

THE
NORTH EASTERN RAILWAY
ITS RISE AND DEVELOPMENT

way carriages of the type introduced by the Liverpool and Manchester Railway appeared on the Stockton and Darlington and Leeds and Selby Railways in the latter part of 1834. Between 1834 and 1839 there were three kinds of carriages in use—first-class, second-class, and mixed or composite, besides a few luggage carriages or goods vans with outside seats. The first-class carriages, each designed to carry 18 passengers, had drab cloth linings, stuffed backs and seats, mahogany arm-rests and plate-glass windows; the second-class, with accommodation for 24 or 30 passengers, were neither glazed nor upholstered, but some of them on the Newcastle and North Shields line, for instance had curtains at the sides, and others—on the Durham and Sunderland line movable shutters on one side; the mixed carriages had the middle compartment fitted up for first-class passengers and the other two compartments for second-class passengers. Some of the covered carriages had seats on the roofs. When placed at the ends of the carriages they were dangerous places, and one writer suggested that a netting should always be hooked between each carriage just under the footboard to prevent passengers from being thrown under the wheels.* Had such a safeguard been used on the Stockton and Darlington Railway, a third-class passenger who fell from a luggage carriage on the 24th November, 1840, would have escaped frightful injuries.† The Newcastle and Carlisle Railway Company had benches placed lengthwise on the roofs of some of their carriages for the accommodation of passengers desiring to look about them,‡ but, as Sir George Head observed, “the curiosity once gratified in this respect, he certainly consults economy rather than taste who repeats the experiment, for it is impossible, owