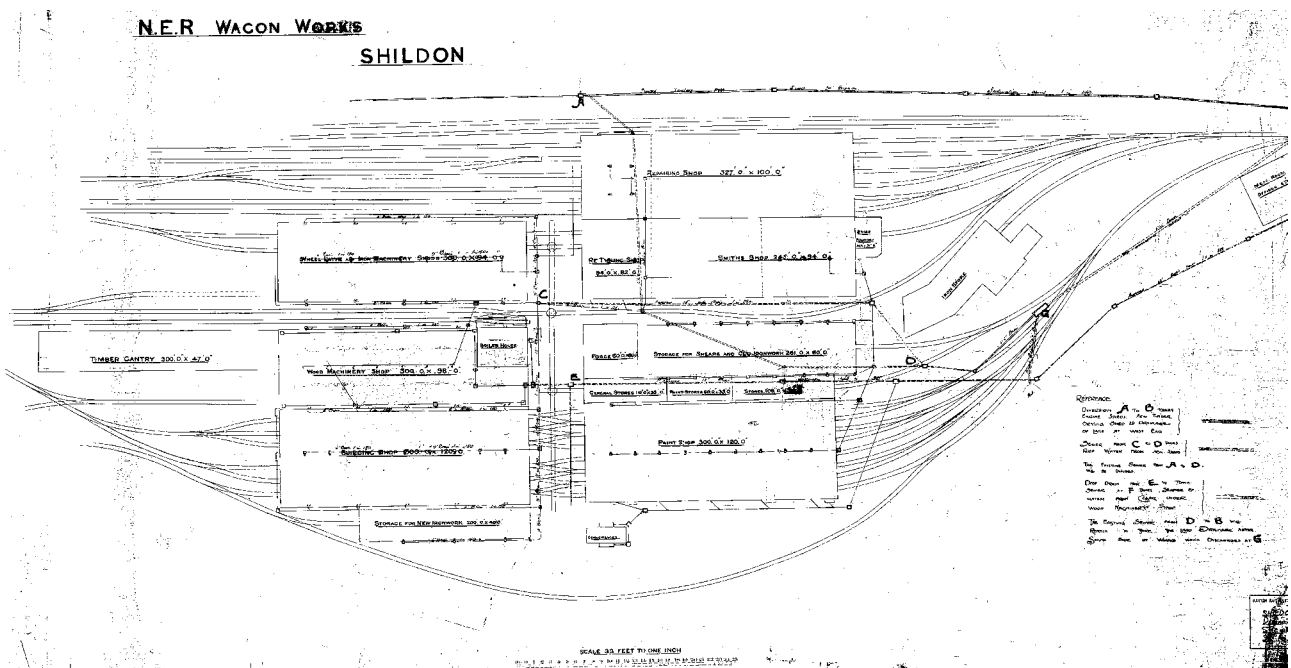


Figure 26: NER drainage plan, 1897, showing the layout of completed Wagon Works development. [Reproduced with permission of the Network Rail Corporate Archive, Shildon Works 111/19]

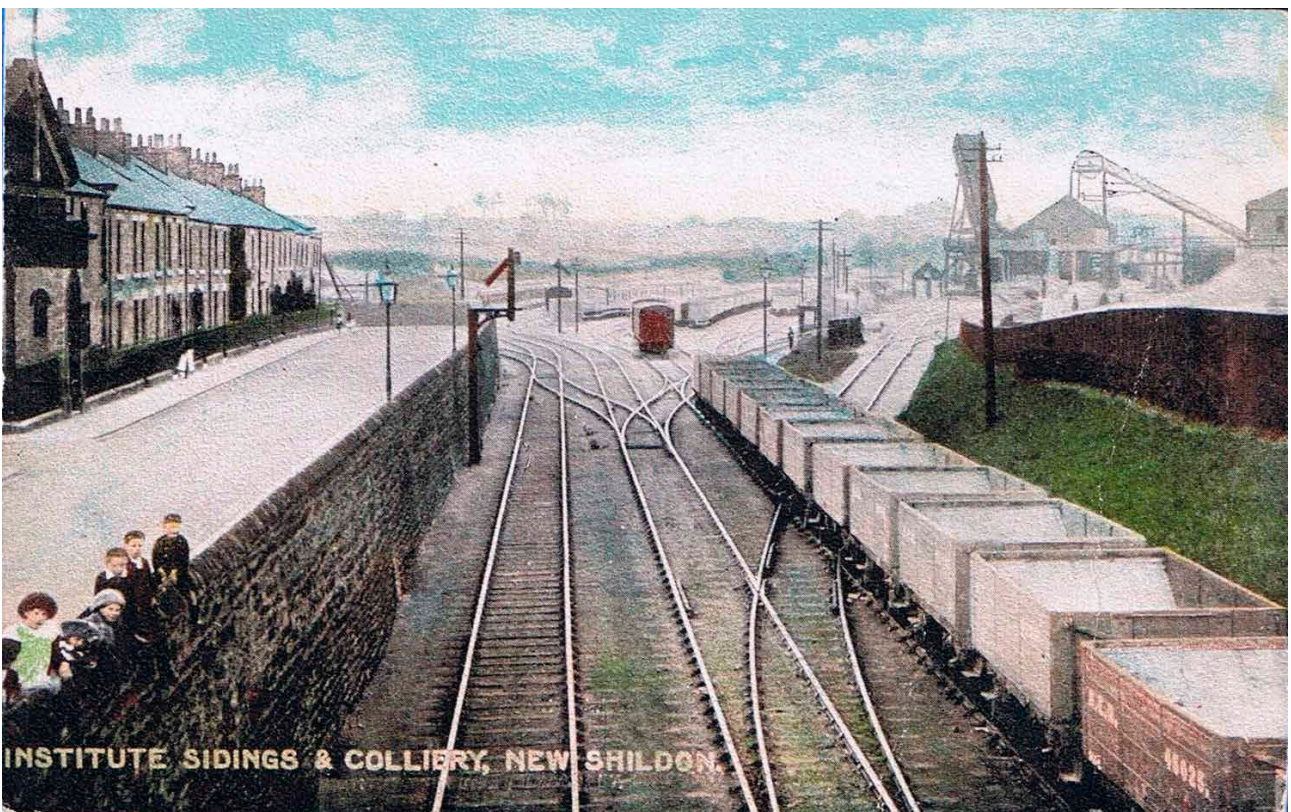


Figure 27: Postcard of Station Street, the railway and Shildon Colliery. [Reproduced with the permission of the Archive of the Weardale Railway Trust, Shildon No. 21]

In 1890 the engine shed was extended to incorporate the third roundhouse (Figure 26). This must have been taken down in a similar fashion to the first two and the brickwork was extended to incorporate the turntable with the architectural details perfectly matched to the eastern portion. The resulting shed is seen to be a classic example of NER architecture of this period, under the oversight of chief architect William Bell, and this is one of the few NER engine sheds of this scale which remains.¹⁵¹

The 1890s were a time of massive expansion at Shildon Works. The NER bought 100 acres of land to extend the works south of the railway line. In 1896, they planned 'five large shops to be erected parallel with the engine-shed', to house a building shop, two machinery shops, and iron machinery shop and a wheel-lathe shop, all 300 ft. long; the work also included offices, mess-rooms and an ambulance hall.¹⁵² These buildings were a product of the NER architects' office under William Bell, constructing multiple long rectangular sheds to create a modern and efficient works for the company, enabling them to cover all aspects of wagon stock from construction to repair (Figure 27).¹⁵³ In 1908 a hydraulic powerhouse was constructed, housing three boilers, an engine and accumulator tower to provide power to the works: this was to be the last significant work at Shildon by the NER.¹⁵⁴ A long rectangular shed was relocated by the company from Carlisle to the south side of the site to create stores in 1908.

Soho Works had quite a different fate. After work was transferred by the NER from Soho to Shildon Works, Soho closed entirely in 1883. The houses and cottages associated with it mostly survive (see Character Area 1) and the works buildings themselves were reused as the gasworks before demolition. The area is now grassed over.

Coal mining and quarrying

Deep-level mining had been carried out in the vicinity of Old Shildon for decades, notably at the Shildon Lodge colliery to the west of the settlement. Its Furnace Shaft was sunk in either 1860 or 1864, with accounts providing different dates.¹⁵⁵ It was south of the original mine and located in New – rather, than Old – Shildon, to the west of Byerley Road and just to the north of Shildon Works; the colliery operated until 1937.

In 1870, a new coal mine was opened in the heart of New Shildon by the Shildon Coal Company: the West Pit was sunk in 1869.¹⁵⁶ At the time of opening, Shildon Colliery, also known as Dabble Duck, was reported to be 'an extensive colliery...one of the largest in the South Durham coal-field' (Figure 28).¹⁵⁷ The company was owned by George Pears & Partners; Pears (1822-1904) was a coal mine owner controlling several collieries in Durham, Yorkshire and Derbyshire; he lived in Witton House, Witton-le-Wear.¹⁵⁸ A terrace of housing south of the railway line in New Shildon overlooking the mine is named after him (see Character Area 5). In December 1895, Shildon Colliery was at risk of closure by the end of the month due to a lack of orders for the coal.¹⁵⁹ At the time, it had only been working for three days per week 'for some considerable time' and employed 200 workers. Production did, however, continue into the 1920s.



Figure 28: Early 20th-century photograph of the sidings. [Copy supplied by the North Eastern Railway Association, John Alsop JA-94577]

The creation of extensive railway sidings at New Shildon was due to the heavy colliery and mineral traffic passing through. The pre-existing sidings were rearranged when new sidings were laid out in 1869 to the east of the station at East Thickley, covering 16 acres and with track measuring 10½ miles.¹⁶⁰ Around 2000 wagons destined for 200 different locations passed through the sidings in a 24-hour period at that time, with the cost of collecting, sorting and marshalling them into trains being about ¼d per ton of minerals transported.¹⁶¹ Coal production from the West Durham Coalfield was at its height in the late 19th century, and most of it came down by rail to Shildon (Figure 29).¹⁶²

Religion, schools and institutions

This period saw the next phase of construction of religious buildings, notably the Wesleyan Methodist chapel on the corner of Cross Street and Soho Street, with its attached manse. They were built in 1865 to the design of John Ross (1836-95) of Darlington, with galleries added to the chapel in 1874-5.¹⁶³ Despite the scale of this chapel, the Wesleyan Sunday Schools soon required their own building at the opposite end of the same block facing Station Street, which was constructed in 1888 to designs by the Bishop Auckland-born architect John Walton Taylor (1854-1915) of Newcastle-

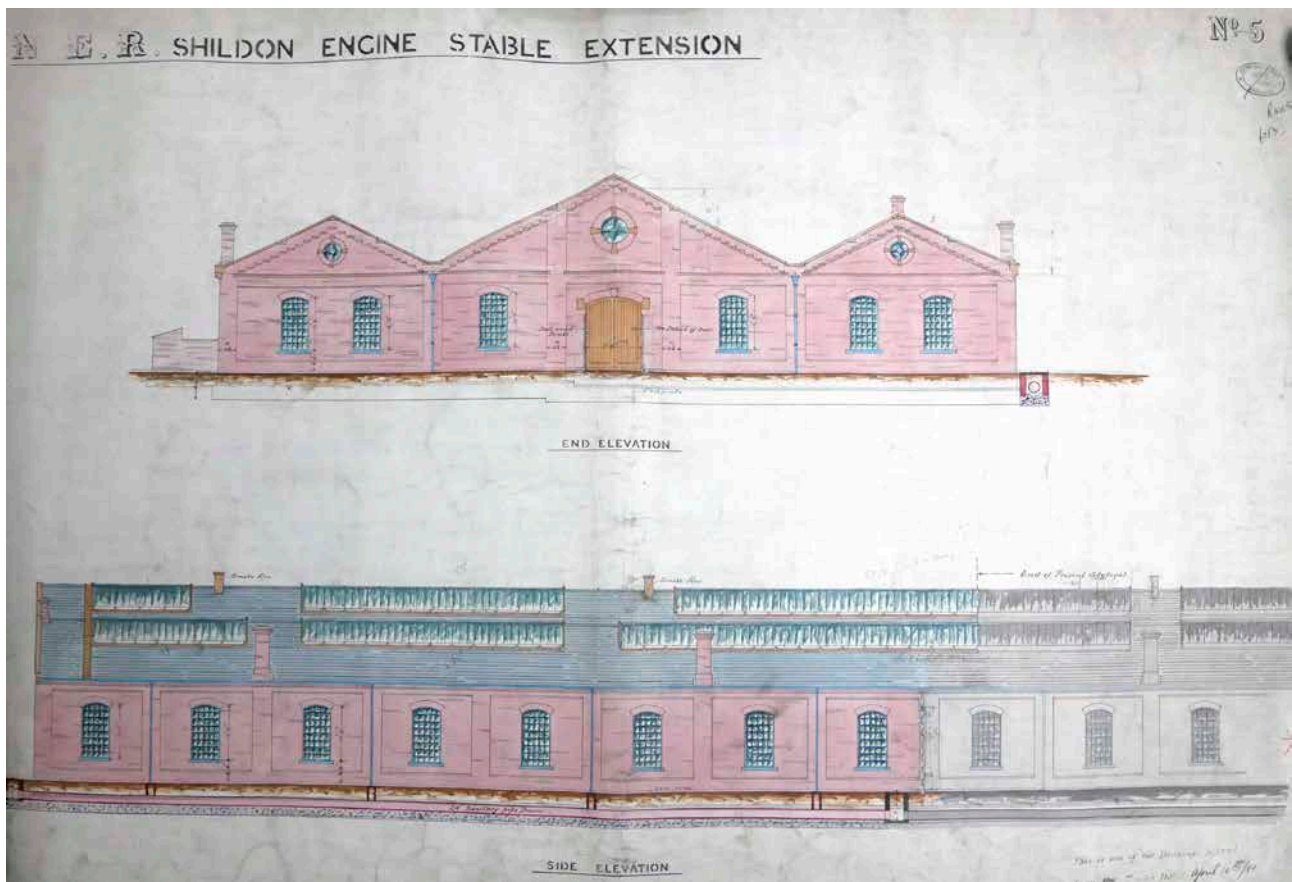


Figure 29: NER Architects' plan of the proposed 1890 extension to the Shildon Works Engine Shed or 'stable'. [Reproduced courtesy of The National Archives, RAIL 537/613]

upon-Tyne.¹⁶⁴ The Primitive Methodists built a chapel to seat 800 at the junction of St John's, Alma and Middleton Roads in 1876-78 to the design of George Race (d. 1911), also architect of the Westgate Methodist chapel in Weardale. He also added a large Sunday School to the east which was opened in 1895 (both since demolished).¹⁶⁵ The chapel replaced the one in East (later Magnet) Street shown on the 1:2500 OS map surveyed in 1856 and published in 1857.

The mission church and Infant School on Chapel Street was designed by F.R.N. Haswell (1834-1912) of North Shields in 1894; this building survives, used as a nursery (see Character Area 3).¹⁶⁶ Though not a place of worship but still a public building, the Masonic Hall on Middleton Road was built between 1895 and 1915.¹⁶⁷ The Spiritualist Church on Middleton Road was built in 1909, as declared on the datestones on its porch and capping its gable. Other meeting places included the transformed British School on Station Street, which became the headquarters for the Territorial Force (later the Territorial Army) in 1911 and was used as a drill hall in 1915.¹⁶⁸

Where other denominations led, the Church of England followed. Discussions were being had in March 1867 about the construction of a Church of England church in New Shildon, whose Anglican inhabitants travelled about a mile to Shildon for worship. The then vicar of Shildon, the Rev. Horatio Spurrier, announced that the Earl of Eldon had given a two-acre site (south of Redworth Road) and £2000 had already been raised towards the building fund; the complex would include a burial ground and parsonage.¹⁶⁹ The church of All Saints, New Shildon, was built in 1868 – it has a datestone laid on 13 April 1868 – and it was consecrated on 27 October that year; it was built to a design in an Early English style by J. P. Pritchett (1789-1868) of Darlington.¹⁷⁰ It was accompanied by a vicarage of 1869-71 by C. H. Fowler (1840-1910) and then All Saints National School, opened in 1879.¹⁷¹ This group of buildings is discussed in Character Area 7.

The three-storey co-operative corn mill run by the Bishop Auckland Co-operative Society in New Shildon was renovated and fitted with the latest machinery about 1886, but it was destroyed by fire in 1888.¹⁷² Situated at the end of Mill Street, it was built by 1842 by the ‘Shildon and Neighbourhood Co-operative Corn Mill, Flour and Provision Society’, which also had a manager’s house and store in Church Street; the two societies amalgamated in 1883.¹⁷³ The Co-operative society sold another mill site of nearly 700 square yards, in 1888, facing east onto Redworth Road and south onto Richmond Street; it was up for sale in late 1888.¹⁷⁴

The growth in Shildon’s population by the turn of the century was mirrored by the creation of more schools to supplement the British School and the National, then Church of England, School at All Saints built in the early 1870s. New Shildon had a new school built in 1910: the Shildon and East Thicklely New Shildon Council Schools, on Byerley Road. Designed by Richard Holt (1861-1948) of Liverpool, it is now the Timothy Hackworth primary school.¹⁷⁵

Places of entertainment and leisure

Public houses boomed in New Shildon as the working and residential population increased. The importance of the Mason’s Arms continued into this period, with a rebuilding of its corner premises in the late 19th century. But there were plenty of alternatives, including a ‘beerhouse’ on Railway Street, which was up for sale with its five cottages on Railway and Chapel Streets in 1888; the auction was to be held at another pub, the Black Bull Inn, New Shildon, once on Byerley Road.¹⁷⁶

Entertainment beyond New Shildon’s public houses was initially provided by the Mechanics’ Institute on Station Street, but this was later supplemented by a working men’s club built on the corner of Railway Terrace and Otley Street. This club first appears on the 1:2500 OS 2nd edition map revised in 1896 and published in 1897. It was a fairly elaborate classically influenced building with bands of stone and red brick orientated to face the railway line but with a large hall added later to the rear backing onto Redworth Road (Figure 30).



Figure 30: View looking west towards the Mason's Arms (right of the track) with the Working Men's Club, Railway Terrace, on the left. [From the JF Mallon and Joint NERA - KHSC JF Mallon Collection. JFM4752]

The construction of a new Institute became an important topic when cracks were found in the walls of the Mechanics' Institute Station Street building and it had to be shut in 1906.¹⁷⁷ The new building of 1911-13 on Redworth Road was a major development for the town. Designed by William Bell (1844-1919), chief architect to the NER, it was a spacious new building to cater for the railway workers, providing leisure and recreational space as an alternative to other activities such as pubs and gambling (see Character Area 6).¹⁷⁸ When the Railway Institute opened, its spaces contained a lecture hall to seat 460, a library with 4500 volumes, a magazine or ladies' reading room, and a large general reading room; on the first floor were billiards, games and committee rooms with an apartment for the caretaker on the second floor.¹⁷⁹ The Institute's old Station Street home became New Shildon's first cinema (see below).¹⁸⁰

Housing

The population of Shildon, including New Shildon, at the time of the 1861 census was 2,947, not much more than the previous decade; but by 1871 it was 5,574, 6,946 in 1881 and 7,870 in 1891.¹⁸¹ The 1871 census indicates the presence of Station, Victoria, Soho, Strand, Adelaide and Mill Streets and others in the vicinity; the general population numbers demonstrate Shildon's rapid growth since the opening of the railway in 1825,

much of it in Old Shildon.¹⁸² However, in New Shildon, Richmond Street appears for the first time, and two 'Houses near the New Colliery' or 'New Colliery Cottages'. The latter housed the family of a colliery smith and a colliery engineer respectively, but this does not appear to be the start of Pears Terrace, but instead a pair of houses to the south east of the colliery buildings. There was now more housing on Redworth Road and many people living to the south of the railway line were employed as coal miners.

In 1881, the census reveals the construction of some additional streets.¹⁸³ These include seven houses on 'Bumble Bee Row' (somewhere between Mill Street and Cross Street), Simpson Street and Plevna St. The siege of Plevna occurred in 1877 during the Russo-Turkish War, now Plevna in modern-day Bulgaria, where Russian advances were held up by the Ottoman army for some months. Station Street, though still mostly residential, contained several shops, showing that some of the houses now also had a commercial use. As in 1871, those living north of the railway line mostly had railway-related occupations, but those living to the south were more likely to work at the colliery. New streets to the south of the railway included North, South and West Streets; Hildyard Terrace – full of miners – is named for the first time, its name alluding to the family who once owned the land on which it stood. An advertisement of 1874 wanted builders, joiners and plasterers 'for the erection of 80 houses at New Shildon', with plans to be seen at the house of Thomas Toward, Shildon; it is not known to which street or streets this refers.¹⁸⁴

There was not a great deal of change in New Shildon by the time of the 1891 census.¹⁸⁵ South of the railway, Barraclough Street was listed for the first time (it contained ten houses and was parallel to Redworth Road, between Richmond and South Streets) as was Pears' Terrace, which had four occupied houses and two being built, suggesting that it was under construction at this time. Pears' Terrace is interesting because it is orientated to face towards Shildon Colliery, with which it is associated, rather than the railway. It is rather formally arranged, with front elevations and large front gardens bounded by yard walls facing the colliery; the houses also have yards at the rear. The 1897 1:2500 OS map represents this development well. The name Pears' Terrace derives from the colliery's owner and manager, George Pears.¹⁸⁶ It also shows how the settlements of Shildon and New Shildon still remained separate, linked by 'New Shildon' (now Byerley) Road, St John's Road, the Surtees Railway and the Black Boys branch line.

The expansion of the wagon works at the end of the 19th century led to an increase in New Shildon's population and there was a consequent requirement for more housing. It was not common for the NER to provide company housing stock for workshop staff; however, due to the workforce or population outgrowing that provided by speculative and local development, the company authorised the construction of a small estate of 121 cottages in New Shildon.¹⁸⁷ It is not known exactly where these houses were constructed, but the ladder of terraces to the immediate south east of the works entrance

seems a probable location. There are far more than 121 houses in this ladder of streets, however, which suggests that the NER was only partly responsible for this large development and that other builders and developers constructed the rest.

Regardless of the drivers for house building, the large-scale development of terraced streets at the southern end of the settlement at the end of the century reflects the growing population and a movement toward better housing. The housing in this area which was closest to the works has been lost in places but overall the style seems to have conformed to standardised designs of the time. The development was also well connected with the school, parsonage and church constructed in the 1860s and 70s.

These new streets (Scott, Tomlin, Charles, Beresford, Adamson and Bouch Streets, with All Saints Road, Kilburn Street, Walter Street, and Hawthorne, Kimberley and Henderson Terraces, the latter later known as Thomas Street) are all listed on the 1901 census, which suggests that they were built within a five-year period from 1897 (as they are not depicted on the OS map revision of that date). The names of the streets allude to local figures, such as the railway engineer and locomotive manufacturer William Bouch (1813-76) and the engineer Daniel Adamson (1820-90), which might suggest that these were the streets constructed by the NER. Other possible luminaries commemorated by these street names were Thomas Henderson (see Character Area 6 for the streets he developed) and Thomas Tomlin (dates unknown, who was active in the Co-op and the NER's works at Shildon).¹⁸⁸ The families who lived there were predominantly employed on the railway and in the works, though some worked in coal mining. Their origins were sometimes local or from County Durham, but the census also records individuals from Ireland, Scotland, Suffolk, Norfolk, Yorkshire (including Middlesbrough), Northumberland and Cumbria. Pear's Terrace had achieved its full extent by the time of the 1901 census, but despite its proximity and relationship with the colliery it mostly housed railway workers in 16 houses. The Working Men's Club was mentioned on Railway Terrace and Hildyard Terrace was still a favoured home for coal miners and their families.¹⁸⁹

Nos. 141-171, Redworth Road and Thickey Terrace were built from late 1907, when tenders for the construction of 'Shawville and Thickey Terrace' were advertised.¹⁹⁰ The row of houses facing Redworth Road has forecourts, front elevations with two-storey polygonal bays and canopied front doors, and large two-storey outshots to the rear. Thickey Terrace's houses are without forecourts and smaller with shallow outshots and paired ground-floor windows separated originally by stone mullions. The rising number of parishioners led to the Church of England's need to house a curate near the Church of All Saints. The architects Kitching and Lee, of Darlington, advertised for tenders to build a curate's house in 1912, at the top of All Saints' Road (no. 32, close to the church and its gates).¹⁹¹ The house, with its foundation plaque, still survives (Figure 31).



Figure 31: The curate's house, All Saints' Road, built in 1912. [Lucy Jessop © Historic England]

Censuses and photographs from the late 19th and early 20th centuries show the provision of shops in many of the houses which fronted Redworth Rd and also in those earlier houses on Station Street and Alma Rd (Figure 32). There appears to have been few purpose-built shops in New Shildon, a place where the front rooms of houses were converted to become commercial spaces.

New Shildon in the 20th and 21st centuries

The population of Shildon Urban District (both Old and New Shildon) in 1901 was 11,759, and it grew to 13,488 in 1911 and 14,165 in 1921 as the rail and coal industries continued to expand.¹⁹² It remained just over 14,000 between 1931 and 1961.¹⁹³ But by 2000 the population was around 10,000 and it remains at this level.¹⁹⁴ At the time of the 2011 census, manufacturing was the area's principal occupation (813), followed by wholesale or retail trade (706), then health and social work (606); the smallest sector was mining and quarrying (8), with 183 employed in transport and storage.¹⁹⁵



Figure 32: Postcard of Station Street in the late 19th century, showing many of the houses with their ground-floor front rooms used as shops. [Reproduced with permission of Lucy Jessop / Historic England]

This demonstrates the dramatic decline in both mining and railway engineering during the 20th century: in 1911, there were 658 people employed on the railway, 680 in engineering of vehicles (presumably mostly at Shildon Works) and 1717 in mining.¹⁹⁶

In 1915, when the 1:2500 OS revision was made (published 1920), the two settlements of Shildon and New Shildon had finally joined, with some development northwards along Shildon (Byerley) Road meeting the many streets of housing built south of Shildon. The landscape around the developing settlement, however, remained largely unchanged, as aerial photographs of the 1940s and 1950s show. But the post-war rise in intensive farming, especially arable, and opencast mining changed that considerably, and few of those features – such as ridge and furrow – can be seen today.¹⁹⁷

New Shildon remained fairly unchanged during the Second World War, although the works remained a large manufacturer and repairer of wagons, and steam locomotives were serviced there once again.¹⁹⁸ However, air raid shelters were built in several locations nearby. Nineteen were built, some in a group to the west of Byerley Road,

close to the railway works, now the site of the Redworth House care home; another large group serving the works were constructed south of the railway line.¹⁹⁹ A further four were in the grounds of All Saints' Church of England school, as shown in RAF vertical aerial photography of 1946; they were demolished by 2015.²⁰⁰ The drill hall, formerly the British School on Station Street, became a meeting hall for the Salvation Army by 1939.²⁰¹ There were three small practice trenches to the west of Byerley Road, in the grounds of St Thomas' Roman Catholic church hall, now possibly levelled.²⁰²

After the Local Government Act of 1972, Shildon came under the governance of Sedgfield District Council from 1974 to 2009. This grouped it with Newton Aycliffe, to the south east, rather than Bishop Auckland, a town with which it had more traditional and local links. Having supplied labour to the wartime Aycliffe Royal Ordnance Factory, Shildon thereafter identified with Newton Aycliffe and wanted to share its New Town growth.²⁰³ Since 2009, it has been administered by County Durham, although it retains its town council.

New Shildon and the railway

The railway remained a predominant employer in and around Shildon until the later 20th century, principally due to Shildon Works. The NER made some major changes to its railway infrastructure in and around New Shildon in the first half of the 20th century. This included the electrification of the line from Shildon to Newport between 1913 and 1915.²⁰⁴ Electrification became uneconomic and ceased in 1935, returning to steam. In the same year, the NER closed the vast marshalling yard: coal traffic had declined due to the changing needs of coal transportation and difficulties in the coal industry in the 1920s.²⁰⁵

Following the Railways Act of 1921, the London and North Eastern Railway (LNER) was created in 1923, taking over the historic S&DR and grouping the NER's operation with the Great Eastern, the Great Northern, and lines throughout Scotland, Yorkshire, Nottinghamshire and Lincolnshire.²⁰⁶ The government had seen the benefits of national control during the First World War and, although the four massive railway companies created in 1923 were still privately owned, the Act foreshadowed the nationalised British Rail (BR) created in 1948 following the Transport Act of 1947.²⁰⁷

The centenary of the foundation of the S&DR in 1925 was celebrated in Shildon with the unveiling of a bronze statue of Timothy Hackworth in the recreation ground (later Hackworth Park). A tablet, paid for by LNER, was also erected at the Mason's Arms crossing, commemorating the departure from 'near this site' of 'the first passenger train drawn by a steam engine'.²⁰⁸ Hackworth's statue, vandalised in the 1960s, was replaced in 2003 and the plaque is also no longer in situ.²⁰⁹

In 1935, the engine shed at Shildon Works ceased to be used, due to the working out of the South Durham coalfield and the reduction in the number of wagons required. It was subsequently converted to become the wagon repair shop. Extensions were made

to the offices and canteen to add a printing room, ambulance room and toilet facilities. These were later replaced by a much larger extension to the rear in 1942 to provide facilities for women workers with separate toilet facilities, a larger kitchen and a separate women's canteen.²¹⁰

Immediately after the Second World War the wagon works were further developed to provide additional workshop space, mainly in the form of steel-framed sheds. A complex of these was built around the north, east and west elevations of the hydraulic powerhouse leaving only its south side exposed. These sheds were used as the lift and brake shop. A plan survives of the shed for 'light plate work' which abutted the west elevation.²¹¹ A 1946 vertical aerial photograph shows these sheds as completed, or at least roofed at that time. An extension was added on to the north elevation of the former engine shed to increase capacity for wagon repairs.

Shildon Works continued in use following the nationalisation of the railways in 1948. New offices were built on Byerley Road just to the north of the works in 1956, now the site of the Redworth House Care Home.²¹² There was investment in Shildon by BR in the 1960s, with a modernisation programme costing £800,000, even though BR had been reorganised and was now run by the British Railway Workshops Division from Derby. This included the installation of new machinery and plant in 1965.²¹³ The 1968 Transport Act established British Rail Engineering Ltd (BREL), to separate it from BR, and so Shildon was moved into this part of the organisation. After another modernisation

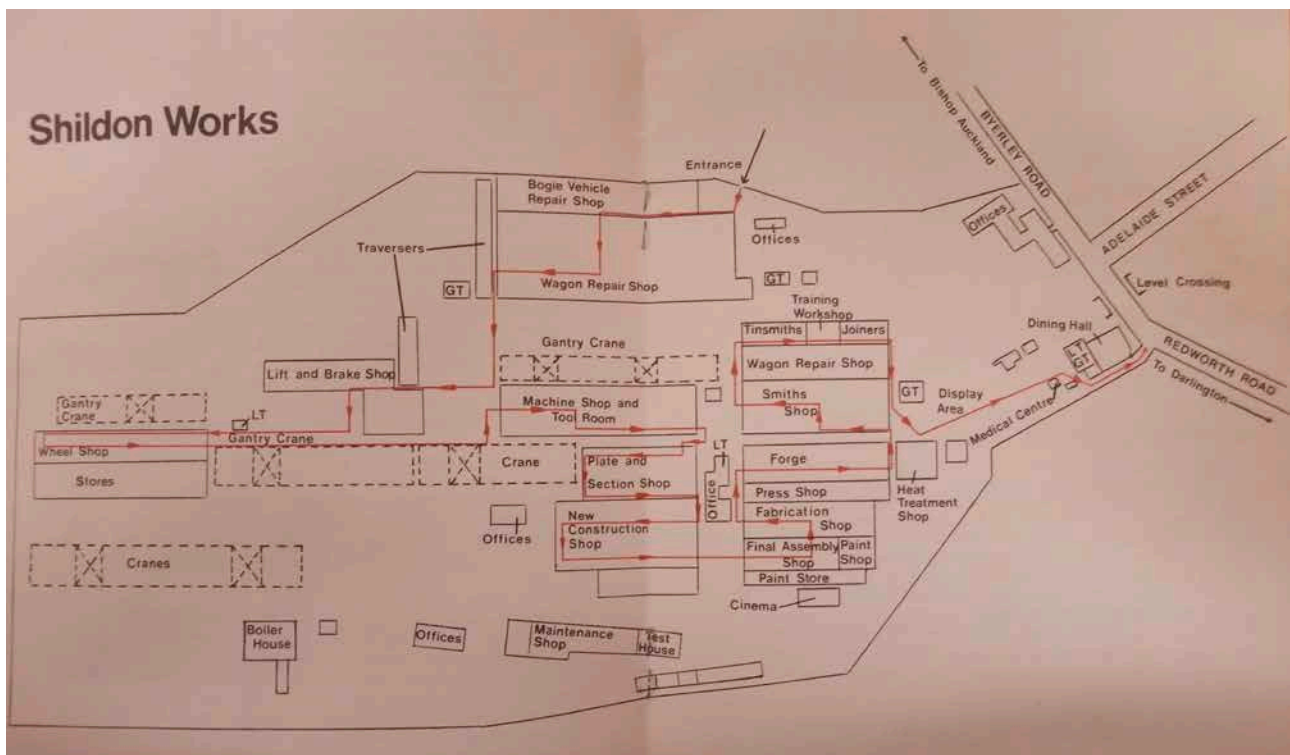


Figure 33: Plan of Shildon Works in 1976, from a booklet for the open day held on 21 August 1976. [Copy supplied by Northern Eastern Railway Association, NERA 1930-1]

in 1973, it was now the 'largest wagon works in BREL with extensive contracts from both home and abroad', described by the managing director in the early 1980s as 'the premier wagon works in Europe and the jewel in the crown of BREL'.²¹⁴ Later 20th century photographs show much taller sheds than those built by the NER which were perhaps added in this BR period. Plans also show the construction of toilet facilities for the works.²¹⁵

In 1975 the works took part in the 150th anniversary of the S&DR, hosting a steam cavalcade which started from the works site. The works celebrated its own 150th anniversary in 1983 with a special opening of the site for visitors to tour the workshops; however, this was under the cloud of the threat of closure, announced on 23 April 1982, which, despite protests and hard-fought campaigning, occurred on 30 June 1984.²¹⁶ Over 2,500 people worked there at the time of its closure.

The closure of Shildon Works led to the creation of the Shildon and Sedgfield Development Agency (SASDA), since merged to become the South Durham Enterprise Agency.²¹⁷ This aimed at attracting investment and employment to the area; the North East of England already having an unemployment rate of 17.3% in 1983, when the national average was 12.9%.²¹⁸ Sedgfield District Council thought that 2,180 jobs would be lost, over half the town's workforce; unemployment in the area around Shildon and Bishop Auckland would rise to over 30% and male unemployment in the Shildon Ward would rise to 50% with the closure.²¹⁹ A further 450 jobs in the local supply chain would go. As of May 1986, it was claimed by the Earl of Caithness in the House of Lords that SASDA, funded by BREL, had found 710 jobs at Shildon with the potential for more.²²⁰ These jobs, of course were not in railway engineering, but in other manufacturing areas, often for small companies.²²¹

Closure of the works not only affected the individuals who worked there, but it also had consequences for the wider community and its buildings. The NER Railway Institute, for example, was owned by British Rail until it was sold to the then management committee for £1.²²² It remains in community hands and has launched a campaign, 'Save Our Stute', to keep the institute sustainable for the future.

Non-railway employment in New Shildon

The 1920s were a time of intense economic distress nationally but particularly in the mining districts of County Durham, leading to the general strike of 1926 and continuing low wages and unemployment thereafter. New Shildon's colliery closed on 15 March 1924 and in April 1927 the Shildon Coal Company was wound up stating 'the mines cannot be worked to a profit'.²²³ The colliery plant including the winding engine, hauling engines, boilers and office furniture were advertised for sale by tender in May of the same year.²²⁴ All was not well in Shildon: the town's religious ministers asked the nation in *The Times* for donations of money and clothing in December 1929 to relieve the cold and hungry.²²⁵

Coal mining, though eventually in decline, continued to be a key employer for the Shildon area for some time. In 1911, 1717 people in Shildon were employed in the mining and quarrying sector, but by 1931, the number employed was 1050 and in 1951 it was 990.²²⁶ Eldon Colliery closed in 1932, but the Princes Street drift mine opened to the west of Old Shildon (operational 1939-58) and Thickley Colliery operated on the southern edge of Shildon Works in 1935-40.²²⁷ South Shildon Colliery, to the south of the church, vicarage and burial ground of All Saints' was worked between 1929 and 1958.²²⁸ New Shildon Drift (west of Shildon Works) was operated by the National Coal Board (NCB) in 1949-65, and it was reopened by the Storey Lodge Colliery Co. Ltd between 1975 and 1985.²²⁹ There were also mines at Brusselton from 1834 (closed 1968) and Hags Lane (1960-64, 1980-85).²³⁰ The heyday of coal mining came to an end in the later 20th century, leaving Shildon and the West Durham coalfield without one of its largest employers. Today, the A6072 (built in the late 1980s) links the sites of New Shildon Drift, Thickley and South Shildon Collieries, bypassing the south-western fringes of Shildon and the former wagon works.²³¹

The former workshop buildings of Soho Works were repurposed for use by the gas works in 1905, requiring reroofing and the rebuilding of the chimney stack.²³² The gas works were already disused by 1915, however, when the 1:2500 OS map was revised. Already in a very poor condition in 1945, a significant portion of the former buildings of Soho Works were demolished in 1946-47, including the former Erecting Shop, Forge, Smiths' Shop and Machine Shop.²³³

With the demise of the coal industry and railway manufacturing came the rise of the industrial estate. In 1937, the site of 'Dabble Duck Colliery' (an alternative name for Shildon Colliery) was to be cleared of debris in order to provide a site for factories, right in the heart of New Shildon.²³⁴ This was done under the auspices of the South-West Durham Improvement Association, a body created in 1937 by the Commissioner for the Special Areas, with the aim to bring regeneration to those areas where unemployment figures were above the national average; the cause of this in West Durham was the working out of coal in the area's established mines.²³⁵ The 1:2500 OS map revised in 1939 but published in 1946 shows an empty site with buildings and machinery removed at the centre of the settlement.

Aerial photographs taken immediately after the Second World War show the rapid development of the former colliery site, creating a new industrial estate comprising a number of factory buildings between 1946 and 1948 (Figure 34). These were constructed by North Eastern Trading Estates Ltd., established in 1936 by the government to build Team Valley Trading Estate, the country's first government-built industrial estate.²³⁶ Various applications were made to the Board of Trade for funding the Dabble Duck Trading Estate, as it was known, including in May 1946 for a 'Type 90 Factory' 24,400 sq. ft. in area and at a cost of £24,000.²³⁷ A concrete factory for Prestcrete was also required. A further application in July 1947 was to extend the road, footpaths and drains in the estate, in preparation for the building of a further factory; prior to this the road did not run the full length of the site.²³⁸



Figure 34: RAF aerial photograph of New Shildon taken in August 1946, showing the colliery site cleared and the adjacent construction of Dalton Crescent. [Detail of RAF 106G/UK1700 v 508 27-AUG-1946 Historic England Archive (RAF Photography)]

Alfred Morris Furnishings, making nylon rugs and carpets, moved onto the new estate in 1949 into what was known as Blyvoor Works; it branched into making real and faux fur coats until 1988 and was renamed Astraka Ltd.²³⁹ They expanded their factory to 10,000 sq. ft. in 1959 and sold their wares as far afield as Russia.²⁴⁰ Its successor was Llanelli, who made car components, which moved into the factory in 1989.²⁴¹ The Shildon Carpet Company (part of the same group as Alfred Morris and Astraka) was making Bri-Nylon carpets there by 1961, using designs in 1965 by students of the Royal College of Art.²⁴² Three of the 1940s buildings survive: the units occupied by Blue Diamond Engineering south of the road, TierGlobal and Woodland Floors Ltd on the east end of the site, and the large, re-cladded multi-use building next to Pears Terrace.

A warehouse was built for Geest Industries Ltd in 1966 on Dale Road for ripening and distributing bananas from the Windward Islands.²⁴³ Nearby, Jesse Harold, a clothing firm, occupied a factory advertised as 'end of industrial estate' from around 1970 to 1982.²⁴⁴ This was presumably the complex of factory and warehouse shown on the 1982 1:10,000 OS map to the south of the railway and its bridge, and east of Dale Road, creating the road which leads to Locomotion today.²⁴⁵ Both factory and warehouse have been demolished, the latter providing the site for the museum's new building currently under construction.

Several factories were built south of New Shildon on Redworth Road, including the George Reynolds Industrial Estate.²⁴⁶ This included a 1968 factory for Dufay Paints (later rebranded for PPG Industries). The All Saints Industrial Estate to the north of Dufay's linked this new industrial quarter to New Shildon proper; it was built on former allotments east of the road, close to the complex of church, vicarage and school. It first appears on the 1:10,000 OS map published in 1992.²⁴⁷

The wagon works site, following a report by Owen Luder Partnerships in 1984, became another industrial estate, containing businesses working out of many of the existing buildings, some demolition and some new additions.²⁴⁸ The principal survivors from Shildon Works, as discussed in Character Area 4, are the long sheds to the immediate north and south of the road which replaced the railway line to the Brusselton Incline. Much of the southern half of the Dabble Duck Industrial Estate was redeveloped in 1999, when a large factory was demolished and replaced with 11 steel-framed units.²⁴⁹

Housing and education

Early 20th-century housing in New Shildon continued close to the late 19th-century houses on and to the south of Redworth Road. The NER owned the stretch of land along Redworth Road which was earmarked for future extension of their Railway Institute building.²⁵⁰ It was ultimately used to construct a terrace of four cottages out of the NER Cottage Home Benevolent Fund in 1923, as the date plaque over the central archway records.

By 1914, when the 1:2500 3rd edition OS map was revised (published in 1920), two rows of houses had been built at the south end of Spout (now Dale) Lane, near the junction of Redworth Road and close to Thickley Terrace; the southernmost was stone-fronted, the other was built all in red brick. Six pairs of 1920s houses were built opposite, to two different designs but both sharing a mixture of red brick and render. These were joined on the south-eastern side of the road by five interwar red-brick bungalows, two pairs and one detached. Allotments ran behind the two terraces, with a series of unidentified structures directly behind the southernmost one.

Following the 1919 Housing Act, an estate of semi-detached local authority housing was planned to the north of Dale Road and Spout Lane. The buildings of Dalton Crescent and Cottages are to an inter-war design but for whatever reason the scheme was not carried out until immediately after the Second World War (see Figure 34). The same is true for a crescent of bungalows on the south side of Middleton Road. Middleton Road was laid out and some houses built by 1939, when the 1:2500 OS map was revised (published 1946), but the bungalow crescent had not yet been started. Beyond these two relatively small developments there was little housing built for many years. The exception were the bungalows of Hackworth Close, next to Soho Cottages, which appear to be brand new on a 1965 promotional film for South West Durham.²⁵¹

New Shildon's 19th-century housing stock was subject to considerable clearances in the later 20th century. By 1962, Mechanic Street and Strand Street had been cleared, according to the 1:2500 OS map of that year, creating a large open space to the north of the railway line which was filled much later by detached private houses built from about 1996.²⁵² The majority of buildings from Adelaide Street, Simpson Street, and the western side of Alma Road, were cleared between 1977 and 1979. Sedgefield Council planned to purchase the resultant land and sell it for redevelopment, with the exception of the Mission Hall, Chapel Street and No. 39, Strand Street.²⁵³

The earliest replacements were a few large bungalows in Windsor Court, off Alma Road, shown on the 1:10,000 OS map of 1989. By this date, the north side of Soho Street, and all of Alma Road, Short Street and Plevna Street had also gone, with an irregular courtyard of housing placed on the site; in turn, this has been replaced by the Railway Housing Association retirement development named Plevna Mews. Windsor Court was completed by 1992, although some of its houses have since been replaced.²⁵⁴ The large detached houses of Richmond Close and Holly Lodge Care Home have taken up much of the ground once occupied by Simpson Street and Adelaide Streets, built from 1999 onwards.

South of the railway line received similar clearance but not so much redevelopment. Practically all of the triangle of early housing between Redworth Road and Railway Terrace was demolished in stages. Much of the housing survived into the early 1960s but had gone by 1979, leaving the working men's club, Ritz cinema and the Redworth Arms for further demolition campaigns in the 1980s and 90s.²⁵⁵ Two distinct parts of the ladder of streets to the south of Redworth Road were also targeted: the north-western side of South Street to Richmond Street and Beresford Street and Charles Street to Tomlin Street. The South Street to Richmond Street block had been taken down incrementally during the 1960s and 70s.²⁵⁶ The Victorian houses fronting Redworth Road were kept as were those on one side of South Street, all of Scott Street and a part of Tomlin Street.

Their replacements were made gradually, and some sites were left undeveloped, particularly the South Street to Richmond Street area. The allotments behind the Railway Institute were developed first, by 1982, with the bungalows and communal hub of Harrison Close, run by Livin, a housing association.²⁵⁷ Between 2004 and 2005, planning permission was granted for the construction of a large housing estate in two phases, considered by local councillors to be regeneration and coinciding with the opening of the museum Locomotion. The first was for 90 two-storey houses by Broseley Homes, mainly on former agricultural land between those former terraces and the A6072 to the south; however, it did include some on the northern parts of the former terraces, now 'Woodland View', and a park occupying the former Charles and Beresford Streets.²⁵⁸

Some greenfield development has also taken place in the early 21st century. The second phase of redevelopment south of Redworth Road was for a further 25 two-storey houses, south of the first, on allotments and fields backing onto the A6072. The houses

of Woodland View, The Mallards and Blue Bell Walk were built in 2004 and Celandine Way, Foxglove Way and Primrose Drive around 2005-06.²⁵⁹ A small enclave of houses in Royal George Close, south of the former All Saints school, was built in 2003. The new development of 'Middridge Vale' (constructed 2019-22), north of the railway and to the east of Spout Lane (consisting of Sterling, Wordsell and Drummond Ways, Peppercorn Close, Gresley Drive and Adams, Sturrock and Raven Courts) is built on fields between Spout Lane and the disused Thickley Quarry.

Changes in housing also led to changes in the provision of schooling in the area. In 1971 it was announced that County Durham wanted to move All Saints Church of England Infants and Junior school from New Shildon, building it a new school over 2 miles away on the Jubilee Fields estate.²⁶⁰ This was a large greenfield development of 1960s and 70s houses to the east of the Black Boys branch line, eventually joining up Old and New Shildon. The replacement school, St John's Church of England Primary, was built on the Coronation Allotments. All Saints was New Shildon's only primary school to the south of the railway line; the three existing schools are all north of the track. The former All Saints school building has been converted into an assisted living facility (see Character Area 7). Sunnydale Secondary School was built in 1968 to the north of St John's, on the site of the Sunnydale Allotments; it was originally a Secondary Modern school.²⁶¹ Latterly known as the Sunnydale campus of Greenfield Community College, it closed in 2020 and it was announced in 2022 that it would be demolished and replaced by a new school in Newton Aycliffe.²⁶²

Alongside mainstream housing, there was also a greater provision of care facilities. A 10-bed community care unit on the south side of Middleton Road was granted planning permission in 1992. The large Redworth House nursing home received planning permission in 2003, on a site to the west of Byerley Road and close to the former Mason's Arms crossing. It was joined by Holly Lodge Care Home, which received planning permission in 2004, on the large cleared plot between Chapel and Adelaide Streets. The former All Saints School was converted into sheltered housing; it is now known as The Grange.²⁶³

Places of worship

The later 20th century was not kind to places of worship across England, due to dwindling congregations, and New Shildon was no exception. The Soho Street Methodist Church closed in the early 1960s, but its listed building survives and has been converted into flats. By the 1980s, the Primitive Methodist chapel on St John's Road had been demolished, replaced by a row of four houses. All Saints Church was declared redundant in 1998; it has since been bought by private owners, but no development work has taken place.

However, this decline was not seen in places of worship for every denomination in New Shildon. The Salvation Army, who for many years used the old British School on Station Street, built a new worship and community centre, designed by Burns Architects, in 1995-96.²⁶⁴ It is just to the north of the old British School (which is now a dance academy), on a site formerly occupied by terraced houses and bounded by Mill, Soho and Cross Streets. The Spiritualist Church still uses their Middleton Road building and the former Mission Hall in Chapel Street, though now secular, has been occupied until recently by a nursery.

Entertainment and leisure

New Shildon's first cinema was the Magnet, on the east side of Magnet Street and at the rear of Pears' Terrace. It opened in 1910, apparently in an auditorium created from several terraced houses; it was renamed the Magnet Picture House in 1920 and became



Figure 35: A photograph taken in 1977 showing the former Mechanics Institute used as the Essoldo Cinema and the former British School used by the Salvation Army. [Archive of the Weardale Railway Trust, Shildon No. 42]

the Rex after the second world war, closing around 1958 to become a dance, then bingo, hall. It was demolished in the 1970s, as was the rest of the street.²⁶⁵ Once the Mechanics' Institute had moved into its new building on Redworth Road, its old home became New Shildon's second cinema, first named the Picture House in 1915, then the Essoldo in 1947 (Figure 35). It closed in 1969 and its site remains vacant today, containing a garden.²⁶⁶

The extended Working Men's Club on Railway Terrace was still operating at the time of the 1962 1:2500 OS map and it was doubled in size with an extension to the east over the cleared Otley Street by 1979, the date of the 1:1250 OS map. It closed in 2000, purchased by Sedgefield Borough Council in 2002 in order to demolish it 'to assist securing the regeneration of the New Shildon Area'.²⁶⁷ It had once hosted leading comedy and music acts, but the closure of Shildon Works had hastened its demise. Its site, between Railway Terrace and Redworth Road, is now a car park for Locomotion.

By 1939, when the 1:2500 OS map was revised, there were many pubs and inns in New Shildon. To the south of the railway line, there were several on Redworth Road, including the purpose-built Redworth Arms of about 1900 on the corner with Blake Street (demolished).²⁶⁸ North of the tracks was the Fleece Inn on the corner of Mechanic and Station Streets, the Nag's Head and Ship Inn on Strand Street, the Black Bull on Byerley Road, all demolished. The building housing the Commercial Inn (latterly the Flag & Whistle, now shut) still stands on Mill Street, but there was also the Greyhound (demolished).²⁶⁹ Today, there is only one pub surviving in New Shildon: the Masons' Arms (now the Cape to Cairo); the Locomotive, nearby on Byerley Road, is now closed.

In the 1970s, after a campaign by Hackworth's great-grandson Reginald Hackworth-Young and his daughter Jane, Hackworth's house and cottages at Soho – by then, council-owned – were restored.²⁷⁰ They became a museum in 1975 to celebrate Timothy Hackworth and Shildon's early railway history, as well as marking the 150th anniversary of the S&DR.²⁷¹ The Queen Mother opened the museum on 17 July 1975.²⁷² This museum paved the way for Shildon being recognised as a historic railway centre, drawing visitors interested in the town's history and heritage, and it opened a new chapter of heritage-led regeneration in the town.

Regeneration schemes for the area in the 21st century included the construction of Locomotion, opened in 2004 by Sedgefield MP and Prime Minister Tony Blair, a £11 million railway museum which was a joint enterprise between the National Railway Museum – now the Science Museum Group – and Sedgefield Borough Council (part of Durham County Council since 2009). The guardianship of the buildings at Soho which had previously been the Timothy Hackworth Museum – Hackworth's house and cottages, and the former iron warehouse – passed to Locomotion, and they were joined by the former Methodist Sunday School. A new collection building (now the Main Hall) was constructed to the east of New Shildon in 2003-4, designed by Austin-Smith:Lord,

to house much of the National Railway Museum's collection of rolling stock (Figure 36).²⁷³ There is also a conservation workshop; the museum and workshop attract many volunteers and visitors.

The museum has proved extremely popular, hence its current expansion. Locomotion is constructing a new building (the New Hall) to be opened in 2023, which should add considerably to the visitor experience. It will allow the display of more of the collection, estimated to be an additional 45 vehicles.²⁷⁴ In addition, many of the museum's historic buildings, particularly between Soho and the main building, have been restored by Durham County Council and the Science Museum Group since 2020, during the lifetime of the HAZ.



Figure 36: Locomotion, on the site of the former railway sidings, photographed in 2021. [Detail of HEA_34133_029 23-NOV-2021 © Historic England Archive]

Character Areas

Character Area 1: New Shildon's historic railway centre

Character Area 1 is based around the route of the S&DR railway from the Mason's Arms to Locomotion and taking in most of New Shildon's historic and contemporary railway buildings, including the Soho area (Figure 37). It includes the footprint of the Stockton & Darlington Railway main line to Witton Park (1825); the junction with the Black Boy Branch (1827); the junction with the Copycrook Branch, later the Surtees Railway (1831); and the Shildon Tunnel Branch (1842) which is also the present line from Darlington to Bishop Auckland. Its built environment is highly important for understanding and communicating the history and development of the S&DR and its successors, as well as the associated rail industry which developed around it.

The area has a post-industrial feel, with the former 1825 track bed and other routes now tarmacked footpaths, with grassy verges and trees within the stone walls which once contained the mainline. The railway is still present, at least between Locomotion and the

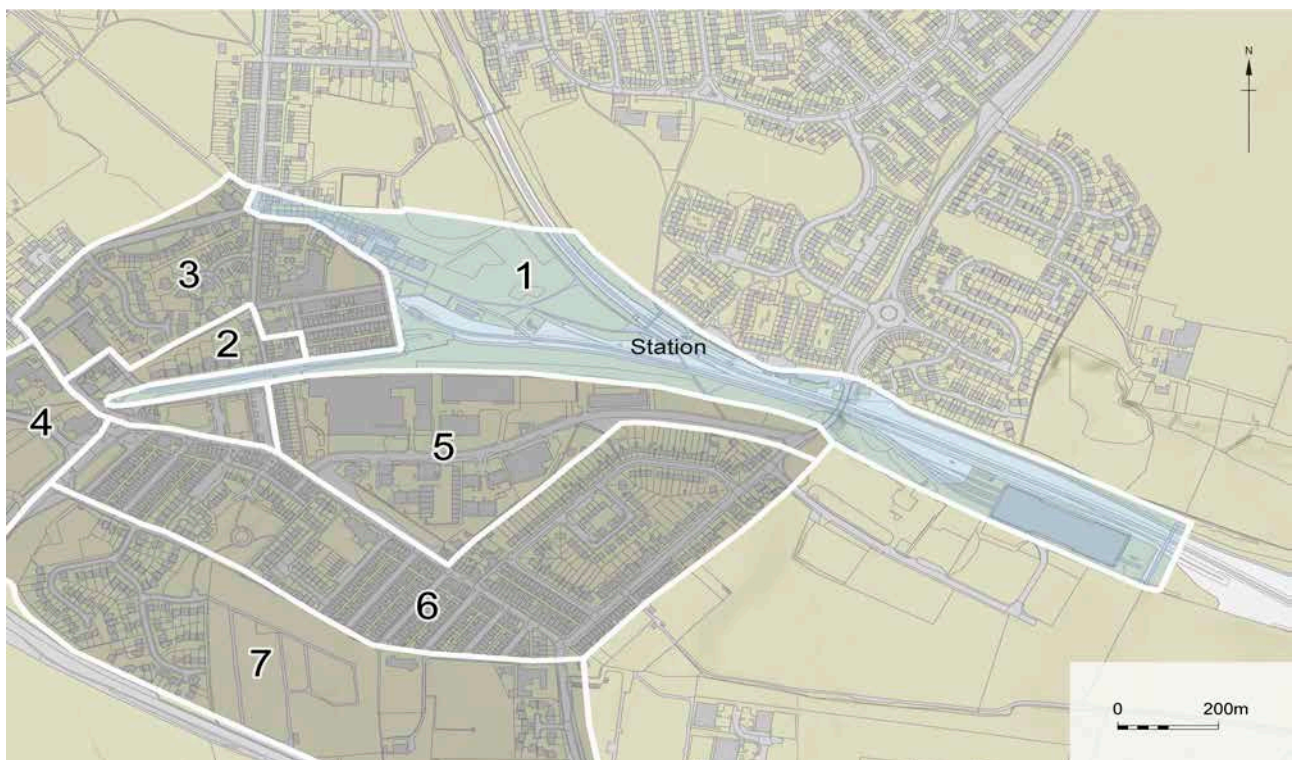


Figure 37: Character Area 1, encompassing the S&DR's trackbed, the station, the former sidings, the Soho area and Locomotion. [© Historic England and © Crown Copyright and database right 2023. All rights reserved. Ordnance Survey Licence number 100024900]



Figure 38: An aerial view of part of Character Area 1, showing the lineside cabins, the Soho Shed and part of the original S&DR trackbed. [Detail of HEA_34133_043 23-NOV-2021 © Historic England Archive]

Shildon Tunnel, accompanied by some working railway infrastructure, such as the station platforms and signal box. Topographically, the area is largely flat with a gentle slope to the north, though it is considerably better drained than it was before 1821 when this was marshy farmland. But it is green, with the area once occupied by track, sidings, gas works, workshops and branch line now grassed and wooded. However, the steel lamp posts, the car park close to Soho, and the heavy posts which once carried Locomotion's signage have a municipal ethos.

The railway

A footpath now occupies the course of the original S&DR main line from Witton Park to Stockton, running from the former Mason's Arms level crossing to the Spout Lane road bridge near Locomotion (Figure 38). It is a hardstanding path with grass borders and 21st-century street furniture, giving little sense of the many tracks and sidings which once characterised this part of the railway. This area helps to convey a sense of the topography here which determined the route of the S&DR – sitting between the gently rising ground to the north and south. This effect is reinforced more today by tree planting rather than the level of the ground itself. North of the path is a single railway track which runs between the goods shed and Locomotion. This is a key element for communicating the historic form and significance of the area, reminding the viewer of its railway past; it also helps to create linear views. However, it is enclosed in a timber fence, with metal gates at the crossings.

The former track bed is contained on both sides within stone walls from the lineside cabins to the Mason's Arms; these walls have been noted as being typical of the western end of the S&DR line with hedging more commonly used to the east, beyond Darlington.²⁷⁵ To the north of the track bed, the wall is formed of coursed roughly-squared sandstone and topped by triangular coping. This corresponds with the established design for the Company's boundaries, although the stones here are mortared; drystone walling is usually found elsewhere on the former line.²⁷⁶ These boundary walls once sloped upwards to edge the steps up to the previous footbridge from Mill Street across the line.²⁷⁷ This slope was reduced to its present consistent height when the footbridge was rebuilt in the late 20th century, slightly east of its original position and incorporating a concrete access ramp. The boundary wall survives well along the length and curves of Station Street, retaining the abutments for the original footbridge. It also enclosed the goods shed and its sidings, as it does today.

The wall to the south of the track bed is noticeably different and is just over half the length of that to the north, running from the former Mason's Arms crossing to the rear of Pears' Terrace. It incorporates a high proportion of uncoursed rubble, with patches of squared sandstone and heavy repointing which suggest a high level of alteration. There are no coping stones to this section, simply rough rubblestone caps. The western end of the wall is of roughly coursed squared sandstone.

There are two level crossings on this line, one to the east of the coal drops and the other south of the lineside cabins. Between the latter and the coal drops were the junctions with the Black Boy Branch Railway, and the Copycrook Branch Railway (later Surtees Railway). Their original linear form is difficult to establish at present, particularly on the former Black Boy branch which is heavily overgrown between the coal drops and the lineside cabins. The route of the Copycrook Branch can be observed between Soho Cottages and the Soho engine shed, with glimpsed views of the lineside cabins; however, the view to the north-west is impeded by Hackworth Close. The footprint of both branches is more visible beyond the HAA study area, in the Surtees Rail Trail that runs north-west from Alma Road and the footpath north of Shildon Railway Sports & Social Club (Hackworth Street).

This character area also contains the live running line from the Thickey Wood footbridge, past Locomotion and Shildon station; this continues beyond the HAA study area with the aqueduct and Shildon tunnel north of the station. This line is a combination of the original 1825 S&DR mainline and the Tunnel Branch of 1842. It is contained within metal gridded fencing with green posts and along its northern edge a path or lane runs alongside it between the station and the Thickey Wood footbridge, and thence to Newton Aycliffe.

Railway structures

The opening of the two S&DR branch lines – to Black Boy (1827) and Copycrook (1831) – created a focal point for rail-related activities and associated buildings at what was then the eastern edge of New Shildon. Thomas Dixon's 1839 survey of the S&DR show the junction of these three lines (see Figure 13), including a small group of buildings (since demolished); a similar arrangement can be found on the 1:2500 OS map surveyed in 1857.²⁷⁸

The building generally known as the Soho Engine Shed or Kilburns' Warehouse is one of the earliest associated with the S&DR in Shildon and is listed at Grade II* (Figure 39).²⁷⁹ It was built originally as a warehouse for Messrs. Kilburn of Bishop Auckland in 1826, just one year after the opening of the S&DR. This was probably the business of Henry Kilburn and sons, an ironmonger and merchant in Newgate Street, Bishop Auckland in 1828.²⁸⁰ The warehouse's location was clearly chosen to take full advantage of the newly opened railway to transport iron along the line; leased to Hackworth's Soho Works in 1842, it was later sold to the NER when Soho was amalgamated with the S&DR in 1863.²⁸¹ The shed was then adapted for use as a paint shop, complete with underfloor heating to improve drying time, enabling two locomotives a week to be painted during the 1870s.²⁸² The building became a gym for the Shildon Railway Institute in the early 20th century, then home to a nationally renowned boxing academy and the Shildon Works Silver Band.²⁸³ It was restored in 1978 and became part of the Timothy Hackworth Museum, then renovated in 2021 by SMG Locomotion.



Figure 39: The Soho Shed, originally Kilburns' warehouse. [Alun Bull © Historic England Archive, DP289844]

The Soho Shed is rectangular in plan, with rubblestone walling, roughly dressed quoins and a slate roof. The long elevations each have seven windows with external shutters and flat timber lintels. The end gables are coped and supported by shaped kneelers, all of which appear to have been replaced during the 1970s restoration. The north-west gable end contains a pair of tall timber doors with iron strap hinges under a wide timber lintel supported by a central post. Above this is a square louvred vent and a lamp hung on a metal bracket. Abutting the south-east gable is a huge stone chimney, of more regularly squared sandstone, with the upper section tapering from a projecting string course, added after the OS map was surveyed in 1856. Wrapped around the north side of the chimney is a single-storey lean-to addition built in coursed sandstone with hammer-dressed quoins and a slate roof; its sole opening is a plain door in its south elevation. It was built as a paint store when the shed was repurposed in the 1860s and post-dates the chimney.

Internally, the shed is undivided and open to the king-post roof trusses. Two railway lines run the length of the building, with inspection pits below formed by squared stone walls and brick floors. The walls contain evidence of changes to the structure, notably at the north-west end where the internal width is wider, and straight joints (internal and external) on the north wall may indicate former openings. In the south-east wall is a brick hearth served by the chimney, and adjacent is an iron door into the former paint store.

This is a simple whitewashed room; the stone-flagged floor and stone-flagged internal roof supported on iron joists was designed for fireproofing. The form of the joists varies, and they may be reused pieces from track construction. As part of Locomotion, the shed currently houses a Thomas Hackworth engine, *Braddyl* (or *Nelson* as it may have been called), S&DR chaldron wagons, the former Shildon Works bell and a stationary beam engine.²⁸⁴

The lineside cabins, sometimes also known as the Black Boy stables, are a complex of four single-celled buildings sited between the former Black Boy Branch and the Surtees Railway; they are listed at Grade II (Figure 40).²⁸⁵ They were restored for the 1975 celebrations but heavily damaged by fire in 1985; they were restored again in 2021. These events have caused the loss of much historic fabric and, to ensure their security, all window openings now contain blank panels which replicate former glazing patterns. Although a small structure is shown in their location on Dixon's 1839 survey, the plan has insufficient detail to establish this as one of the buildings now on the site. While commonly thought to have stabled horses working on the railway, none of the buildings appear to have been stables, though the largest building may have been a store for horse feed.²⁸⁶

This central building has coursed sandstone on its principal (south-west) elevation in contrast with the smaller rubble on its other elevations. The higher-quality elevation faces the main line and the Surtees Railway which suggests a closer relationship



Figure 40: The lineside cabins, seen from the south. [Lucy Jessop © Historic England]

with them, rather than with the Black Boy Branch with which the structures are often associated. This cabin appears on the 1853 plan for the sale of Soho Works; however, the plan's level of detail is so low that the single building shown may represent more than one structure. The front elevation has three bays comprising a central door flanked by two windows with large stone lintels. The south-east elevation has an opening in the gable, serving an attic storey, and below this are a few straight joints in the masonry which may suggest a former opening on the ground floor. The north-west elevation has a small window opening adjacent to the join with another of the cabins.

The smaller building to the west might have served as a tack room or a banksmen's cabin, used to supervise the bottom of the incline; it first appears on the OS map surveyed in 1856 (see Figure 12).²⁸⁷ Its walls are of coursed sandstone, with some quoins at the corners and a mono-pitched roof with flat coping stones; its main face, as with the earlier structure, faces away from the Black Boy Branch. The south-east elevation has a door and small window, both with large stone lintels. To the side of the door is some brick infill at the corner of the building. Historic photographs show that this cabin was heated by a chimney stack in the south-east wall, abutting the provender store. Attached to the rear of this cabin is another stone-built single-cell cabin which appears between the date of a 1912 line diagram and the 1915 revision of the 1:2,500 OS map.²⁸⁸ It is labelled on a 1925 LNER plan as a gas meter house.²⁸⁹ It has a single opening on its north-east elevation, which contains a double door underneath an iron lintel.

The final building of this group is detached from the others, to the south-east. It also first appears on the 1856 (surveyed) OS map and overlooks where the two branches joined the main line, so may have been a base for staff who were supervising operations on the railway. It is polygonal in plan, with its south-east corner at an angle, built of coursed sandstone rubble, and has small window openings on the north-east and south-west walls with a doorway in the south-east wall. There are stout quoins on each corner; however, they tend to be only at lower levels, so they are perhaps a legacy of an earlier phase. The most prominent feature is the crenellated parapet, the present appearance of which is a product of the 2021 restoration based on depictions in early 20th-century photographs. The form of this building is similar to the plate layer's cabin at Simpasture, which also had decorative crenellation, suggesting a conscious design choice for mid-19th-century lineside cabins by the S&DR.²⁹⁰

The Goods Shed, listed at Grade II, was built by the S&DR in the middle of the 19th century (Figure 41).²⁹¹ S&DR company minutes from 1855 state the need for a goods shed in Shildon and note the completion of plans for one: it was probably built in the late 1850s after the 1856 survey date for the 1:2,500 OS map.²⁹² It sits within a yard bounded by a wall of squared sandstone rubble topped with rounded coping stones, with a vehicle gateway at the north-west corner formed by a timber gate and posts. The wall extends east, passing south of the Soho Engine Shed and terminates just south-west of the Lineside Cabins. To the west, the wall forms a boundary with Station Street, formerly

enclosing the yard in its entirety. A section of this wall has been removed to give access to a car park, though part of the boundary to the south still survives, abutting the earlier railway cutting boundary wall.

The Goods Shed is a rectangular single-storey shed with a slightly lower single-cell office attached at the south-east corner. It is constructed of uncoursed sandstone rubble, incorporating a high proportion of reused stone sleeper blocks from the early days of the S&DR. The quoins and openings are formed by dressed ashlar with margined tooling, the roof is slated and has flat, coped gables supported by stone kneelers. The rail entrance is through a tall flat-headed timber board door in the south-east wall, with the track running straight through the shed and exiting via another in the north-west wall. The south-west elevation contains a cart entrance under a segmental arch formed by stone voussoirs springing from quoins. On the north-east elevation are the remains of a series of four stone coal drops, served by their own siding; the coal delivered here was sold for local domestic use.²⁹³ Their stones are not bonded in with the wall of the shed, suggesting they were a later addition to the complex. The goods office is raised on a plinth with access by a four-panel door served by stone steps on the south-west elevation. The office is lit by a tall segmental headed window in the south-east elevation and a smaller window with a flat stone lintel overlooking the railway entrance to the shed.



Figure 41: The Goods Shed. [Alun Bull © Historic England Archive, DP289841]

Internally, a six-panel door and window containing a Yorkshire sliding sash give access and observation from the office to the workings of the shed. The door opens onto a raised platform, constructed of stone with timber boards on top. A square recess here forms the cart dock, to accommodate loading of goods to and from railway wagons, it is accessed by the cart door in the south-west elevation. A plan of the shed drawn about 1992 shows a crane mounting block on the north-west side of the dock; this has been obscured or removed during restoration work, most recently in 2021.²⁹⁴ Stone steps at the south-east end of the platform provide access down to rail level. The walls internally are whitewashed rubblestone, incorporating early stone sleepers as with the exterior. Piers in the long elevations support four king-post trusses with staggered trenched purlins; on the south-west side, the trusses support longitudinal beams which are bedded into the gable ends. These beams supported a top bearing for a rotating crane, mounted on the above-mentioned block.²⁹⁵

This building is an important survival of a small through-type goods shed with a cart dock, retaining its original plan form. The crane mounting block (known from the record drawing) with the surviving beam above its position for the bearing mechanism, and the whitewashed walls are all typical features of this type of railway goods shed, developed from the middle of the 19th century.²⁹⁶



Figure 42: View of the Coal Drops. [Alun Bull © Historic England Archive, DP289852]

The Coal Drops are a striking feature in the area's historic core, rising above the site of the former railway (Figure 42). The structure is ramped on a sequence of tall narrow arches rising from west to east, creating an elevated stage above normal track level. Deep recesses mark the points where coal wagons would have discharged their contents through bottom-opening doors into timber hoppers, each fitted with a spout or chute through which to direct coal into the tenders of waiting locomotives below.²⁹⁷ The drops were designed in late 1846 and constructed in early 1847 to a design by John Graham, S&DR Traffic Manager, under the supervision of William Bouch, foreman engineer of Shildon Works.²⁹⁸ They remained in use until the closure of Shildon engine shed in 1935.

They are built of sandstone rubble with hammer-dressed quoins and tooled sandstone copings; some of the latter were replaced in the recent restoration although not to their original design. The arches are formed of three coursed of yellow brick springing from sandstone piers with hammer-dressed quoins. The ramped section at the western end has heavy buttresses set into the arches at regular intervals added after the original construction to counteract significant outward leaning of the structure. Historic photographs show two stone piers at the eastern end without supporting arches. The two resulting recesses each had a timber stage at a lower level than that of the hoppers and chutes; this was perhaps to allow refuelling of locomotives by hand from coal discharged onto these platforms.

Soho Works

At the western end of the Character Area is the site of Timothy Hackworth's Soho Works, established in 1833. The site was to the north-east of the Surtees Railway and comprised a large workshop, erecting shop and Timothy Hackworth's house, with workers' cottages attached. The only surviving structures here are Soho House (Grade II*) and Soho Cottages (Grade II).²⁹⁹

Soho House was built in 1833 for Timothy Hackworth and was partitioned to create two houses around 1856 (Figure 43).³⁰⁰ It is now a pair of houses built in coursed and dressed sandstone with tooled lintels, quoins and coped gables with shaped kneelers. Each pair has a central doorway with a reproduction classical doorcase of fluted pilasters with entablature above; this is flanked by modern six-over-six sash windows. To the rear the easternmost house has a catslide roof with gabled dormers and a wide Yorkshire sliding sash to the ground floor, the sash being potentially historic. This section was rebuilt as part of the 1975 restoration and the roofs of both houses were renewed in 2021. Internally, the houses have undergone extensive restoration though there is some survival of historic features. The eastern house has tall skirtings, some historic window shutters and aprons, architraves, doors and brass door furniture, and a range. The western house is similar, containing some historic shutters, aprons, architraves, doors and door furniture.



Figure 43: Soho House, now two houses, with Soho Cottages beyond. [Alun Bull © Historic England Archive, DP289849]

Soho Cottages are attached to the north-east end of Soho House. They are currently a pair of single-storey cottages, their front (south-east) elevations showing significant evidence of phasing. The first two bays of the south-east cottage are of the same sandstone as Soho House, and are coursed into it, showing that they were built at the same time. The remainder is of magnesian limestone rubble with disturbed portions where previous doors have been blocked. In the centre of this elevation, there is a S&DR property plaque reading G / 9. The cottages have been reroofed in 2021, the chimney stacks are of buff brick above the roof but internally were seen to be of stone. To the rear, the stonework is equally disrupted, a result of the cottages formerly being six back-to-back units, as shown on the 1856 (surveyed) OS map. They were restored internally and externally in 2021-22.

The rest of the Soho complex, on its wedge of land between the Black Boy branch and the Surtees Railway, was demolished in the early 20th century (see above). The principal losses were the square erecting and pattern-making shops behind Soho Cottages and the long building running alongside the Black Boy branch. A decent stone house was constructed to the west of Soho Cottages by 1895, when the second edition 1:2500 OS was surveyed; this was demolished for the construction of Hackworth Close in the mid 1960s.

With the exception of Soho House, its cottages and the former Kilburn shed, no trace can be found today of Soho Works, or the Gas Works which continued to use part of the site into the 20th century. The setting of the Soho area has changed substantially, from the structures and pollution of heavy industry and the railway to a rather verdant suburbia, a feeling enforced by the removal of rail tracks, the demolition of Plevna and Short Soho Streets, and the stone house to the west of Soho Cottages, and the construction of the bungalows of Hackworth Close immediately to the west of Soho Cottages.

Shildon station and associated structures

The station today has no permanent ticket office or structures, other than the modern platforms, shelters and footbridge with its huge ramp. Wooden and metal fencing, signage and modern lighting do not reference any of Shildon's historic railway significance. Artwork added in 2020 brightens the setting.³⁰¹ The curve in the line means that the historic features to the north west, such as the aqueduct and the portal of the Shildon Tunnel, cannot be seen from the station. The only hint to be found at platform level of the station's early railway history is the view eastwards towards the signal box of 1887, but that structure considerably postdates the station, which was originally constructed when the Shildon Tunnel Branch opened in 1842. The aqueduct and tunnel portal (both listed at Grade II) were constructed in 1842, using sandstone ashlar, and lie outside this Character Area, but as original features constructed for the Shildon Tunnel Branch they are significant survivals.³⁰²

Most of Shildon's historic station structures have been demolished (*see above*) but to the east of the station are three surviving railway buildings; the westernmost is the signal box, listed at Grade II (Figure 44). The central and easternmost buildings are two single-storey structures, which appear to have been built perhaps in the 1860s or 70s and thus by the NER rather than the S&DR. They do not appear on the 1st Edition OS 1:10560 map surveyed in 1857 but are depicted on the 2nd edition revised in 1895, along with three other small buildings between them and Thickey Spout bridge which have been demolished. The land for the lane which runs behind these buildings appears to have been acquired by the S&DR in 1859.³⁰³ Initially, there was a level crossing to carry Thickey Spout over the S&DR, which may have required a crossing keeper and a cottage to house him; this may account for some of these demolished structures. The level crossing was replaced by a bridge for Thickey Spout by the late 19th century but the present bridge dates to the late 20th century, as does the footbridge at the station.

Built in 1887 to the NER Central Division's Type C2 design, the signal box was upgraded over time, including the addition of the McKenzie & Holland pattern 16 frame lever system of 1928; this was reduced in 1984 to 42 levers.³⁰⁴ Its design contrasts a strong brick podium containing the lever frame supporting an operating room in the upper storey glazed on three sides. There are sliding Yorkshire sashes on the long, lineside elevation. At the base of the 'locking room' in the brick podium, long cast-iron plates work



Figure 44: The trio of historic railway structures, including the Type C2 signal box (NER Central Division). West is to the left of the image. [Lucy Jessop © Historic England]

as lintels to low openings through which the rods and wires which controlled the points once emerged.³⁰⁵ Alongside the mechanism, it also houses a basic but contemporary fireplace containing a stove (its maker's mark is 'R. Roger Stockton'; in other words, Robert Roger & Co, of Stockton-on-Tees), wooden cupboards and a modern gantry and ladder.³⁰⁶ The signal box remains in use.

The railway building to the east of it is very low and built of brick, with a hipped roof; it has a rectangular footprint, but part of its trackside elevation is open-fronted to provide a shelter and it has a corner window, for observing the track. This may have served as some sort of hut or shelter for platelayers, for instance; it was heated, as there are the remains of a chimney on the elevation facing the lane, which also contains some blocked openings. The easternmost of these small buildings has a more domestic character, with a pitched roof and a chimney in each gable. Like its neighbour, it is single storey but is built in stone with tooled quoins and jambs; its symmetrical elevation (a doorway with a window either side) and steps face the railway. The western and eastern gables each have a small arch-headed window, and the northern elevation contains a single six-over-six sash window. It may have been accommodation for a railway worker.

Sidings

The site of the former extensive sidings at Shildon still carries the live line from Darlington to Bishop Auckland. The western section is now largely occupied by the SMG Locomotion museum, a large open shed opened in 2004 with large gabion walling (see Figure 36). Its steel-framed structure is industrial in feel, albeit covered by a slender, elegant segmental roof. The gabions are filled with sandstone, giving a local touch to outweigh the dominance of steel and glass. In plan, it is a simple rectangle, designed for the museum's vehicles to be shunted by rail in and out of the building, which retains some of the original character of the site. In 1869, the sidings covered 16 acres and had 10½ miles of track; 2000 wagons were sorted per day (see Figure 29).³⁰⁷ To the north of the museum and the rail line is the site of Thickley Quarry, from where limestone for lime production was extracted.³⁰⁸ Dixon's survey shows a structure alongside the railway here which was probably a loading stage or staithe, but it is marked as disused on the 1896 OS map.³⁰⁹

To the east of the former sidings and at the rear of the museum is Thickley Wood Railway Footbridge, a substantial structure of four spans resulting from extensions to accommodate the growing sidings below; it is listed at Grade II.³¹⁰ The northernmost span is the original 1857 bridge by John Harris, an S&DR engineer, formed of a cast-iron beam bridge with single castings for the sides which are linked by brick jack arches supporting the deck.³¹¹ As the sidings beneath grew, the bridge was repeatedly extended to the south. The first of these was a small arch formed of sandstone piers supporting an arch of buff bricks, potentially for pedestrian access. It is an abutment for a wider iron girder span added at the same time in 1868-9. Four more spans were added to the bridge in 1875, of iron lattice girder construction, but these were removed in 2018 and replaced with the present earthen embankment and a short single span of welded steel. The setting of the bridge is a grassy area roughly following the outline of the former sidings, containing the present line to Darlington and a footpath to Newton Aycliffe station.

Significance

Character Area 1 contains a variety of buildings connected with Shildon's railway history, from the earliest days of the S&DR, through the NER and BR, to Locomotion. It connects the history of Timothy Hackworth and his Soho Works with the S&DR. Some of its buildings, particularly the Coal Drops, Soho House, cottages and shed, the goods shed, the lineside cabins, and the trio of buildings east of the station give depth and variety to the viewer. The importance of this area has already been recognised via the designation in 1993 of the Shildon Conservation Area (extended in 2011). Its setting is largely green. Efforts to regenerate, light and secure the area have contributed heavy metal structures in the form of lamp posts, public art and the former signage posts used by Locomotion. Public access and safety have added a great deal of fencing and tarmacked surfaces.

Character Area 2: early housing associated with the railway

This character area incorporates some of the earliest development in New Shildon beyond the railway itself and it retains a handful of these earliest buildings (Figure 45). It is a compact, roughly triangular, area on flat land which is bisected by the railway cutting, giving it a sense of elevation. Historic maps and photos show the early housing here as short terraces and jumbled yards, with a more orderly arrangement around the Mason's Arms to the west. Today, the area to the north of the line mostly contains late 20th-century houses with just a few historic buildings on Mill Street and the block to the rear of the Mason's Arms. This is due to 20th-century clearances, which was even more extreme south of the line where the former streets have been replaced by large open car parks. The roughly triangular form of this character area and the housing that was laid out within it is due to the shape of the former field boundary shown on Stephenson's survey, with the edges of this converging on Byerley Road and the proposed railway line bisecting it (see Figure 10).

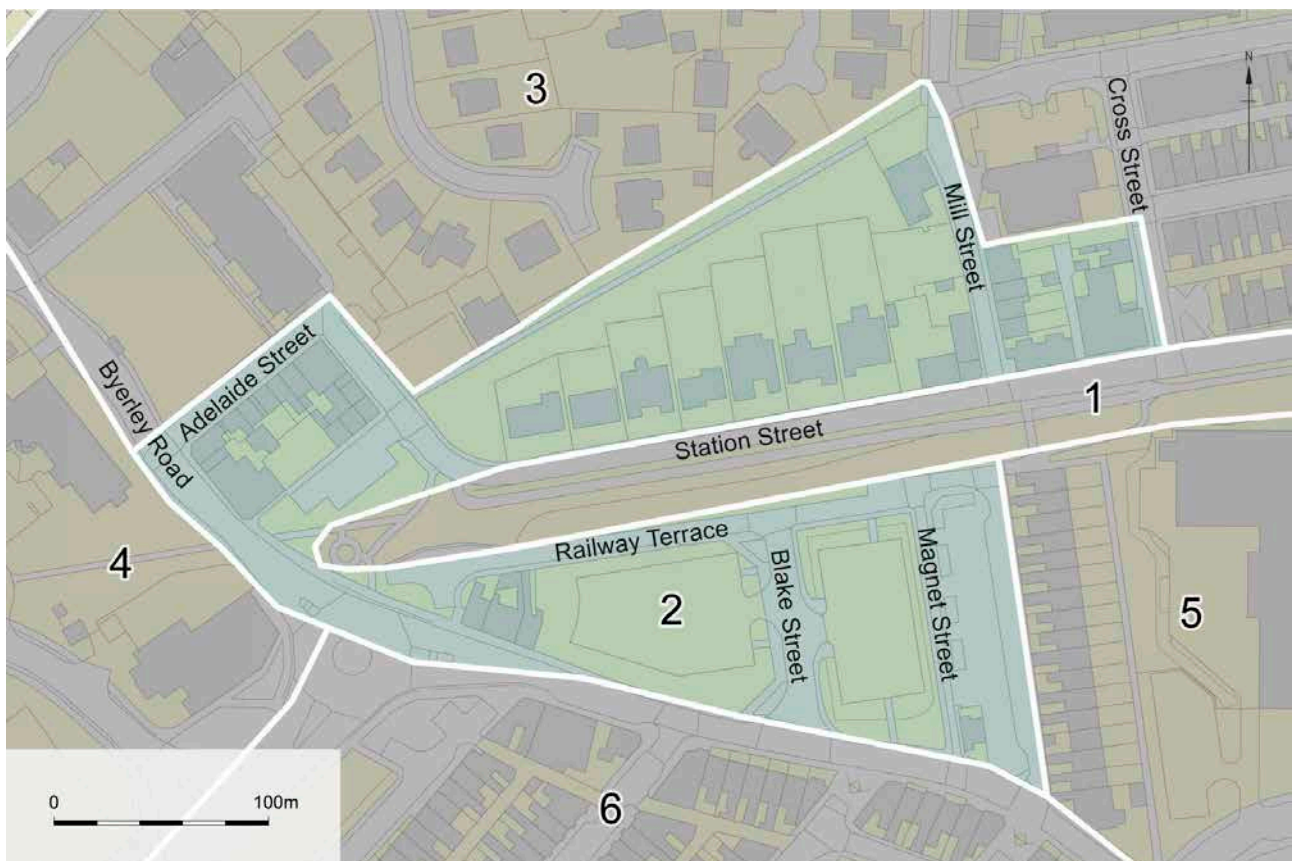


Figure 45: Character Area 2, showing the two roughly triangular areas of early housing north and south of the S&DR's line. [© Historic England and © Crown Copyright and database right 2023. All rights reserved. Ordnance Survey Licence number 100024900]

The Mason's Arms and Adelaide Street

At the western end of the area is an urban block bounded by Adelaide Street, Maddison Street, Strand Street and Byerley Road. At the south-west corner is the site of the Mason's Arms which holds great significance for the history of New Shildon, the S&DR and railway development overall. It is often said that this is where the wagons were attached to Locomotion No. 1 on the railway's opening day, although this may have happened closer to the foot of the Brusselton Incline.³¹² The building was used as a booking office and director's committee room, before the concept of a railway station existed.³¹³ The original building – shown in a mid-19th-century photograph – was of two storeys with prominent stone quoins, a high-quality stone doorway and a hipped roof.³¹⁴ It was equipped with a brewery, stables, byre and a granary, taking up most – if not all – of the Byerley Road elevation of this block.

The Mason's Arms was rebuilt in the late 19th century and is currently the Cape to Cairo restaurant (Figure 46).³¹⁵ It has two storeys with a symmetrical ground-floor pub frontage (with modern fascia) wrapping around the corner entrance; above the corner is an oriel window surmounted by a Flemish-style gable which once had a ball finial. The red-brick walls are now rendered, and the windows have all been replaced with uPVC; however, historic photos show they were originally sashed, with multi-pane upper lights. A stone



Figure 46: The Mason's Arms, now the Cape to Cairo. [Lucy Jessop © Historic England]

eaves band supports a terracotta dentilated cornice which is now painted black. There was previously a terracotta balustrade above the corner oriel window. Attached to the north-west is a lower range that incorporates a carriage arch into the pub's yard. This range is probably part of the original Mason's Arms of the early 19th century, with just the taller portion directly adjacent to the railway being later rebuilt.³¹⁶ The other significant aspect of this location is the site of the former level crossing, dubbed the Mason's Arms Crossing. It consisted of large timber gate and a polygonal cabin, to monitor rail traffic; the crossing existed until the closure of the works in the 1980s.

The north-east elevation of the block facing Maddison Street with the return elevations to Strand Street and Adelaide Street all comprise a single pre-1856 building phase, probably constructed in the 1830s (see above). Certainly, a tenement house in Adelaide Street with 10 rooms was up for sale in May 1839, which was apparently 'new and well-built', with a yard behind.³¹⁷ At the eastern corner are two terraced houses facing onto Strand Street. They are part-rendered red brick in English garden wall bond; the western end has been reinforced by a new brick wall and both doorways have modern canopies. The corner to Maddison Street is rounded and continues as two further houses, all under a hipped roof with modern tiles. To the corner of this block is a ghost sign for 'Armitage & Co', hardware dealers, who occupied several of the houses of Maddison Street in the 20th century (Figure 47). Central to the Maddison Street elevation is a carriage arch,



Figure 47: Maddison Street and the remains of Strand Street, with the Mason's Arms in the distance and the Armitage & Co ghost sign in the foreground. [Lucy Jessop © Historic England]

creating a symmetrical street frontage. North of this are two shopfronts of a late 19th-century date, the first of which has a timber roller shutter in situ. Turning the rounded corner to Adelaide Street there are three units; the first two are former shops with accommodation over (shopfronts removed) and the right-hand unit remains residential. The roofline of this whole north-eastern corner steps up to the north as the ground rises; the central block on Maddison Street, and the block to Adelaide Street both covered in pantiles on a hipped roof. Most windows and doors are modern replacements and are boarded over; modern render hides the early 19th-century brickwork.

Nos. 9 to 15, Adelaide St are all of a later phase, probably late 19th century, with a straight joint to No. 17. It is a row of five houses of brick with paired ground-floor windows and chamfered stone lintels. This terrace probably includes Nos. 221 and 221a, Byerley Road, but alteration to the windows on those houses obscure this. There are doors accessing yards between Nos. 13 and 11, and 9 and 221a.

If laid out in the 1830s, Adelaide Street's name may refer to Adelaide of Saxe-Meiningen (1792-1849), Queen and wife of William IV (ruled 1830-37). The colliery to the north of Shildon was also named after her. The name of Maddison Street first appears on OS maps from the 3rd edition 1:2500 published in 1920. This may perhaps be due to its minimal length, but it is possible that its name alludes to Maddison of Ord and Maddison of Darlington, quarry owners, who operated the Old Towns Quarry in Shildon in about 1860.³¹⁸ Strand Street is a rather more generic name.

Housing and education north of the railway line

The area north of the line was originally home to a number of early terraces and back-to-backs which appeared to have developed in a piecemeal fashion adjacent to the railway. Very little of this survives owing to a process of clearance in the 1950s and 1960s, after which the land remained empty until seven semi-detached houses and bungalows with attached garages were built in the early 1990s. Their layout, which includes front and rear gardens, obscures the former building line of the terraced housing which faced onto Station Street, and removes any trace of Mechanic Street. The terraced houses had large rear yards, some of which was developed into the south side of Strand Street. The linear nature of Strand Street (demolished) is retained by a footpath along its route, but grass verges and tree planting provide a completely different environment.

No. 18 Station Street is a two-storey house now rendered and pebbledashed, but its rubble stone construction can be seen on the western elevation. The building was originally two houses, which appear on the OS map of 1856 (see Figure 12); however, the present appearance with render and modern windows hides this. On the corner, No. 3 Mill Street is another rendered building which appears to be two or three buildings combined. It has a canted corner to the ground floor which was the entrance to the post office in the 20th century. On the first floor is a canted oriel window which retains

a timber cornice despite the complete replacement of all other windows with uPVC and heavily rendered stone sills. It is probably one of the early examples of housing in New Shildon, but original features have been obscured by renovation. To the north is a yard and beyond that are empty plots to the rear of the former Commercial, or Flag & Whistle, pub. It also appears on the OS map surveyed in 1856, and is clearly of high quality, with quoins on its front (north) elevation facing onto the former junction of Alma Road and Strand Street. The rear elevation also has an attractive decoratively carved stone lintel over a first-floor window.

The east side of Mill Street at its southern end retains four early houses, Nos. 2-8 (even) (Figure 48). They have simple elevations, containing a door and window on the ground floor and a single window above, though No. 8 is double the width. No. 4 retains its coursed sandstone blocks, but the rest are covered in pebbledash; however, No. 2's damaged pebbledash shows that it is built of similar stone. No. 4 has quoins on its left-hand side, indicating the end of a single construction phase; indeed, Nos. 2 and 4 are shown on the 1853 plan of the Soho Estate (see Figure 21). The north end of the street originally housed the steam corn mill after which the street was named. This was subsequently replaced by terraced housing, then by the present Salvation Army hall in 1995-6.



Figure 48: Nos. 2-6 Mill Street, with a variety of renders mostly hiding the sandstone elevations. [Lucy Jessop © Historic England]

No. 15a-d, Station Street is a former terrace of three houses, which now contains flats. It is completely rendered and presents no discernible historic features, though it is clearly a group of early 19th-century houses. To the east is the former British School, now the Studio, Cross Street which, being single storey, has a lower roofline than the surrounding buildings. Its Station Street elevation was the principal one: it is now rendered but the high-quality stone quoins are exposed; to the rear is a late 20th- or early 21st-century two-storey extension in red brick. The British School on Station Street was built in 1841 by the S&DR, overlooking the railway. The fenestration of this elevation reflects the original design, where three central windows were flanked by boys' and girls' entrances, with a further window at each end (Figure 49). The former doorways are now blocked, and various alterations have removed decorative features shown on the original plans including window and door hood moulds, cartouches above the doors, a central parapet with panel, and stone kneelers. The extension to the rear is on the site of the school yards and toilet blocks. The school was later used as a drill hall, then the Salvation Army hall, before becoming a dance studio in 1995.³¹⁹ Internally, the building is heavily modernised with a suspended ceiling, although this may hide the original trusses; the canted corners once housed corner fireplaces. The location of the screen which originally divided the boys' and girls' sides is evident in the flooring pattern and in a stub of a wall at ceiling height.

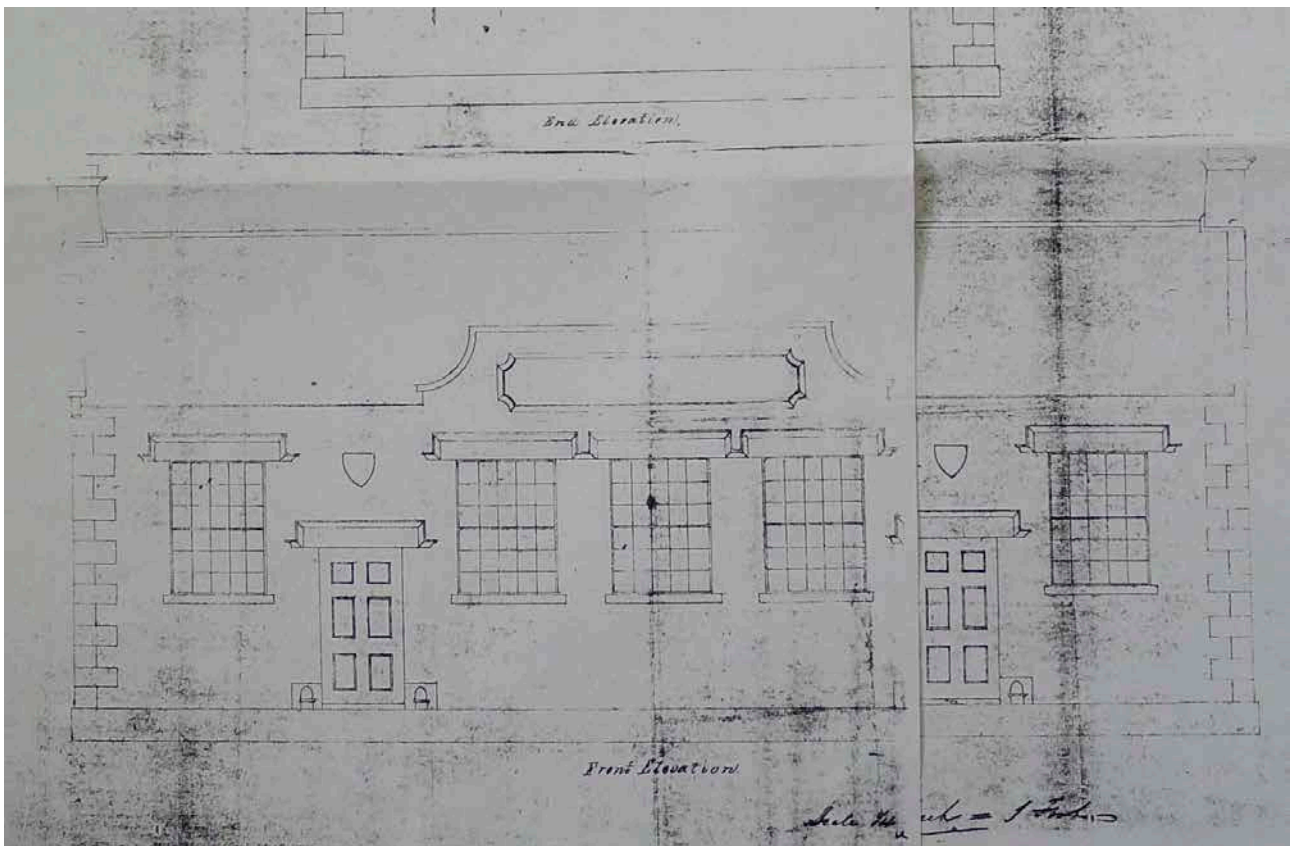


Figure 49: Drawing of the south elevation of the British School, Station Street. [Courtesy of Dianne Howe]

South of the railway line

South of the line is another triangular area, bounded by Railway Terrace, Pears Terrace and Redworth Road. At present the area comprises two car parks either side of Blake Street, historically called Temperance Street, suggesting strong support for the 19th-century movement in New Shildon. As with the triangle of land north of the line, this area was originally developed with housing of varying sizes in the early days of the railway. The entire triangle was constructed by 1857, when the 1st edition 1:10560 OS map was surveyed, but some of the houses may have dated to the late 1830s as some blocks facing the railway were shown on Dixon's plan of the line of 1839 (see Figure 11). Historic photographs of the area show the buildings having a similar form to those across the track, generally built in coursed sandstone, with stone lintels and sills, gables with stone kneelers, and brick chimney stacks.

A terrace of three buildings at the western end (Nos. 7-11a Redworth Road), and a single house, No. 37 Redworth Road, on the corner with Magnet Street (formerly East Street), are the only surviving buildings. Nos. 7-11a are a terrace of two storey buildings, constructed in two phases (Figure 50). No. 7, at the western end is slightly lower than the others, built of coursed sandstone blocks with flat stone lintels and sills; a recess for



Figure 50: Nos. 7 to 11a Redworth Road, a group of early to mid-19th-century houses with their front rooms used as shops. [Lucy Jessop © Historic England]

a boot scraper survives next to the door. The west elevation is covered with pebbledash and contains the remains of chimney flues which were shared with an adjacent building, now lost.

Nos. 9-11a represent a later phase of building in this area. They are also of coursed sandstone with stone lintels and sills. No. 9 has a 20th-century shopfront, with a separate doorway presumably providing access to the rest of the building. There is a wide widow with faux-leaded panes and stained-glass details. On the first floor is a curved oriel window with what would have been a sashed window to the left. Nos. 11 & 11a have a doorway and modern shopfront on the ground floor, with two windows above. The end wall has been rebuilt using similar stone to the original. To the rear, these buildings have single-storey outshots in yards bound by rubble stone walls. Behind No. 9 there is a detached two storey structure with pebble-dashed render and a pair of double-doors with an exposed metal joist above, perhaps a remnant of some hoist mechanism.

At the eastern end of the area, No. 37 Redworth Road is a small two-storey house rendered and scored to resemble ashlar blocks. The porch has a hipped roof and there are single windows to the ground and first floors which appear to have painted flat-brick lintels. The building is part of a truncated former terrace of three, with an exposed chimney stack still present on the eastern elevation, and a hipped roof to the west elevation marking it as the end of terrace house. Running north from Redworth Road is Magnet Street which retains historic granite kerb stones and blue pavers.

In addition to the early housing here, Magnet Street was home to the early Primitive Methodist Chapel while Railway Terrace contained the New Shildon Working Men's Club. The latter was marked 'Inst.' for 'Institute' on the 1915 revision of the 1:2,500 OS map, but tenders for new premises on Railway Terrace were advertised in July 1924 by Winder Lee & Son, Darlington.³²⁰ This was probably for an extension rather than a completely new building, as the 1939 OS map shows the club extended to the south to meet Redworth Road.

Significance

Character Area 2 contains a high concentration of buildings and structures – including the wall on either side of the former railway line – from New Shildon's earliest days, with a number surviving from the 1830s. Key sites from the town's early institutional and railway history also survive, including the rebuilt Mason's Arms and the renovated former British School. Despite large areas of clearance and some rebuilding, the earlier street pattern remains mostly legible. However, there is little indication in this area of its connection with the early history of New Shildon.

Character Area 3: Further residential development, north of the railway

Area 3 covers New Shildon's development in the later 19th century, with multiple streets of terraced housing constructed north of Character Area 2, between Soho and Byerley Road (Figure 51). The land is fairly flat, rising ever so slightly to the north and the west. Redevelopment of much of the area in the 20th century has resulted in a number of varying building forms, greatly altering its appearance, but mostly it remains in residential use. The 19th-century terraced houses are similar to some of those in Character Area 2, but they were built over 30 years after, they were executed in sandstone rather than brick, and they have a much higher rate of survival. The areas which have been cleared then rebuilt now have a suburban appearance which rarely relates to the historic layout and street pattern.



Figure 51: Character Area 3. [© Historic England and © Crown Copyright and database right 2023. All rights reserved. Ordnance Survey Licence number 100024900]

Early urban development

The earliest development here occurred at the western end of the area, with two urban blocks fronting onto Byerley Road separated by Chapel Street. Taking a similar form to the block containing the Mason's Arms to the south, they had terraces fronting the streets which enclosed sizable yards behind. Chapel Street takes its name from the Wesleyan chapel built there under the direction of Timothy Hackworth.³²¹ These blocks – shown on Dixon's plan of 1839 (see Figures 11 and 13) – were cleared in the late 20th century, leaving little indication of their original form. Two buildings were retained, both on Chapel Street: the Locomotive public house on the corner with Byerley Road and the former Mission Church and Infant School at the north-east end.

The Locomotive public house occupies the corner of Chapel Street and Byerley Road (Figure 52). The ground floor is rendered with panelled pilasters supporting a fascia bearing the name of the pub. The first floor is red brick and is richly decorated with terracotta sills, keystones, copings, kneelers and ball finials. The south-east gable has a substantial shaped gable containing a roundel. The pub probably dates to the first decade of the 20th century, replacing two buildings formerly on the site. At the back of the beer garden is a two-storey outbuilding built of roughly squared stone blocks, then rendered. It is shown on the OS 1:2500 map surveyed in 1856 and it pre-dates the present pub. The north-west elevation contains bricks in the gable end, suggesting the



Figure 52: The Locomotive Public House. [Lucy Jessop © Historic England]

presence of a flue: the building was at one time at least partially heated. Small window openings to the south-east and south-west elevations, and a wide ground-floor doorway, make the building appear less domestic and perhaps more semi-industrial.

The Mission Church and Infant School is also a later 19th-century addition to Chapel Street, designed by F. R. N. Haswell of North Shields (Figure 53). It has a tall single storey with red brick walls laid in English garden wall bond, stone dressings and a gabled roof with stone copings. The southern elevation facing Chapel Street has six bays, one having a full-height door with stone steps, splayed jambs and a lintel inscribed 'Mission Church', all under a segmental stone arch. The remaining bays each have a window opening set high in the wall under a segmental brick arch with stone sills. A stone sill band runs the length of the elevation. Between the windows is the foundation stone reading: 'This Stone Was Laid On / June 23 1894 / By Mr Arthur Wescott / Of Madras'. Arthur Westcott (1859-1946) was a priest and author, principal of the Madras Theological College in India and a son of Brooke Foss Westcott (1825-1901), Bishop of Durham (1890-1901).

To the side is a gateway to the yard with a stone lintel displaying 'Infants' School' in relief. The north-east end wall has three simple lancet windows formed by brick surrounds. It was originally an L-shaped building, with the larger 'Mission Room' fronting Chapel Street, and a smaller 'Babies Room' projecting off the north-west corner.³²² This



Figure 53: The former Mission Church and Infant School, now a nursery. [Lucy Jessop © Historic England]

form has been altered by an infill extension made in the mid-20th century. Until recently, the building has been used as a nursery. South of the Mission Church is Holly Lodge care home, a plain red brick block of building constructed in the early 21st century.

Surviving mid-19th-century terraces

At the south-east of this Character Area is a distinctive group of 1860s and 1870s stone terraced houses (Figure 54). Soho Street, Victoria Street and the part of Station Street east of Cross Street are first mentioned in the 1871 census and were presumably therefore erected sometime between 1861 and 1871. Many packets of land in Soho Street, probably for building, were sold off by the NER in 1861-62; similarly, plots were sold off gradually in Victoria and Cross Streets in 1862-67, with the upper numbers sold after the earlier ones.³²³ However, plots in Short Street were sold in 1871-74, and some in Soho Street (Nos. 29 and 30) were sold as late as 1874.

The south side of Soho Street is characterised by the use of stone rubble. It consists of a terrace of six stone houses, flanked on either side by the former Sunday School (west) and former Wesleyan chapel and manse (east) (Figure 55). They are built of rather thin



Figure 54: Aerial view of Soho Street, Victoria Street and Station Street. North is at the bottom of the image. [Detail of HEA_ 34133_033 23-NOV-2021 © Historic England Archive]

coursed stone, with ashlar stone lintels and sills and brick chimney stacks. The only brick building is the former Methodist Sunday School (1889), now part of the Locomotion museum. It has one storey with its principal, east front decorated with rusticated pilasters; stone is used for the foundation stones, sills, window heads over the tripartite windows and parts of the doorcase, including the segmental pediment over the door and its pedestals. The northern elevation has segmental windows with stone keystones and sills, each set within a brick panel with dentilated cornice, reminiscent of some of the railway works of a similar period. To the west, the former manse (c.1876) has a uniform frontage of three bays with graduated coursed stone, six-over-six sash windows and roll-moulded ashlar cornice. To the rear, it is much less refined, being walled with very roughly coursed rubble. The Wesleyan chapel (also c.1876), in contrast, is in a bold Italianate style with ashlar quoins, tall round-headed windows with keystones and impost blocks, and a pedimented frontage to Cross Street. Chapel and manse have both been converted to flats.

Victoria Street follows the same pattern as Soho Street, with houses built from graduated stonework with plain lintels and brick stacks. There are a number of straight joints between houses on this street indicating different phases of the construction. Nos. 2 and 4 are faced with brick, probably a refronting rather than complete rebuilding. At



Figure 55: The former Methodist Sunday School on Soho Street, looking towards the former Methodist Church. [Alun Bull © Historic England Archive, DP234344]



Figure 56: The corner of Victoria Street and Cross Street. [Lucy Jessop © Historic England]



Figure 57: Station Street, with some of the stone kneelers in the eaves. [Lucy Jessop © Historic England]

the western end, No. 1 Victoria Street and No. 4a Cross Street display higher-quality features, having prominent ashlar quoins, tooled lintels and sills to complement the chapel, perhaps (Figure 56).

The corner of Station Street and Cross Street has an empty plot on the site of the first Mechanic's Institute; it is now occupied by a 'pocket park'. Elevations and materials in Station Street are similar to those of Victoria Street and Soho Street, and straight joints mark construction phases. However, a key difference here is the presence of some stone kneelers at eaves level where some straight joints occur (Figure 57). The first is on the side of No. 11 marking Nos. 11, 12 and 13 as one phase; the taller No. 14 is probably later. The other kneeler is on the right-hand side of No. 2 and it probably relates to Nos. 2 and 3 being built as a pair. The chimney stack to No. 2 is built in ashlar, the only such domestic example in the town. This suggests that some of the chimneystacks of stone houses may have originally been stone, but were later rebuilt in brick. The houses all have small forecourts, most with original dwarf stone walls; any railings are replacements.

Later 20th-century clearance and redevelopment

The central section of this character area is defined by the redevelopments of the 20th and 21st-centuries. A large development of terraced housing was built in the mid-19th century comprising Strand, Adelaide and Simpson Streets running south-west to north-east. These terminated at the west side of north-south orientated Alma Road, with Plevna Street, Short Soho Street, and the north side of Soho Street to the east. Some of these streets can be dated by their names. The battle of the river Alma in Crimea occurred in 1854 during the Crimean War, a victory by the British, French and Ottoman allies against Russia. Plevna (or Pleven), just south of the Danube in modern-day Bulgaria, was besieged in 1877 during the Russo-Turkish war of 1877-78; this was a victory for Russia.

To the north, Nos. 28-56 (even), Middleton Road are a crescent of bungalows built just after 1945; set back from the road, they are built of buff brick with kneelered gables, the kneelers formed of stacked tiles. Along with Nos. 58-60, a two-storey pair of houses, they were built soon after the end of the Second World War. To the south, Windsor Court is a mixed estate of detached, semi-detached houses and bungalows laid out in the 1980s. Part of the linear nature of the former terraces is retained to the north of this by the former rear alley to Simpson Street. The adjacent Richmond Close is another estate of detached houses, developed in the late 1990s, which do not follow the original street plan. The purchase, then sale for demolition by Sedgefield District Council of Simpson Street and much of Adelaide Street to provide the site of this development was planned in 1977 and carried out by late 1979.³²⁴

Alma Road retains no evidence of its former terraces. The east side was cleared along with Plevna Street, Short Soho Street, and the north side of Soho Street in the 1980s to be replaced by a polygonal apartment building called Shildon Court. This was in turn replaced, in the 2000s, by Plevna Mews, a Railway Housing Association complex comprising a two-storey apartment block and terraced bungalows along Alma Road.

To the west of Alma Road – on the fields now partly Hackworth Park, the eastern end of Middleton Road and the northern part of Windsor Court, was one of New Shildon's brick and tile works (the other was south of Shildon Works). It was shown on the 1st edition 1:10560 OS map surveyed in 1857, and it had expanded with a larger clay pit by the 2nd edition 1:2500 OS map surveyed in 1895. The clay pit, in what is now the southern part of Hackworth Park, survived the brickworks' closure and its replacement by the Masonic Hall on the corner of St John's Rd, Newlands Avenue (the easternmost part of Middleton Road) and the Surtees Railway, as shown on the 3rd edition 1:2500 OS map revised in 1915. The Spiritualist church was built on the south side of Newlands Road in 1908, making a group of public buildings and places of worship with the Masonic Hall and the now-demolished Primitive Methodist complex on the north side of the Surtees Railway.

The late 19th-century houses of what is now Smeddle Street (perhaps named later for John Henry Smeddle OBE [1866-1951], locomotive running superintendent for the LNER), stretching south-east from Middleton Road to meet Chapel Street and the lane behind Simpson Street, were also part of the later 20th-century clearances. It was replaced by a care facility for the NHS, but the rest of the west end (south side) of Middleton Street, Chapel Street and the north side of Adelaide Street was left as open space, isolating the former Mission Hall and Locomotive pub. New Shildon's first Methodist chapel on Chapel Street, with all its connotations with Timothy Hackworth, early Methodism and the foundation of the Railway Institute, was also demolished in the late 20th century. A large care home – Holly Lodge – partially replaced it, leaving a grassed area between it and Byerley Road, which had previously been entirely developed.

Significance

The character and positive contribution of the surviving terraces of the second half of the 19th century was recognised by including Soho Street into Shildon's Conservation Area. However, this did not include the remaining houses of Station Street or Victoria Street, which are of the same date and quality. Elsewhere in this Character Area, widespread clearance and redevelopment have removed much of the historic street pattern and some significant parts of New Shildon's built heritage, although the green spaces, especially the replacement for Simpson Street, provide a contrast to the tightly built nature of much of the rest of the town.

Character Area 4: Shildon Wagon Works

Character Area 4 comprises the former Shildon or Wagon Works site (now Hackworth Industrial Park) which contains late 19th-century, and early and mid-20th century railway buildings (Figure 58). There is a strong connection to the original route of the S&DR; the linear road which passes through the site replaces its original track bed. This is a continuation of the footpath linking the Locomotion site to the former Mason's Arms and continues west of the former Works as a footpath carried on the railway embankment towards the Brusselton Incline, which is visible in the distance. Shildon Works developed either side of the original main line, immediately west of the Mason's Arms crossing, with rail, road and pedestrians sharing the same access into the site near the crossing. While there are no extant remains of the S&DR's buildings, the present form of the former railway structures was shaped by piecemeal expansion from 1825 onwards. The visual character of the site is derived from long rectilinear sheds and remnants of railway track.

The history of Shildon Works can be found earlier in this report (see above), discussing the development of the works from 1825 until their closure in 1984. Discussion of lost buildings can be found there, notably the two engine sheds north of the original main line – one rectangular in plan, the other a roundhouse – seen on maps and plans of the

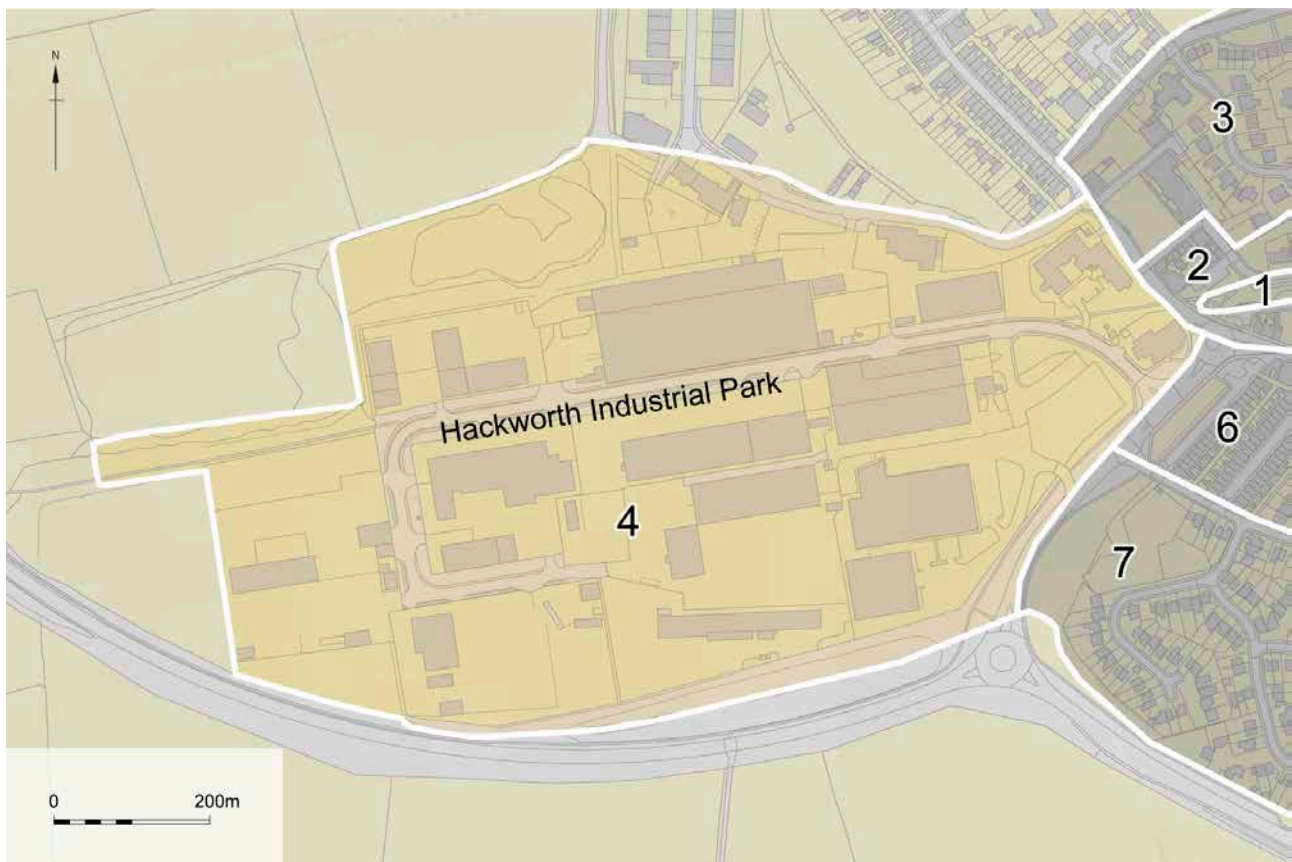


Figure 58: Character Area 4 encompasses the Hackworth Industrial Park, once Shildon Works. [© Historic England and © Crown Copyright and database right 2023. All rights reserved. Ordnance Survey Licence number 100024900]

1850s. The roundhouse then became a dominant form with two more built in the 1870s. The surviving historic buildings in this character area date from the 1880s onwards, from the era of the NER and LNER.

Development by the North Eastern Railway

This Character Area contains the remaining buildings of Shildon Works and more modern ones, generally used for engineering or recycling (Figure 59). A comparison with the 1978 1:1250 OS map shows that, despite the closure of the works in 1984, many of its buildings remain; they may have sometimes been reclad and extended, but they retain much of the historic built character of the area.³²⁵ Newer structures have been constructed where there were once tracks, yards or demolished buildings but, being of an industrial character, they do not greatly vary from the look of the reclad older ones.

The large brick building north of the present road (now occupied by Blue Diamond Machine Tools, Magneco-Metrel (UK) and Air Handling Systems), with its trio of long sheds, was the engine shed, then later the wagon repair shop (Figure 60). This was built during the first phase of the NER redevelopment at Shildon Works. In 1886, the two easternmost roundhouses (including Sebastopol) were taken down and a brick engine shed was built to encase their pre-existing turntables. Plans in the National Archives



Figure 59: The former engine shed or stable, then wagon repair shop, of Shildon Works. [Lucy Jessop © Historic England]

show the details of this structure and the way in which it was linked to the remaining round house on its western elevation.³²⁶ The engine shed is single-storey, built in red brick with cast iron columns supporting a lattice girder and metal roof truss construction. The internal space was originally dominated by the railway turntables; however, the two eastern corners of the shed contained a store and an office each formed by partitions with canted corners. The internal walls also had regularly spaced fireplaces, and on the southern wall was a structure for drying and storing the sand for the locomotives' sandboxes.

Externally, the shed has a simple but decorative design. The eastern elevation has three gabled bays with a taller central bay, each punctuated by a roundel window and decorated with stepped dentilation. A central timber door with a segmental-arched head provided rail access into the shed and the turntables beyond. The southern elevation facing the main railway line is largely formed of bays each having a recessed panel topped by a dentilated cornice and containing a segmental-headed window. The exception are the first two bays from the east: the easternmost was originally blind, and the next bay to it contains a segmental-headed window either side of a short square-headed one. Running the full length of this elevation is a deeper dentilated cornice in brick. The central windows are half-height, owing to the location of the sand dryer and associated storage.



Figure 60: Aerial view of the Hackworth Industrial Park, once Shildon Works. [Detail of HEA_34133_051 23-NOV-2021 © Historic England Archive]

In 1890 the engine shed was extended westwards by eight bays to incorporate the site of the third roundhouse. This must have been taken down in a similar fashion to the first two and the brickwork was extended to incorporate the turntable with the architectural details perfectly matched to the eastern portion. The resulting 21-bay shed is argued to be a classic example of NER architecture of this period, under the oversight of its chief architect William Bell; this is one of the few remaining NER engine sheds of this scale.³²⁷ The decorative brickwork on the south elevation is still prominent, although the shed was reroofed in the mid-20th century, losing the decoration on the gables. An additional range on the north elevation was added after the Second World War to increase capacity for wagon repairs; this is a steel-framed shed now clad with metal sheeting. Despite these alterations, the 1886-1890 building is still recognisable as a large example of an NER engine shed.

There are more buildings of NER origin south of the present road. To the east, the northernmost of the structures in this part of the Hackworth Industrial Park is a building currently occupied by Triple T Engineering. This, and the forecourt to the east, was the site of the polygonal courtyard of Shildon Works, dating from 1825 onwards, then gradually redeveloped. In 1885, the NER's directors approved the building of a new wagon shop and smiths' shop at the eastern end of what is now Hackworth Industrial Park.³²⁸ The plans show this was largely a rebuilding of the pre-existing S&DR workshops, creating a series of long rectangular sheds with through-rails.³²⁹ The northernmost building was the pre-existing wagon shop of stone with quoined corners and small square windows. The specification for the works from the NER Architect's Office states this was to be retained and extended to the west using the 'old stones from shops pulled down' and finished to match the existing building.³³⁰ Adjoining the south elevation of this, the new wagon shop was added in red brick, taking the form of two long paired sheds, each designed with two segmental-arched doorways in the end elevations.³³¹ Finally, a smiths' shop was added to the south of this in brick, slightly taller than the wagon shops with the same segmental-arched doors, roundel lights in the gables, and a wrought iron framed raised ventilator on the roof.³³² This shop had a levelled and beaten clay puddled floor and the smiths' fires were all specified to be of best fire brick with hoods.³³³ At the south-east corner of the new smiths shop, the angular S&DR building was retained, necessitating an awkward roof junction at an angle. This was probably to incorporate the existing tyre furnace into the restructured smiths' shop.³³⁴

The 1885 wagon shops partially remain, although much altered. To the north, the former stone shed has been rebuilt in brick, probably in the mid-20th century, though its western extension with its buttresses probably dates to the late 19th century. The middle part of the building – the paired wagon shops – were reroofed under a single roof in the mid-20th century. However, their narrow form and three segmental headed openings in the west elevation remain, despite the insertion of large square loading doors formed by steel joists; there are still remnants of the rails entering the building. One late 19th-century opening survives at the south-west corner. It has a wide segmental-arched head and bull-nose jambs, with a double timber board door for wagon access to the left-

hand side and a single timber board door to the right for pedestrian access. Above is a large overlight with timber glazing bars. Adjoining to the south, the former smiths' shop, along an 1895 extension has been replaced with a late 20th-century tall industrial shed consisting of a brick plinth with corrugated metal cladding above.

In 1888, a new forge was built to the south of the smiths' shop.³³⁵ It was square in plan, with roundels in the gables; it contained two boilers, two furnaces and a steam hammer. The major development of the works that was begun in 1895-6 eventually extended the forge to form larger sheds which housed iron stores, and to the south, the paint shops, creating a pair of two brick sheds with tall square openings in the short elevations and roundels in their gables. The forge and smiths shop no longer remain, but there are two sheds on the site of the paint shops, both clad in sheet metal, which may have some origin in the NER shed. This is mainly due to their scale and site, which follows that of the original sheds. West of these sheds, the 1895-6 development comprised two rectangular blocks, that to the north being the wheel lathe and iron machinery shops (extended to the west in 1908) and to the south, the wood machinery (incorporating a boiler house and chimney) and building shop.



Figure 61: The former wheel lathe and iron machinery shop, now occupied by AMETEK Solartron ISA. [Lucy Jessop © Historic England]



Figure 62: The former Hydraulic Power House. [Lucy Jessop © Historic England]

The wheel lathe and iron machinery shops survive as perhaps the least altered externally on the site, and they now house the engineering facility of AMETEK Solartron ISA, who manufacture wellhead flow meters for the oil and gas industries (Figure 61). The roundels in the gables are all still present and the square rail access doors also survive well. The north and south elevations retain panels, articulated by brick pilasters, within which are square windows. Attached to the south is the original wood machinery shop. It has had more alteration and its original finish is unclear. South of this, the former building shop has been demolished although the rails are still present, set into concrete. At the southern boundary of Character Area 4 is a long rectilinear shed which was originally a transshipment shed at Carlisle, relocated to Shildon Works in 1908 for use as stores; it is steel framed and clad with modern materials.³³⁶ Hidden on its south elevation is a small two-cell brick building, added in 1911 as an office for the stores department.³³⁷ Its south elevation contains a central door with windows to either side, lighting each office room. The window to the left appears to be unaltered, with top opening hoppers; that to the right has been replaced with a narrow rectangular opening.

Another survival of this time, at the west of the site, is the Hydraulic Power House, built in 1908 (Figure 62).³³⁸ It is built of high-quality brick and formed of two parts. At the western end is a single-storey range containing a blocked doorway and windows under brick segmental arches and a wide rectangular opening containing a roller shutter. It has a pitched slate roof with timber bargeboards and a conical metal vent. The eastern part of the building is formed by a two-storey accumulator tower with decorative brickwork creating an oversailing cornice, a hipped roof, and recessed panels to the first floor containing narrow round-arched openings. On the ground floor a large service door has been inserted in the late-20th century formed by intrusive steel joists. Architecturally, it is still legible as a hydraulic power house despite the alterations. It is also obscured on its north and east elevations by taller sheds added to the site in 1946. They are formed of brick plinths with steel-framed and clad upper sections and they were used as the Lift and Brake Shop.³³⁹

At the very east of the works site, overlooking Mason's Arms Crossing is the former Mess Room and Offices, built in 1896.³⁴⁰ It stands at the junction of Byerley Road and the B6282 and today presents an isolated structure owing to the early 1960s demolition of housing on Richmond Street and North Street. Its plan, with its angled north-east corner, is in fact due to the line of the former Richmond Street which kinked northward to join Redworth Road. It is built of high-quality red brick laid in English bond with a brick plinth, plat band with brick cogging, and a plain undecorated timber fascia and bargeboards. Each elevation has large windows with segmental brick arches and stone sills. Most windows are uPVC replacements. However, two original windows survive on the north-west elevation, with heavy ovolo-moulded principal glazing bars, with smaller unmoulded ones adjoining. At the rear (south-west) there are a collection of flat-roofed extensions in brick which were added in 1942 to create new kitchen facilities and a mess room for women workers.³⁴¹ Adjoining this to the south-west is a small single-storey building of fine brick with segmental-arched windows, bull-nosed corners and

timber bargeboards, all in a near contemporary style to the Offices and Mess Room. It is shown in outline on a plan of 1910, adjoining the Motor House (replaced by the 1942 extensions), so may have served as a staff room of sorts for those on duty with the works' ambulance housed next door; during the Second World War it was used as the ARP Control Room.³⁴² Today, the building houses the Shildon Business Centre and it is home to several small businesses, including a microbrewery.

The south-eastern part of the former Shildon Works now houses the large modern buildings of AKV Group, cladding manufacturers. They are built on the site of the former forge, press shop, axlebox shop and paint shop, and they have their own vehicular access from the B6282. The rest of the Hackworth Industrial Estate is accessed via the road bisecting the former Shildon Works, on the site of the early S&DR mainline.

Shildon Works was the only industrial enterprise in this Character Area, but another lay just to the north (outside the HAA study area): the Furnace Pit, part of the Shildon Lodge colliery, was sunk in the 1860s, to the east of the works' large engine house and north of the old S&DR mainline. This intersected with several coal measures, including the Busty Bank Seam and the Brockwell Seam.³⁴³ Its workings, including a substantial linear spoil heap along the edge of the lane and field boundary north of Shildon Works, were shown as disused when the OS 1:2500 map was revised in 1895 and again in 1915 and 1939. Since the 1960s, some of the site has been occupied by some small industrial units, and the rest, backing onto the gardens of houses facing Byerley Road, by the Furnace Pit allotments and community garden.

Beyond the built environment, the streetscape of this Character Area is utilitarian, with tarmacked roads and paths, and steel lamp posts. Verges are grassed. There has been some planting of trees and shrubs in places, which relieves the grey of the roads, pavements and tarmacked hard standing of the industrial units. There is no signage or interpretation of the history of the area, except at the eastern, Mason's Arms, end of the footpath along the site of the early S&DR mainline.

Significance

This Character Area carries a great deal of historical significance to both New and Old Shildon as the former home of Shildon Works, where much of the population was employed in the 19th and 20th centuries. The extent of survival of its historic buildings since closure is notable, with many of the long, linear engineering sheds and some smaller buildings still extremely legible and in use in its current incarnation as the Hackworth Industrial estate. The road bisecting it was the earliest mainline of the S&DR, although its present appearance is far from the many tracks which characterised it before the closure of the works.

Character Area 5: Dabble Duck industrial estate and former colliery

This area encompasses the former colliery and comprises level ground bounded to the north by mature trees and a bank sloping gently down to the former railway line (Figure 63). An unnamed minor road running roughly east to west bisects the Character Area centrally, with smaller roads providing access for the large industrial buildings to either side. Few historic buildings survive. The industrial buildings are generally large and steel-framed, although there are also smaller units. Brick and cladding are the most commonly used materials.

Shildon, or Dabble Duck, Colliery

When the S&DR was under construction and the new settlement sprung up around it, the majority of this area remained undeveloped land, owned by the Hildyard family. This changed in 1870 with the opening of Shildon Colliery, which saw the former field sub-divided. The above-ground workings of the colliery were placed in the northern part of the Character Area, with railway access from the west, branching off the Shildon



Figure 63: Character Area 5, which is the site of Shildon, or Dabble Duck, Colliery. [© Historic England and © Crown Copyright and database right 2023. All rights reserved. Ordnance Survey Licence number 100024900]

Works line. The tracks passed through the colliery building and resolved into sidings, south of the junction with the Tunnel Branch, parallel to the main sidings. The 1:2,500 OS map surveyed in 1895 shows this colliery building to be an open-sided structure (denoted by dashed lines), positioned over the western shaft. An undated photograph shows this to be a tall shed, probably clad in sheet or corrugated metal, with a conveyor to the west (Figure 64). To the south, connected by gantries, were a collection of rectilinear structures which included a boiler house and steam-powered winding engine, powering the shaft's headgear, portions of which can be seen in the background of the photograph. This is also shown in another view from the footbridge on Station Street which conveys the height of the structures. To the east were some much smaller structures which housed another shaft and beyond this the railway lines proceeded eastwards as far as the Spout Lane bridge, with spoil heaps to the south and east of them. No trace of the colliery's buildings remains after its closure in 1924 and demolition in the 1930s.

Pedestrian and vehicular access for the colliery appears to have been from the east, west and south, the latter via a track accessed off Redworth Road, at the eastern end of Hildyard Terrace. This led to a pair of houses to the south-east of the colliery buildings, orientated to face north-east, with two long rectangular buildings to the east of them.



Figure 64: Undated photograph of a locomotive with Shildon colliery in the background. [Copy supplied by the North Eastern Railway Association, VR-P05-009]

The larger of these had an external staircase so it was probably some form of stable with a hay loft above. The pair of houses were probably built between the opening of the colliery in 1870 and 1881, when they first appear on the census as 'House Near Coll. 1' and 'House Near Coll. 2'.³⁴⁴ In 1891 and 1901 they were recorded as 'Colliery Cottages' and survive as Hildyard House today, having been converted to one property in the middle of the 20th century.³⁴⁵ The census returns for these years show they were occupied by higher-status workers including colliery engine drivers, engineers and foremen. These roles and the houses' location overlooking the colliery, perhaps suggest an intention of oversight as part of their roles.

Hildyard House is built of roughly coursed sandstone rubble with squared and tooled quoins on its principal, north-east elevation. It has brown brick chimney stacks, which were later rebuilt above the roof line in red brick; and stone sills and lintels. The front elevation still gives the sense of being a pair, as the lintel of the former doorway has been retained when it was replaced by a window in the mid-20th century. The original scale of the houses, with their lower rear elevation, remains recognisable.

Another access route, probably the principal vehicular one, linked the colliery with Thicketly Spout to the east, connecting with it just south west of the road bridge. This road ran along the field boundary which was later to contain Dalton Crescent and lay slightly north of the present road through the site. There also appears to have been a narrow access route into the colliery from the west, at the northern end of Pears' Terrace; its narrowness is similar to the southern access from Hildyard Terrace and both may have been for pedestrians.

Housing

At the south-west boundary of the Character Area, a long grass bank runs the length of the north-east side of Redworth Road, gradually rising towards the south-east end. This was the site of Hildyard Terrace, with its terraced houses built of stone. Today, it is an open area, with some flowerbeds, a stone bus shelter and New Shildon's war memorial. The war memorial, of Heworth stone, has a stepped base with a square plinth from which rises an octagonal cross shaft with a brattished collar surmounted by a wheel-head cross; it is inscribed '1914-1918' and is listed at Grade II.³⁴⁶ The memorial was originally raised in 1920 in the extended All Saints graveyard and was unveiled in 1921 following the inscription of the names. It was relocated to this location, opposite the NER Institute in 2002. It stands in a small square formed by flagged paving with reused blue pavements forming borders and at each corner are historic iron lampposts with renewed electric lamps.

The central house of Hildyard Terrace was orientated with its gable facing the street. At the south-east end, Nos. 121, 123 and 125 survive, each having two bays with a door and window on the ground floor (No. 121 has a shop window) and a single window



Figure 65: The three remaining houses of Hildyard Terrace, Redworth Road. [Lucy Jessop © Historic England]

above (Figure 65). Nos. 121 and 125 are now rendered and painted while No. 123 has a colourwash applied, revealing the construction to be uncoursed rubble sandstone, with some evidence of quoining between it and No. 125 although this is not consistent. The roofs slope upward following the rise in street level from No. 121 to 125 and is covered with modern tiles. No. 121 has a gable end with rendered brick chimney stack, a remnant of the demolition of the rest of the terrace. No. 125 has a hipped roof and shares a central stack with No. 123. At the rear, a catslide roof slopes down to 20th-century single-storey flat-roofed brick extensions. A gate pier between Nos. 123 and 125 is of squared sandstone, and it may be a survival of the original rear yard wall.

Hildyard Terrace was constructed by June 1872, when it is mentioned in passing in an article concerning a meeting to discuss the costs of food in the field owned by the coal company to the rear of the terrace.³⁴⁷ The census records between 1881 and 1911 describe the occupants as almost exclusively employed as coal miners or working at the colliery; the name of the terrace is a reference to the former landowners.³⁴⁸ According to OS maps, the terrace was demolished between 1982 and 1989, with the exception of the three remaining buildings.

Even more closely associated with the colliery was Pears' Terrace, at the western boundary of the Character Area, consisting of 16 two-storey houses with No. 43 Redworth Road terminating the terrace at its southern end (Figure 66). It appears to



Figure 66: The eastern elevation of Pears' Terrace, facing the former colliery area. [Lucy Jessop © Historic England]

have been built during the 1890s: four of the houses appear on the 1891 census and it was complete 10 years later.³⁴⁹ The terrace is orientated with the front of the houses facing towards the former colliery site and it bears the name of the mine owner, George Pears.³⁵⁰ The front elevations of Nos. 1-15 are faced with graduated squared sandstone rising to brick eaves bands which are obscured by timber fascias. Each house has a canted ground-floor bay window on stone plinths and the doors have plain rectangular overlights. The openings have plain stone sills and lintels, though No. 2 has chamfered lintels over the first-floor windows. Each house has a garden at the front; the low forecourt brick walls have rounded stone copings containing the remnants of closely spaced holes for railings.

To the rear, the houses are constructed with red brick, laid in English garden wall bond. They have rear outshots, varying in style, length and height, reflecting much alteration since their original construction. Nos. 9 and 10 share an original two-storey outshot and No. 1 also has one. The remaining two-storey outshots have flat roofs, being 20th-century rebuilding or extensions. A common original feature appears to have been a round-arched window between the ground and first floors opposite the front door, presumably lighting the staircase; this feature survives on Nos. 1 (on the north elevation), 2, 4 and 15.



Figure 67: Aerial view of the Dabble Duck industrial estate, formerly a colliery. Pears' Terrace is at the top of the photograph. [Detail of HEA_34133_042 23-NOV-2021 © Historic England Archive]

At the southern end, No. 16 Pears' Terrace and No. 43 Redworth Road represent a slightly earlier building phase than the adjacent houses, and are of a different type of sandstone, worked into larger squared blocks than the rest of the terrace and built entirely of stone rather than stone-faced brick. The prominence of No. 43 as the end of the terrace is expressed architecturally with high-quality ashlar quoins topped by moulded stone kneelers supporting a flat-coped gable facing east. No. 16 is notably less grand than the rest of the terrace; it has a smaller plot, no bay window, and only one window on the first floor at the front. Its door lintel has an incised arch with a stylised keystone and the window lintels are chamfered, both architectural treatments not afforded to the later phase of the terrace. These two buildings potentially represent the original design for the terrace, not carried out to completion.

In 1901, the houses were occupied by people who had a variety of occupations, though they were generally higher-paid roles: they included five Locomotive Engine Drivers, a Railway Wagon Repairer Foreman, a Railway Clerk and a Railway Telegraphist. Other occupants included Railway Blacksmith, Brick Yard labourer, Railway Plate Layer and Railway Wagon Wright, showing that the NER and Shildon Works employed far more occupiers than the colliery.³⁵¹

Dabble Duck industrial estate

Following the closure of Shildon Colliery in 1924, the site was eventually cleared in 1937 to prepare for redevelopment with factories, but these new buildings for alternative industries were not built until after the Second world War.³⁵² The development was undertaken by North Eastern Trading Estates Ltd. (NETE), a body created by the government to fund the creation of industrial estates, notably the Team Valley (see above). The initial development in New Shildon comprised six factory buildings, arranged to the north and south of an axial road, along with two electricity substations.

RAF aerial photography documents the initial construction of the industrial estate, showing the laying out of foundations for factory buildings at the western and southern parts of the site in August 1946 (see Figure 34). It also shows a road leading from a junction to the west with Redworth Road into the centre of the site. By May 1948, the factory complex was complete. An RAF oblique photograph from March 1963 shows that the factories had one- or two-storey offices at the front, and large single-storey factory floors to the rear, with either north-lit roofs or clerestory windows. They were largely of the same design as those factories built by NETE at Team Valley Trading Estate (1936-9); St Helen Auckland (about 1938); and Pallion Trading Estate, Sunderland (1947).³⁵³

The estate was gradually redeveloped between 1989 and the early 2000s, with newer buildings replacing some of those of the late 1940s, only two of which survive (Figure 67). One is a large single-storey factory to the north of the road at its western end, dating from the 1946-8 development with mid-20th century additions, set back behind a car park and occupied by a variety of businesses. Facing the road, the former office portion is low, with a flat roof and a projecting central doorway flanked by square window openings. The building is clad in metal sheeting but portions of the original red-brown ribbed brick finish can be seen beneath this. To the west is a slightly taller block, similarly clad and with almost continuous glazing on its south elevation, added between 1955 and 1963.³⁵⁴ To the rear is a large single-storey factory shed with a north-lit roof, and a lower flat-roofed section to the east, containing vehicle service doors and a pedestrian entrance under a plain concrete canopy but with neat bullnose reveals in brick. This was perhaps some form of loading bay, owing to the vehicle access. Internally this part is constructed from concrete beams reinforced with rivetted steel and breeze block walls. The rear part of the former factory comprises tall single-storey sheds in brown brick which were added between the 1967 1:10,000 and 1979 1:1,250 OS maps.

The eastern part of this building, now occupied by Sash Hardware, is clad with metal sheeting but it is probably built of the same ribbed brick. The front portion has similar proportions to the adjacent factory but is one and a half storeys. A 1963 RAF photograph shows tall windows in the front elevation which might suggest it was originally a canteen or recreation building, as had been included at Team Valley.³⁵⁵ Behind is a lower shed of ribbed brick with a pitched roof lit by skylights and a flat section lit by small roof

lanterns. These two buildings form part of the original 1946-8 development. To the rear is a taller brick shed with vehicle access and lit by a long roof lantern, added between 1955 and 1963.

In the centre of the industrial estate closest to the road is an early 1990s unit currently occupied by G.B. Bandag Ltd. comprising a brick ground floor with a metal-clad upper section, probably over a steel frame. Behind this is an early 21st-century distribution warehouse, clad in metal sheeting with tall loading doors under canopies. South-east of this is an electricity substation which formed part of the 1940s development of the site. It is built of Fletton-type red brick with concrete lintels to the door openings. The architectural treatment is notable for the ventilation tower with paired louvred openings rising above the structure almost in imitation of an Italianate campanile. It appears to be a standard design for the NETE, and examples of the same type of substation are found at Team Valley on a block bound by Princeway North, Fourth Avenue and Rede Street and to the rear of Nos 1-4 Queensway Court.

At the eastern end of the industrial estate is the most complete of the 1940s factories. The red-brown brick building, currently occupied by TierGlobal and Woodland Floors Ltd., is orientated east-west along the industrial estate road (Figure 68). The two-



Figure 68: A factory built in the 1940s, with concrete window surrounds and a projecting stair tower. [Lucy Jessop © Historic England]

storey rectangular block of offices are at the western end, with long horizontal window openings on both floors, framed by white concrete surrounds and containing seven windows separated by brick piers. The windows of the ground floor are each of two-lights with horizontal glazing bars and covered by metal grilles. To the first floor they are of four-lights with casements. South of this is a pedestrian doorway, set within a white concrete surround with multi-section margin lights and a small roundel window in the south elevation. Immediately behind is a stair tower, rising slightly above the height of the office block. It has a tall rectangular window within a white concrete frame to light the stairwell, with a small square opening below and two roundels to the rear (east) elevation. The factory shed to the east is a simple single-storey edifice of 16 bays to the south elevation each having a tall window opening (now blocked) with concrete sills and a continuous lintel band. The east elevation has a central vehicle access door under a concrete lintel, flanked either side by large windows (now blocked). The roof is generally flat with short parapets but in the centre, running its full length, is a single north-light window, concealed at the western end by a stepped parapet above the office block. The design differs from the other factories built on the site and it is narrower. The addition of the externally expressed stair tower is the most notable difference and, architecturally, this adds a level of sophistication.

South of the road, the original factories were replaced from the late 1980s onwards. At the eastern end is a large unit with a brick ground floor and metal clad first floor. The ground floor's gabled north elevation is extensively glazed and there is a tall loading bay at the western end. Next is a collection of three units, the two northernmost of identical form, of brick with blue brick banding. To the south of these is a larger shed with a brick plinth, metal cladding and large loading bays. Similar units are present at the western end of the site. These are separated by two long sheds orientated north-south, split into units each having pedestrian access and a tall loading bay under a monopitch roof. At the westernmost end of the site is a hexagonal office building, whose wide ground-floor faux relieving arches have concrete block infill.

Significance

The buildings in Character Area 5, though not particularly old, represent New Shildon's non-railway industrial heritage. Originally the site of the colliery, from which period Pears Terrace is the notable survivor, this area continues to be a place of manufacturing and employment in the centre of New Shildon. It also expresses the spirit of diversification in industry in the late 1930s and 1940s, and again in the period after Shildon Works closed.

Character Area 6: Residential development south of Redworth Road

This Character Area comprises the bulk of the late 19th- and 20th-century housing in New Shildon and has the densest survival of historic housing in the settlement (Figure 69). Redworth Road, the historic approach from Redworth to Old Shildon, forms a direct route between the ladders of terraced housing and the former site of Shildon Works, the area's key historic industry. The land rises from north-west to south-east along Redworth Road, articulating the topography which determined the original route of the S&DR on the flat land in the centre of the settlement. Similarly, the land falls from the junction of Redworth Road and Dale Road north-east down toward the site of Shildon Sidings.

The North East Railway Institute

One of the most important buildings in this Character Area is the Railway Institute, the second purpose-built home of the Mechanics' Institute founded in 1833. It had long outgrown its first purpose-built home on Station Street (see Character Area 2) of 1860,

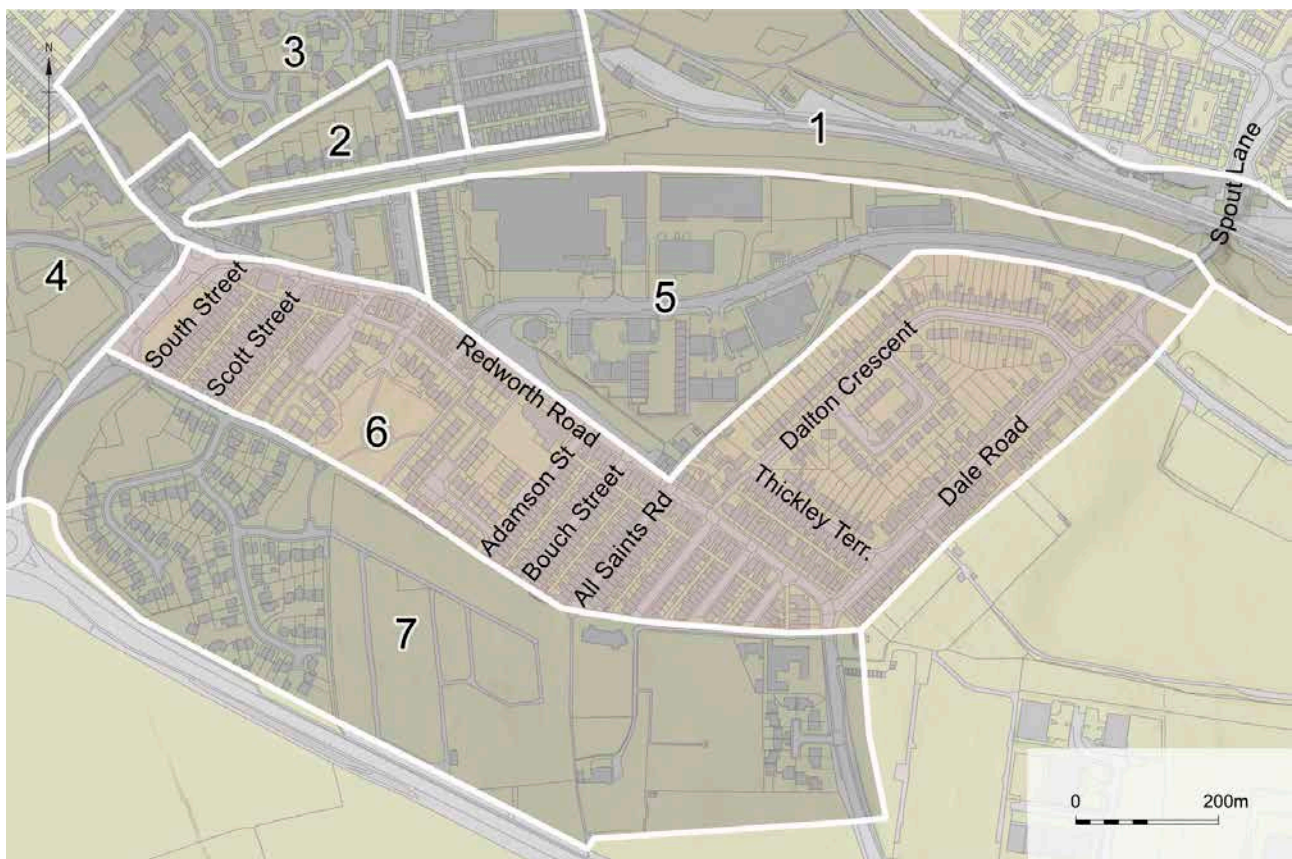


Figure 69: Character Area 6, consisting mostly of domestic housing on the southern edge of the former colliery site. [© Historic England and © Crown Copyright and database right 2023. All rights reserved. Ordnance Survey Licence number 100024900]

requiring more space for lectures, performances, meetings, reading rooms, and clubs. After years of patching up the original building, which was failing due to subsidence, the NER built the new Institute on the south-west side of Redworth Road, facing the colliery and opposite the centre of Hildyard Terrace. It was opened in February 1913, although work started on the building in 1911, the date on the keystone over the entrance.³⁵⁶ It was designed by William Bell, the NER's York-based architect, and built by Earnshaw of Darlington (Figure 70).

Although all built in a single phase, the Institute has two distinct parts: the two-storey principal block to the south-east and the single-storey lecture hall block to the north-west. The building materials are principally brown brick, with red brick used for window heads and aprons, the small diamond-shaped decoration on the pilasters, and quoins. Ashlar is used for copings, imposts, keystones, aprons, rustication, the base mouldings and capitals of the pilasters, pediments and sculptural elements. It is roofed with small Welsh slates. A curved brick wall with ashlar coping surrounds the complex; the original railings have been removed and replaced with modern ones.

The main part of the building has a symmetrical elevation facing Redworth Road; the central five bays are slightly recessed with a wider, gabled bay to either side. This central section has two storeys of sash windows, with red-brick headers and aprons, and ashlar keystones; the bays of the first floor are separated by pilasters. The main



Figure 70: The North East Railway Institute on Redworth Road. [Lucy Jessop © Historic England]

architectural display is on the projecting gabled bays, with brick rustication on the projections and ashlar rustication around the openings. The ground-floor openings have triangular pediments, one containing the main entrance doorway to the north west and the other a window to the south east; the first-floor windows above have decorative stone ornamentation and cracked segmental pediments. To the north-west is the single-storey hall range, of five bays with quoined corners. The central window is marked out by brick piers, an ashlar apron and impost band, a red-brick relieving arch and a parapet containing a further apron-like motif. Several ventilators sit on the roofline of the hall, and dormer windows can be seen on the taller main part of the building.

Internally, it was designed for the education and amusement of New and Old Shildon's expanding population. On the ground floor, the lecture hall could seat 460 people and the library contained 2,000 volumes from the start but could be expanded to house 10,000. There was also a reading room and a magazine room. Above was a committee room, a games room, a billiard room with three tables, and baths; the caretaker's flat was in the attic.³⁵⁷ The importance of the building and its design was recognised by being listed at Grade II in 1986 (NHLE 1310667).

Visually, the Institute was positioned within green surroundings from the start. The land to the south west of the Institute was long used as allotments, until the bungalows of Harrison Close were built there in the 1960s or 70s. There was also a large vacant plot to the north west, on Redworth Road, which was to be developed in the 1920s.



Figure 71: The corner of Redworth Road with All Saints Road, showing the large rear outshots of Redworth Road's houses. [Lucy Jessop © Historic England]

19th- and early 20th-century housing

The OS map surveyed in 1857 provides the first detailed depiction of the Character Area, showing two open fields to the south of Redworth Road. There is no tithe map for East Thickley Township, so their use is not known. A few short terraces are shown at the north-west end of the area, close to the railway line. To the south of these was a large clay pit, associated with the brick and tile works to the south (Character Area 7). By 1871, the northern most of these had been laid out more formally as Richmond Street, where there was also a steam mill.³⁵⁸ By 1881, a row of six houses on North Street had been built, along with 13 houses to the east named South Street.³⁵⁹ These houses appear to have been similar in scale to those early houses built around the railway (see Character Area 2). This piecemeal development then appears to have slowed considerably. The early houses were demolished in the 1960s and 70s and the site is now occupied by the B6282 and a roundabout at the junction with Redworth and Byerley Roads.

The 1896 revision of the 1:2,500 OS map indicates the beginnings of further residential development, depicting an incomplete terrace of six houses on the south-east side of South Street. But soon after, many more streets of terraced houses were built to the south of Redworth Road, with the south-east side of South Street completed by 1901 and the following streets were laid out between 1896 and 1901: Tomlin Street, Charles Street, Beresford Street (six houses complete and 35 being built in 1901), Adamson Street, and Bouch Street.³⁶⁰ Beyond Bouch Street, the development was slightly slower with census data showing partially complete streets in 1901 but all being complete by 1911, including All Saints Road, Henderson Terrace (now Thomas Street), Kilburn Street and Walter Street. Houses facing Redworth Road had more substantial outshots and those on the latter of streets either had less substantial ones or none at all (Figure 71). Alleyways paved with scoria bricks behind each street were envisaged from the start, and the rear walls of each house, facing the alleyway, provide important streetscapes in their own right, as well as showing how coal, ashes and rubbish were brought in and removed (Figure 72).

In general, the area's terraced housing is fairly uniform per street, showing little sign of piecemeal development; this suggests that this development was built with significant planning and oversight. The exception is the red-brick South Street, which shows evidence of individual building projects. Its north-west side was demolished in the mid-20th century so the even numbers on the south-east side are all those which remain. Nos. 2-12 are the earliest and are shown on the 1896 map; they have plain window and door openings under brick arches though No. 12 has a canted bay window on a brick plinth on the ground floor. Nos. 14 & 16 stand taller than the houses either side and form a single phase of construction. Today they are rendered with pebbledash with paired ground-floor bay windows and small widely spaced brick corbels at eaves level. The remaining houses (Nos. 18-38) are similar to each other and probably represent the street's final phase. Their front doors are paired, and there are ground-floor bay windows, many of which are much altered; they were originally canted and

sat on brick plinths with stone sills. The lintels are chamfered with Nos. 30-38 having a little pyramidal decoration. No. 20 is notable for its added decoration which includes chamfered door and window reveals with ball motifs with a similar form applied as a cornice. To the rear, some original two-storey outshots survive, along with some outhouses, coal sheds and ash bin structures.

Scott Street (possibly named after the surname of the Earl of Eldon) is fairly uniform on both sides, built in red brick, with paired doorways, canted ground-floor bay windows on brick plinths and chamfered lintels over windows and doorways. The paired doorways of Nos. 1-23 (odd) are accentuated by the canopies joining each pair of bay windows and doorways together. Most houses at the south-west end have two-storey outshots but not at the north east end of the street. There has been some alteration of window pattern, but Scott Street remains recognisable as a street built in 1901.



Figure 72: A typical alleyway at the rear of Character Area 6's housing. This is between Kilburn Street and Walter Street. [Lucy Jessop © Historic England]

Three-quarters of Tomlin Street, built between 1896 and 1901, have been demolished, and the houses that have survived are the larger ones with rear outshots (Nos. 2-20 [even]). Their street elevations are built of coursed and square sandstone, without forecourts or bay windows, and stone lintels and sills; the ground-floor windows once contained a pair of sashes with a single sash window above. There is a plain chamfered stone cornice which steps up occasionally to match the roofline, to take account of changes in street level. The street was perhaps named for Thomas Tomlin (1855-1918), Clerk for the NER.³⁶¹ The choice of sandstone rather than red brick indicates that this was intended to be one of the better streets in the development.

Beyond the Institute is Adamson Street, built on land rising to the south west. It is presumably named for the railway engineer Daniel Adamson (1820-90) rather than his father, the publican and passenger coach operator of the same name. There has been no demolition here, as the

original brick houses on the south-east side (even) once overlooked the allotments behind the Institute. They have paired doorways and originally had paired sash windows on the ground floor divided by stone mullions (since removed with perhaps the exception of No. 4). Stone lintels are chamfered and there are also stone sills. There are some surviving boot scraper recesses for Nos. 2-6. Mainly, these houses did not have outshots or, if they did, they were only on the ground floor. Yards contained privies, but there is no sign of coal sheds or hatches. Two older, and probably contemporary, lampposts survive here, in the centre and at the south-west end of the street.

Parallel, to the south east, is Bouch Street, named for William Bouch (1813-76), the S&DR's chief engineer. Both sides of the road have rows of brick houses, with paired front doorways. The windows of the ground floors originally contained a pair of narrow sash windows with a central stone mullion and brick segmental arches (examples can be seen at Nos. 20 and 28); otherwise, these have been replaced with flat lintels and later uPVC windows. Some boot scraper recesses survive with chamfered square heads. Behind, some houses have original two-storey outshots with catslide roofs, though others are rebuilt. The yard walls are all built in brick. The south-eastern side of the road has houses of a different design, with canted bay windows set on brick plinths on the ground floor, and stone sills. All the rear extensions date from the 20th century. The brick yard walls contain outhouses, a coal shed and ash bins, with some access hatches remaining.

The next in this ladder of streets is All Saints Road, which once provided the formal route to the church of the same name (see Character Area 7). Again, the road climbs uphill from Redworth Road, with red-brick houses on the north-west side and squared sandstone-fronted houses on the other (Figure 73). Their shallow forecourts in matching building material suggests that this was intended to be the most significant of this group of streets, reflecting the street's relationship with the church. The houses are also a little wider, largely having a two-bay elevation on the first floor rather than just a single window.

The houses on the red-brick side of the street have the usual paired doorways and bay windows on brick plinths, with some canopies (possibly not original) and chamfered stone lintels and sills. Their red-brick forecourt walls have stone copings. To the rear are paired two-storey outshots and outhouses, with coal sheds and ash bins with access hatches in their yard walls. Opposite, the houses have a similar rhythm but the elevation is executed in squared sandstone, whose blocks are graduated, becoming smaller towards the eaves. The lintels have a curved chamfer, making a slightly arched head for each opening and some houses are named, including Byerley House (No. 1), Colaba House (No. 7, referencing the southern top of Mumbai, India) and Blencarn (No. 16, probably referring to the village in Cumbria). The stone forecourt walls have replacement railings. At the rear are two-storey outshots, outhouses, coal sheds and ash bins; the former ash bin hatches in the yard walls are now blocked.



Figure 73: Stone-faced brick row in All Saints Road, showing the stone forecourt walls. [Lucy Jessop © Historic England]

No. 32 All Saint's Road was built in 1912 as the curate's house by Kitching and Lee, architects, of Darlington and Middlesbrough on an irregular end plot. It is fronted in stone on the south-west and north-west elevations, with a pair of wide canted bay windows on the ground floor facing All Saints Road and kneelered gables. Originally it had casement windows with stained glass leaded lights above.³⁶² The bay windows are a nod to the street's main design features, as this was an addition to a pre-existing streetscape. There is an end gable stack and front door on the south west elevation, facing the church; the former contains the very weathered foundation stone which reads in part 'to the glory of god / this foundation stone / was laid July [day?] 1912 by / Mrs George', but the rest is largely illegible. It has the usual stone forecourt wall facing the street but this wall, like the rest of the walls of the house, is brick, including the two-storey outshot, coal shed, and ash bin.

From this point, the streets within this ladder development become ever shorter although they continue to march uphill from Redworth Road. Thomas Street (originally called Henderson Terrace, as seen in the 1901 census) was renamed by 1911, and both names

probably reference the local builder and developer, Thomas G. Henderson (1846—1918). He was a stonemason in 1881 and 1891, living in Simpson Street, New Shildon, but he was living in Henderson Terrace in 1901, by which time he was described as ‘stone mason, builder, & cow keeper’; his son Thomas was also a stone mason.³⁶³

Thomas Street’s one-bay houses are built with red brick and chamfered stone lintels; the ground floor was originally lit by a pair of sash windows divided by a stone mullion, few of which survive. They have no forecourts, and they are markedly less detailed than those of All Saint’s Road, but the survival of two early lamp posts adds to the detail of the streetscape.

Similar brick houses can be found on the north west side of the shorter Kilburn Street, probably also another development by Henderson senior and named after his mother, Elizabeth Kilburn (1817-1887). The opposite side of the street, however, is built with very random sandstone rubble, with rock-faced lintels; the form of the original ground-floor windows is unclear, but timber mullions dividing the opening into four, with two taller panes beneath two shorter is a possibility. Neither Thomas Street nor Kilburn Street originally had outshots at the rear.

Walter Street is the final street in the ladder, and the shortest. Its red-brick houses are identical to those of Thomas Street and part of Kilburn Street, suggesting that it was also constructed by Henderson. A similar lamppost to those in Thomas Street can also be found here. No. 2 Walter Street is a gabled stone-fronted but generally red-brick house on the corner, slightly set back from but facing Redworth Road, with a two-storey bay window facing Walter Street.

Redworth Road is the main route through the area, linking the series of streets running off it to the south-west. The houses of Redworth Road were also constructed in rows, though their blocks were necessarily short due to the nature of the ladder of streets and alleyways to the south west. To serve the rising population, this major thoroughfare gradually saw the conversion of housing space into shops, a few of which continue to operate in this way. Although actually constructed in red brick, many were faced in coursed sandstone rubble on their elevations facing Redworth Road, perhaps to blend in with Hildyard Terrace but also to express a higher status. The ground-floor bay windows, chamfered lintels and paired doorways are similar to the better sort of houses on the streets behind; they are usually, however, of the wider, two-bay design and occasionally there is an additional bay window on the first floor.

Redworth Road was completed by the construction of Nos. 141-171, with Thickey Terrace at the rear, built from late 1907, when tenders for the construction of ‘Shawville and Thickey Terrace’ were advertised.³⁶⁴ The row of houses facing Redworth Road has forecourts, front elevations with two-storey polygonal bays and canopied front doors, and large two-storey outshots to the rear. Many of the original front doors with their overlights and stained glass survive (Figure 74). Thickey Terrace’s houses are without forecourts and are smaller with shallow outshots and paired ground-floor windows separated originally by stone mullions.



Figure 74: Nos 163-167 (odd) Redworth Road, with original door canopies and one original front door. [Lucy Jessop © Historic England]

There is a small road north of Redworth Road called Coltman's Yard, which forms the eastern edge of the three remaining houses of Hildyard Terrace. Today it leads to Hildyard House (see Character Area 5) and to a close containing a few modern houses and an interesting structure shown on the 1:2500 3rd edition OS map surveyed in 1914. At this date, this block behind Redworth Road contained some sort of building yard or industrial complex, including a crane, and it is possible that this stone-faced brick building with pointed arched windows in its northern gable formed part of the complex. What form of industry was carried out here is not known, but it has five bays of windows in the long elevation facing the end of Dalton Crescent, which would argue a need for plenty of light.

Henderson senior was also responsible for building houses on Dale Road and Kimberley Terrace; he was living at No. 4 Kimberley Terrace, which he called Kimberley House at the time of the 1911 census, where he was described as 'builder and farmer'.³⁶⁵ It was a substantial place, with nine rooms, and he had two live-in servants. Kimberley Terrace is listed after Walter Street in the 1911 census, and it may refer to the two ranges of houses built on the south-east side of Dale Road. The name suggests that it may have been built between 1899 and 1900, if its name refers to the siege of Kimberley, South Africa, in the second Boer War (1899-1902). The two terraces contain similar houses of a single bay with ground-floor bay windows (mostly canted but square for nos. 2-12 (even)) and chamfered lintels, but the row closest to Redworth Road is built in graduated sandstone rubble and the other is in red brick. The name 'Kimberley Terrace' seems not to have been used after 1918.

A small amount of inter-war housing was built on Dale Road, opposite the two long rows of early 20th-century houses. These were six pairs of houses, of two different designs, built close to the end of Thickley Terrace. It shows the growing importance of Dale Road, also known as Spout Lane, linking this housing of about 1900 with Shildon Station. The smaller houses were the trio of pairs closest to Redworth Road (Nos. 5-15 [odd]), with side entrances, two-storeyed bow windows and a shared central chimney stack. The larger houses were the three pairs beyond that (Nos. 17-19, 'Nyora' and 'Fairleigh', and 21-23 [odd]), with driveways, arched porches and rectangular bay windows on the ground floor. Their design and building materials – red brick and rendered upper storey – suggest that they were built in the later 1920s. However, the outline of their plot is shown on the 1:10560 OS map surveyed in 1914-15 and published in 1924, but only a little more detail is shown in the map published in 1938. As their final form is shown on the map surveyed in 1939 and published in 1951, this suggests that, despite their appearance, they may not have been built until the late 1930s.

The empty plot on Redworth Road next to the Railway Institute was developed in 1923 by the NER, as a row of four houses (Nos. 66-72 (even) Redworth Road) for the NER cottage homes and benefit fund, as a plaque over the central archway to the rear tells

us. They are built in red brick with render on the upper storey and on most of the side houses, with half-timbered gables. The end houses are entered from the side, with the doorways of the central ones separated by the archway.

Post-war development

A significant development was laid out in the late 1940s to the north west of Dale Road, backing onto the new Dabble Duck industrial estate. Its principal roads are Dalton Crescent and Cottages, and Ferens Terrace (Figure 75). The former two are named for Hugh Dalton (1887-1962), economist and long-serving Labour MP for Bishop Auckland (1929-31, 1935-59) and thus also for New Shildon. He was a minister during the Second World War, then Chancellor of the Exchequer for Clement Attlee (1945-47), and Chancellor of the Duchy of Lancaster (1948-50). He was created Baron Dalton, of Forest and Frith in the County Palatine of Durham, in 1960.³⁶⁶ Ferens Terrace is named for Thomas Robinson Ferens (1847-1930), the Hull philanthropist who was born in East



Figure 75: Aerial view of Character Area 6, with All Saints Church in the foreground, the ladder of roads leading to Redworth Road and the post-war Dalton Crescent and Ferens Terrace beyond. [Detail of HEA_34133_002 23-NOV-2021 © Historic England Archive]

Thickley, the son of a flour miller. He worked for the S&DR before moving to Hull, where he worked for and later managed Reckitts; he was Hull's MP from 1909 (until 1918).³⁶⁷ The Ferens family lived in Morgans Buildings, near Thickley Place, at the time of the 1851 census but its precise location remains unclear.

The pairs of red-brick houses of Nos. 25-39 (odd) Dale Road and 1-3 (odd) Dalton Crescent are the outermost face of the development. They are two bays wide but with side entrances and shared central chimney stacks; windows are generally plain and square-headed with soldier brick lintels, but there is a large polygonal bay window on the outer bay of the ground floor for each house. Dalton Crescent and its return onto Thickley or Ferens Terrace mostly contains short rows of four or five houses, with some pairs, as well as a group of bungalows in the centre. The rows vary a little in design but contain the smaller houses, with canted ground-floor windows and a central-arched opening to provide access to the rear. One type (containing five houses) has one large and one slender bay with small rectangular windows over the paired front doorways; the doorways sit under a brick relieving arch (rendered) and have a concrete horizontal canopy. Another type (containing four slightly wider houses) has a window to light the hallway next to the front doorways, with a shared horizontal concrete canopy and a wider window above. The pairs are a variation on the latter row. The bungalows are either paired, with side entrances and front bay windows, or built in a longer row of six.

Harrison Close, a development of red-brick bungalows and two-storeyed community hub around a close with traffic-free areas, was erected on the allotments south of the Institute in the 1960s or 70s (built by 1982). They provided the sort of housing which New Shildon did not already have, designed to help people with mobility issues.

Regeneration and rebuilding

Some of the area south of Redworth Road were earmarked for a redevelopment 'area initiative' in the Sedgfield Borough Local Plan (adopted October 1996), with about 80 new dwellings could be built there on 3.1 hectares (see Character Area 7). But at the same time, parts of Beresford Street, Charles Street and Tomlin Street were to be removed for new housing and in order to 'regenerate this part of New Shildon'.³⁶⁸

The result of this was the demolition of most of Tomlin Street and the construction of a group of bungalows called The Mallards in the late 1990s or early 2000s, and some car parking opposite the older houses. The Mallards partly maintains the previous street pattern with the exception of the cul-de-sac to the east. The former street pattern was changed further with the construction of Woodland View, a number of detached or groups of houses on the site of Charles and Beresford Streets, named for Admiral Lord Charles Beresford (1846-1919), MP for York (1898-1900). These houses were built around 2004-5, facing an open green park and linked by paths to the later development in Character Area 7 of Foxglove Way.

The formerly open north-west side of Adamson Street was once allotments, but now it has a row of six recently erected red-brick houses with a large tarmacked area in front of them. Two ironwork gates from Euston Station (1880) were donated to the town and erected in 2002 at the north-western end of Redworth Road, closing off what had been the end of Tomlin and Charles Streets.³⁶⁹ This strongly links together the arrival of Locomotion with the concept of regeneration for New Shildon.

Significance

Since the late 19th century, this Character Area has contained the largest concentration of housing in New Shildon, and the addition of the inter-war and post-war houses on Dale Road and Dalton Crescent added to that considerably. Clearance and rebuilding in recent years have consolidated this status, while increasing the variety of housing types. Where terraced houses were once the only available dwellings, there are now also bungalows, pairs and some detached houses. The area's relationship with the railway is clearly expressed by the streets developed for them, and by the presence of the Railway Institute with the neighbouring group of cottage homes (Figure 76).



Figure 76: View of Redworth Road, including the NER's Cottage Homes of 1923. [Lucy Jessop © Historic England]

Character Area 7: Residential, institutional and leisure development to the south of New Shildon

Character Area 7 is an area that was once part of New Shildon's agricultural hinterland, but it was gradually encroached upon to support the growing settlement. It became the chosen site for a place of worship, vicarage, burial ground and school, then allotments to support the late 19th-and early 20th-century housing off Redworth Road (see Character Area 6), then, much more recently, housing (Figure 77). Its character is generally open and green, although this has been changed by the housing built on its western end.

The whole of Area 7 was a series of fields up until the second half of the 19th century. This was probably the result of the enclosure of open fields, a common practice from the middle of the 18th century; enclosure occurred at Middridge to the north east in 1638.³⁷⁰ The 1844 tithe map for the Township of Middridge Grange shows the arrangement of the former fields which now comprise Area 7; they are the plots numbered 4, 7, 8, and part of 6. The accompanying apportionment shows that all these plots were owned by John Scott, Earl of Eldon, and occupied by Abraham Hughff [sic]. Nos. 4 (East Coolish Bottom) and 6 (Middle Coolish Bottom) were both used as pasture, while nos. 7 (East



Figure 77: Character Area 7, showing the area of allotments, church, former school and vicarage. [© Historic England and © Crown Copyright and database right 2023. All rights reserved. Ordnance Survey Licence number 100024900]

Coolish Bottom) and 8 (North Turnpike Field) were in arable use. The road adjacent to plot No. 8 is referred to in the apportionment as ‘Public Road...from Heighington to Durham etc.’. However, the name of the plot and the presence of the gate house on the road indicates that this was a former turnpike with tolls.³⁷¹ Stephenson’s earlier survey of 1821 (see Figures 9 and 10) only shows part of these fields in outline with no details of usage or ownership, and they are only included to show Overton’s original route. The boundary between plot No. 4 and Shildon Works, to the north-west, is formed by a stream. The only change by the time of the 1856 survey for the 1st edition OS map was the establishment of a brick and tile works, at the north-west of the area, south of Shildon Works.

Religious and institutional development

When the new ecclesiastical parish of New Shildon was created in 1869, it required a church of its own (Figure 78). Consequently, All Saints’ Church was constructed on land given by John Scott, 3rd Earl of Eldon (1845-1926) at the eastern end of Character Area



Figure 78: Aerial view of the eastern part of Character Area 7, showing the complex of church, school, cemetery and vicarage. [Detail of HEA-34133_057 23-NOV-2021 © Historic England Archive]

6. This suggests that the intention at this date was for the land around Redworth Road to be developed for housing, although it took about 30 years for the houses to be built. Up to the late 1890s, Hildyard Terrace was the nearest part of the settlement.

The foundation stone was laid by the Reverend Horatio Spurrier, on Easter Monday, 13 April 1868 and the church was completed the following year.³⁷² It was built in rock-faced dressed sandstone with graduated green slate roofs (Figure 79). It was designed in the Early English Gothic style by J. P. Pritchett and its plan consists of a nave, tall north-west tower with an octagonal broach spire, western narthex, a chancel with an eastern apse and vestries to the north and south.³⁷³ Most of the building dates to 1868-9, with the exception of the narthex, added by the time of the 1897 OS map (surveyed 1896) and later extended to the north and south as shown on the 1939 revision (Figure 79). The initial cost of the construction was £2,928 7s 6d, with the funds raised from the Bishop of Durham's church building fund (£400), the Earl of Eldon (£350), the South Durham Colliery Co. (£200), and the rest from donations and subscriptions.³⁷⁴



Figure 79: Aerial view of the now redundant All Saints Church. [Detail of HEA_34133_056 23-NOV-2021 © Historic England Archive]

All Saints closed in November 1998, with the Bishop of Durham conducting its final service. Now privately owned, it remains awaiting residential conversion.³⁷⁵ The church, and particularly its spire, is a prominent landmark within the HAA study area, due to its position on rising ground to the south of New Shildon. The church was listed in 1986 at Grade II (NHLE 1322841).

Around 100m south of the church lies the substantial All Saints Vicarage, now a private house, set within a secluded garden (Figure 80). Built in red brick in 1870, it has paired sash windows under flat chamfered stone lintels and prominent hipped slated dormer windows. A lower range of outbuildings to the west includes a garage with a hayloft door above.³⁷⁶ Map and photographic evidence suggests that its exterior is little changed (see Figure 78).

The first graveyards laid out lie to the south, between the church and vicarage, and to the east between the church and the former school. They were extended south-east of the church in 1920 and this part housed New Shildon War Memorial until 2002 when it was relocated opposite the Railway Institute (see above).³⁷⁷



Figure 80: The former vicarage, seen from the air. [Detail of HEA_34133_022 23-NOV-2021 © Historic England Archive]

Around 115m east of All Saints Church is the Grange, a supported living complex housed within the former All Saints School (Figure 81). Originally the All Saints National School, it was built in the early 1870s on a plot of land given by the Earl of Eldon in 1872 to the west of Redworth Road, under terms stating it should follow the principles of the National Society.³⁷⁸ A building grant application was made to the Privy Council for Education in December 1870, setting out details of the building and giving a statement of need.³⁷⁹ The school was to accommodate 75 boys, 60 girls and 90 infants, and the reasons for its need were as follows: the application argued there was insufficient accommodation for educating the population of the parish; the wish of the clergyman and parishioners for a school in connection with the Church of England; and a rapidly increasing population. The proposed building included a boys' school room (48ft by 20ft), girls' and infants' school rooms (both 45ft by 20ft), first classroom (30ft 6in by 20ft) and second classroom (16ft 6in x 20ft). The external brick walls were to be plastered internally, with timber sash windows, timber flooring, and a lath and plaster ceiling containing ventilators; the building was to be heated by Clarke's Patent Hot Air Apparatus.

The estimated total cost for the school building (including desks and benches), boundary walls, outbuildings, and other expenses was £1714 16s 8d.³⁸⁰ The school building program was supported by contributions from various local landowners and companies,



Figure 81: The former All Saints School, now the Grange. [Lucy Jessop © Historic England]

including J.R.W. Hildyard (£50), Sir George Musgrave (£10), Henry Pease, Director of the NER (£10), Shildon Coal Company (£50), Bolckow, Vaughan & Co Ltd. (£50), and various shareholders of the NER (£162 9s 6d).³⁸¹ A certificate completed by the school committee states the school opened on 1 May 1876 with 134 scholars under instruction from the Master, Arthur Elden, and 86 under the Mistress of the Infants' Department; the school received £350 from the Education Committee.³⁸²

The original layout of the building appears to conform to typical school designs of the time, where an H-shaped plan facilitated a central hall, with classrooms in the wings at either end, served by separate entrances for boys, girls and infants. The yard was also divided for the same purpose with covered play shelters against the yard wall, another common feature of the time.³⁸³ The principal elevation, facing onto the track leading to the church, appears to have had wide square window openings with flat stone lintels in the gabled elevations, probably containing paired windows. The east elevation is three bays wide, the central one having three tall narrow lancet windows, with a further pair in the bays either side. To the rear of the eastern wing were another pair of wide window openings. The rear of the central section had two central smaller square windows, flanked by two full-height ones carried up into the roof pitch by small gables. The western wing and a gabled extension to its west both had tall central windows in their rear gables, flanked by shorter ones.³⁸⁴ The original H-plan of the school was extended to the west between the 1896 and 1914 revisions of the 1,2:500 OS maps. This included an additional gabled wing at the west end, and a flat roofed vestibule between the western wing and the central hall. The school appears to have closed between the publication of the 1989 and 1992 1:10,000 OS maps. It has since been converted into supported living accommodation through a series of extensions to the rear of the side wings, and a first-floor extension at the front of the central hall.

The original form of the school is still legible despite these changes. Features such as window openings appear to have been retained in their original location, along with the stone kneelers and copings to the gables, and terracotta ridge tiles on the roof and dormers. The whole building including its extensions has been covered in a rough-cast render, obscuring what was probably high-quality brickwork. All the late 20th- or early 21st-century openings are under plain flat concrete lintels. The original brick boundary wall survives well along Redworth Road and along the track to the north, it retains stone copings with evidence of the former railing distribution, though the piers are a more recent rebuilding. The former school yard now contains gardens and a car park to the rear.

Immediately west of The Grange is Ash House, the former school-teacher's house. It was constructed between September 1884 and August 1886 to designs by R. H. Haswell, architect, and constructed by J. F. Adamson, builder.³⁸⁵ The land was again given by the Earl of Eldon on a lease for 80 years at a rent of a shilling per year.³⁸⁶ It is a modest house, but larger than the slightly later terraced houses to the north.

It comprises a gable end facing the church lane with a rear range at the south-west corner, thus forming an L-shaped plan. A catslide roof is carried down from this range to encompass the front entrance. These portions represent the original structure, built of squared roughly coursed sandstone with margin-tooled ashlar quoins and higher quality stonework to the north elevation, facing onto the lane between school and church. A late-20th century flat-roofed extension to the east of the house is of brown brick with a rubble-stone frontage.

Allotments

The large open arable field east of All Saints Church, called East Coolish Bottom on the 1844 tithe map, was laid out in its entirety with allotment gardens between the 1896 and 1914 revisions of the 1:2,500 OS maps. This reflected the large population which had just moved into the houses along and to the south of Redworth Road. They contained a grid of tracks with the entrance at the south-west end of All Saints Road. This arrangement is largely unaltered, with the exception of a truncation at the south-west corner due to the building of the A6072 road around 1989-1992.

A smaller collection of allotments was laid out to the south-west of Scott and South Streets by 1914 too. Likewise, they are largely in situ, with a small loss at the north-west corner due to the building of the B6282 after the closure of the Shildon Works and at the north-east corner where they were replaced with Nos. 1-4 Bluebell Walk.

Late 20th- and early 21st-century change

This area was subject to large-scale housing development in the late 1990s and early 2000s on formerly undeveloped agricultural land. The first of these was a small development called Royal George Close, built to the south of the former All Saints School in 2003.³⁸⁷ This is a collection of 15 detached and semi-detached houses with garages, built in brick with rendered first floors; the close is accessible from Redworth Road.

Shortly afterwards, planning permission was granted in 2004 for the first of a two-phase development to the north of the A6072 at the west end of the character area, partly on the site of the brick and tile works.³⁸⁸ This was for an estate of 90 two-storey houses built of brick with garages and gardens, laid out as Celandine Way, Primrose Drive and Foxglove Way. The second phase was granted planning permission in 2005 for a further 25 houses of the same style were added as a southern extension of Primrose Drive.³⁸⁹ To the north of Foxglove Way is a small landscaped park which links to Character Area 6 and a further park on the site of the former Beresford and Charles Streets.

Significance

The open spaces formed by allotments and burial grounds in this Character Area are dominated by the presence of the former church, vicarage and school. These buildings continue to convey the intention for this to be a place of recreation, religion and education, despite the institutions which served the latter of those two concepts having been relocated elsewhere in Shildon. With the notable exception of the development at the western end of the Character Area – and to a lesser extent the encroachment at the eastern end by Royal George Close – this part of New Shildon still works as an amenity area for the densely packed streets between it and Redworth Road.

Conclusion

Though now considered to be part of Shildon, this report considers New Shildon in its own right, with its own origin and form of development. Its origin is due to the arrival of the S&DR in the area, the company's decision to build their works there, and the continuity of those works for over 150 years. This directly contributed to the construction of many of the town's buildings, whether institutional, religious or domestic, many of which were either built or sponsored by the S&DR or its successors.

However, other industries also flourished there and contributed to the built legacy of the settlement, particularly coal mining, whose existence ran in parallel to the railway but did not outlive it. Other industries were sustained often over shorter periods, including several brick and tile works which must have made the building materials with which much of post-1850 Shildon was constructed and the quarries from which the sandstone for earlier buildings was extracted. Coal from nearby collieries heated homes and fuelled both the settlement's industries and the railway locomotives that were built and serviced here.

The legacy of the rail industry in New Shildon is substantial, with buildings and street layouts dating from the earliest days of the S&DR and Timothy Hackworth. These are not just in the Soho area, however, but are also found in the area of early housing close to the Mason's Arms. A notable quantity of structures created by the NER in the late 19th century at the wagon works survive, and the presence of the path along the original S&DR's mainline is a constant reminder that New Shildon grew up on both sides of it. And though the rail industry has now departed, Locomotion continues to give locals and visitors alike an understanding and experience of why it was so important.

Much of the focus on New Shildon has been on its railway history, but the houses, streets, schools, shops, institutes, pubs and places of worship tell a wider story of the people who lived and worked there. Though clearance and rebuilding occurred across the settlement in the later 20th century, there are many reminders of the town's key figures and places, often enshrined in street names. Hackworth, Adamson and Bouch remind us of the great railway engineers; local MPs are recalled by the names Charles, Beresford, Dalton and Ferens; Pears Terrace, and Hildyard, Scott, Thomas and Kilburn Streets refer to colliery owners, developers and landowners; and Station, Soho, Thickley and Spout refer to key places and sites nearby.

New Shildon, founded in 1825, is a recent place in comparison to some of its neighbours in Co. Durham, particularly South Church and Heighington. But its history is firmly connected with its legacy of buildings, which represent all its key contributors, industries and periods from its foundation to the present day. It has seen much change over the last 200 years, and it will continue to evolve to reflect those changes whilst hopefully making the best of its built past a foundation for its future.

Appendix 1: suggestions for further research

This report has described the form and character of the buildings of New Shildon, but the settlement would benefit from further research in the following areas:

A street-by-street analysis of every census from 1841 to 1921 would give a detailed picture of job types, showing the importance of railway versus colliery employment, and give a picture of the inhabitants' origins: were they born in the area or did they come from further afield? This might explore some nuances of relocation for employment in different industries.

A history of New Shildon's shops. Over the course of New Shildon's history, some houses, particularly on corner sites or on prominent streets such as Redworth Road, have been used as shops. Using photographs, online sources, directories, censuses and oral history, the story of those buildings could be drawn out and better understood. Were some buildings purpose-built as small shops, or were most of them houses later converted into commercial premises? Very few shops now survive in the area, so some research on this would document significant change.

More work could also be done on New Shildon's schools, particularly the British School and All Saints School, both of which had their buildings repurposed after closure. There is a lot of information on the latter in the Durham Record Office, but the original drawings for the former have not been found during this project, although the present owner has copies.

It would be interesting to research why the church of All Saints was positioned where it was, though presumably it was partly due to the gift of the site by the Earl of Eldon. But why did it take so long to develop the land between it and the rest of the settlement into housing, and who exactly planned and initiated this development? Was it the NER?

Allotment gardens are a feature of New Shildon, and indeed of many industrial settlements from at least as early as the start of the 19th century. Their connections with individual families could be researched, as could the importance of their produce for wellbeing and health, and the area's relationship with horticultural societies and shows.

There are many people in and around New Shildon who were connected with Shildon Works. An oral history project could be valuable in documenting their experience of their life and work, which could be of particular use to Locomotion and to future historians.

Appendix 2: Ordnance Survey map dates

Publication dates

Ordnance Survey 1:2500 map, Durham, Sheet XLII.15 (south) and 11 (north), surveyed 1856, published 1893 and 1876 respectively.

Ordnance Survey 1:2500 map, Durham, Sheet XLII.15 (south) and 11 (north), revised 1896, published 1897.

Ordnance Survey 1:2500 map, Durham, Sheet XLII.15 (south) and 11 (north), revised 1914, published 1920.

Ordnance Survey 1:2500 map, Durham, Sheet XLII.15 (south) and 11 (north), revised 1939, published 1945.

Ordnance Survey 1:2500 map, Durham NZ 22 NW - A, National Grid first edition, surveyed 1961-2, published 1967.

Ordnance Survey 1:10560 map, Durham, Sheet XLII, surveyed 1857, published 1859.

Ordnance Survey 1:10560 map, Durham, Sheet XLII.SE, revised 1896, published 1898.

Ordnance Survey 1:10560 map, Durham, Sheet XLII.SE, revised 1914-15, published 1924.

Ordnance Survey 1:10560 map, Durham, Sheet XLII.SE (Special Emergency Edition), revised 1914-15, selected revision 1938.

Ordnance Survey 1:10560 map, Durham, Sheet XLII.SE, revised 1939, published 1951.

Ordnance Survey 1:25000 map, NZ22 (45/22) – B, revised 1913-1950, published 1953.

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Endnotes

Abbreviations

DRO	Durham Record Office, Durham
HEA	Historic England Archive, Swindon
NERA	North Eastern Railway Association Archive; see www.ner.org.uk
NHLE	National Heritage List for England
NRHE	National Record of the Historic Environment
NRA	Network Rail Archive
NRM	National Rail Museum, York
TNA	The National Archives, London

- 1 Jecock 2022; Purcell 2021a; Purcell 2021b; Archaeo-Environment 2021.
- 2 The Engineer, 29 September 1876, 226.
- 3 National Character Areas 15 and 16, see Natural England 2013.
- 4 British Geological Survey's BGS Geology Viewer, see Bibliography.
- 5 See the 1st edition 1:10560 OS map, surveyed 1857 and published 1859.
- 6 Durham County Council (DCC) 2011, 17.
- 7 See www.landis.org.uk for Soilscales, run by the Cranfield Soil and Agrifood Institute. [Accessed December 2022]
- 8 Natural England 2013.
- 9 Historic England 2020, 4-6.
- 10 Roberts et al 2021, 11-12.
- 11 NRHE UID 24035, via www.heritagegateway.org.uk: it was found by Mrs Sygrove, of The Lodge, Redworth. NRHE UID 24038, via www.heritagegateway.org.uk. [Accessed December 2022]
- 12 NRHE UID 876841, via www.heritagegateway.org.uk.

- 13 NRHE UID 23989 and 24083, via www.heritagegateway.org.uk. [Accessed December 2022]
- 14 Scheduled Monument, see NHLE 1016867; Page 1905, 349-50.
- 15 Roberts et al 2021, 592.
- 16 Roberts et al 2021, 622.
- 17 Bowes Museum: Accession numbers 1972/106 A and 1972/106 B, see NRHE UID 24073, via www.heritagegateway.org.uk. [Accessed December 2022]
- 18 Howard et al 2021, 14.
- 19 See Key to English Place-Names at <http://kepn.nottingham.ac.uk/map/county/Durham>. [Accessed December 2022]
- 20 Roberts et al 2021, 17, 19.
- 21 Robert 2008, 172-87. The place-name Cuthbertston presumably indicates some association with St Cuthbert, whose cult centre was Durham, and thereby with the origins of the early northern English Church on Lindisfarne.
- 22 The church was consecrated on 16 September 1834, see Saint James's Chronicle, 18 September 1834, 4.
- 23 Fordyce 1855, 567.
- 24 Hutchinson 1823, 414.
- 25 Fordyce 1855, 598.
- 26 Ibid.
- 27 Hutchinson 1794, 340-3.
- 28 Hutchinson 1823, 248-50. Boldon Book was translated and published by Greenwell 1852 and Bishop Hatfield's survey was also translated and published by Greenwell 1857.
- 29 Roberts *et al* 2021, 17.
- 30 NHLE 1322806, listed at Grade I: <https://historicengland.org.uk/listing/the-list/list-entry/1322806?section=official-list-entry>. [Accessed December 2022]
- 31 NHLE 1322953, listed at Grade I: <https://historicengland.org.uk/listing/the-list/list-entry/1322953?section=official-list-entry>. [Accessed December 2022]
- 32 <https://historicengland.org.uk/research/results/aerial-archaeology-mapping-explorer/>. [Accessed December 2022]
- 33 NRHE UID 1441888, via www.heritagegateway.org.uk. [Accessed December 2022]
- 34 <https://keystothepast.info/search-records/results-of-search/results-of-search-2/site-details/?PRN=D1481>. [Accessed December 2022]
- 35 NRHE UID 24067, Check List of Rural Clusters in Co Durham 1975 29 (B K Roberts & D Austin), using Bold Buke, Hatfield's Survey and Bowes Mus. Arch Rpt. 1, 1978, 142 as sources; via www.heritagegateway.org.uk. [Accessed December 2022]
- 36 NRHE UID 24057, via www.heritagegateway.org.uk. [Accessed December 2022]

- 37 Smith 2019, 12; Roberts *et al* 2021, 6.
- 38 Greenwood 1952, 61.
- 39 Roberts *et al* 2021, 553.
- 40 See www.ancestry.co.uk for *Cambridge University Alumni, 1261-1900*, using data from Venn J 1922-1954, *Alumni Cantabrigiensis*. London: Cambridge University Press; Surtees 1823, 303-324. [Accessed December 2022]
- 41 Hampson 1983, via <https://www.historyofparliamentonline.org/volume/1660-1690/member/byerley-robert-1660-1714>. [Accessed December 2022]
- 42 Surtees 1923, 7-9; *DNB* 1885-1900, 33, 250-251.
- 43 Surtees 1923, 8.
- 44 DRO Q/D/P 8: Stockton and Darlington Railway by George Stephenson, 1822.
- 45 Redworth Hall is listed at Grade II, see NHLE 1121213 and Roberts *et al* 2021, 592; Middridge Grange is listed at Grade II*, see NHLE 1121214; and Todd Fall Farmhouse is listed at Grade II, see NHLE 1116097.
- 46 Roberts *et al* 2021, 490.
- 47 Holmes n.d., 1-2.
- 48 Holmes n.d., 2-3.
- 49 Fordyce 1855, 567.
- 50 Fordyce 1855, 569.
- 51 Holmes n.d., 2-4.
- 52 Holmes n.d., 7.
- 53 Young 1923, 133.
- 54 Smith 2019, 18; for Musgrave's biography, see <https://www.historyofparliamentonline.org/volume/1820-1832/member/musgrave-sir-philip-1794-1827>. [Accessed December 2022]
- 55 *Darlington and Stockton Telegraph*, 5 October 1872, 3, reporting Dixon's address on Mon 28 September 1863 in the Mechanics' Hall on the anniversary of the opening of the S&DR. Also, see Young 1923, 134.
- 56 Holmes n.d., 6-8.
- 57 *Durham County Advertiser*, 3 January 1824; advertisement by Robert Stephenson & Co., letting the erection of the engine houses to masons and joiners, *Durham Chronicle*, 8 May 1824.
- 58 Advertisement by the S&DR for masons to tender for the construction of the stone work of a bridge over the Skerne, near Darlington, *Durham Chronicle*, 22 May 1824; ceremony for laying its foundation stone, *Durham Chronicle*, 10 July 1824.
- 59 Holmes n.d., 8-9, and Plate 1.
- 60 Knight 2019, 8-9.

- 61 Knight 2019, 21.
- 62 Smith 2019, 18, 20.
- 63 Smith 2019, 21.
- 64 *Newcastle Courant*, 27 October 1827, 1.
- 65 *Durham Chronicle*, 23 May 1829, 1.
- 66 Roberts *et al* 2021, 619.
- 67 *Northern Echo*, 8 November 1875, 3.
- 68 Wishaw 1840, 417; both phases of coal drops are discussed by Jecock 2022, 4-6.
- 69 See NHLE 1121501, which describes the sidings.
- 70 Listed at Grade II, see NHLE 1121501. The bridge was built in 1857 by John Harris, Hopetown Foundry, Darlington, with the other two spans added in 1868-69.
- 71 Smith 2019, 90-92.
- 72 Holmes n.d., 20.
- 73 Holmes n.d., 19-20, 71.
- 74 See NHLE 1365641, listed at Grade II.
- 75 Bainbridge 1933, 6.
- 76 *Newcastle Courant*, 14 July 1843, 4.
- 77 NRA 110/274: undated drawings of Shildon station.
- 78 Young 1923, 133.
- 79 Young 1923, 134.
- 80 Wishaw 1840, 419, 422.
- 81 TNA RAIL 1037/453: Simpasture - St. Helens Auckland Branch, 1839.
- 82 TNA RAIL 667/290.
- 83 Smith 2019, 61-3.
- 84 DRO Q/D/P 216: Stockton and Darlington Railway, Lands required at Howden-le-Wear, Bishopley lime kilns, Bishop Auckland Station, Shildon Engine Works, Middridge, Crook Fell Head, 28 November 1855.
- 85 NRM 1998-11437: Shildon Works Plans, 4, dated 28 Apr 1856, and entitled 'Plan of Shildon Works and Engine Sheds'.
- 86 *Northern Echo*, 8 November 1875, 3.
- 87 Smith 2019, 104-5.
- 88 Hoole 1972, 77.
- 89 Hoole 1972, 77.
- 90 Archaeo-Environment Ltd 2016b, 4.

- 91 Hoole 1972, 77.
- 92 Young 1923, 259, 292.
- 93 Roberts *et al* 2021, 619.
- 94 *Northern Echo*, 8 November 1875, 3.
- 95 Soho House, listed at Grade II*, see NHLE 1160335; Soho Cottages, listed at Grade II, see NHLE 1121461.
- 96 NHLE 1310628.
- 97 Smith 2019, 88.
- 98 TNA RAIL 527/539.
- 99 *Newcastle Courant*, 11 October 1839, 6.
- 100 NRM HACK/2/1/102: 1853 sale plan of Soho Works.
- 101 NERA 1418-02-24.
- 102 TNA RAIL 667/749.
- 103 Fordyce 1855, 569.
- 104 *Durham Chronicle*, 4 May 1839, 3; *ibid.*, 12 January 1844, 1; *ibid.*, 16 May 1851.
- 105 Auction of the premises occupied by J W Cooper, who occupied one of the houses fronting Redworth Road, to take place at the Talbot Inn, Bishop Auckland on 8 November 1853: *Durham Chronicle*, 4 November 1853, 4.
- 106 <http://www.dmm.org.uk/colliery/a018.htm>. [Accessed December 2022]
- 107 <http://www.dmm.org.uk/colliery/s045.htm>. [Accessed December 2022]
- 108 For Eldon, see <http://www.dmm.org.uk/colliery/e008.htm>; for Black Boy, see <http://www.dmm.org.uk/colliery/b063.htm>; for Copy Crooks, see <http://www.dmm.org.uk/colliery/c038.htm> and <http://www.dmm.org.uk/colliery/c094.htm>. [Accessed December 2022]
- 109 Mackenzie 1839, 150.
- 110 Fordyce 1855, 567.
- 111 Fordyce 1855, 569.
- 112 Young 1923, 134.
- 113 Pers. comm. Jane Hackworth Young.
- 114 Mackenzie and Ross 1834, 299.
- 115 Mackenzie and Ross 1834, 287
- 116 Young 1923, 333.
- 117 *The Christian's Monthly News*, 1 August 1866, 6.
- 118 *Durham Chronicle*, 8 April 1842, 1.
- 119 *Darlington and Stockton Times*, 8 July 1848, 2.

- 120 *Durham County Advertiser*, 25 December 1835, 1.
- 121 See NHLE 1121498, designed by Anthony Salvin though rebuilt and extended in 1881-2; listed at Grade II.
- 122 *Newcastle Courant*, 7 December 1833, 4; <https://shildonrailway.institute/heritage-1/institute-story> [accessed December 2022]; Bainbridge 1933, 1.
- 123 *Durham County Advertiser*, 10 January 1834, 3.
- 124 1841 Census; consulted online at www.ancestry.co.uk. [Accessed December 2022]
- 125 1851 Census; consulted online at www.ancestry.co.uk. [Accessed December 2022]
- 126 NRM HACK/2/1/102: plan of an estate at Shildon [Soho Works] to be sold on 9 May 1853 and following days by George Hardcastle, Sunderland, and Wheatley Kirk, Manchester, auctioneers.
- 127 Fordyce 1855, 569.
- 128 Fordyce 1855, 568.
- 129 Whellan & Co 1856, 315.
- 130 Cattell and Falconer 1995, 12.
- 131 Smith 2012, 6.
- 132 *Durham Chronicle*, 1 January 1858, 7.
- 133 <https://shildonrailway.institute/heritage-1/institute-story> [accessed December 2022]; Bainbridge 1933, 23.
- 134 Bainbridge 1933, 26.
- 135 Bainbridge 1933, 14.
- 136 Bainbridge 1933, 28.
- 137 *Durham Chronicle*, 12 August 1859, 5.
- 138 1861 Census, consulted online at www.ancestry.co.uk.
- 139 Holmes n.d., 44.
- 140 *Newcastle Daily Chronicle*, 13 August 1864, 2.
- 141 Holmes n.d., 45.
- 142 This photograph at the Ken Hoole Study Centre is annotated by hand 'c.1870'.
- 143 Fawcett 2005, 129.
- 144 DRO Q/D/P 318: North Eastern Railway, Diversion of Bowesfield Lane, Stockton; additional land at Low Simonside; near Stockton Station; Pickering; Shildon engine works; Northgate Street and Commercial Street, West Hartlepool; Holgate, York; Kingsworth Road, Monkwearmouth; diversion of Union Street, Bishopwearmouth, November 1873.
- 145 *Northern Echo*, 8 November 1875, 3.
- 146 *Northern Echo*, 8 November 1875, 3.

- 147 <https://picturestocktonarchive.com/2002/10/09/print-of-shildon-railway-station-mid-19th-century/>. [Accessed December 2022]
- 148 Young 1923, 377.
- 149 NRA 110/275: drawing dated 17 September 1910 of the booking & parcels office at Shildon station, 1911.
- 150 DRO D/Loco 1/2/40: Specification and bill of quantities from the NER Architect's Office, York, for alterations and additions to the Wagon Shops at Shildon, May 1885.
- 151 Fawcett 2005, 130.
- 152 *The Builder*, Vol. 70, 4 April 1896, 302.
- 153 Smith 2019, 119.
- 154 Fawcett 2005, 129.
- 155 <https://www.mindat.org/loc-381359.html>; <http://www.dmm.org.uk/colliery/s045.htm>. [Accessed December 2022]
- 156 *Newcastle Courant*, Friday 9 December 1870, 8; <http://www.dmm.org.uk/colliery/s044.htm> [accessed April 2022].
- 157 *Newcastle Courant*, Friday 9 December 1870, 8.
- 158 Anon 1904, 446.
- 159 *The Northern Echo*, Saturday 7 December 1895, 3.
- 160 Tomlinson 1914, 651.
- 161 Tomlinson 1914, 651.
- 162 Holmes n.d., 55.
- 163 Roberts *et al* 2021, 620.
- 164 *Building News*, 12 April 1889, 507; *North Star*, 6 June 1888, 1: advertisement to tender for building work; Brodie *et al* 2001, 771. There are also many now-weathered datestones at the base of the corner piers and the central projection of the Station Street elevation.
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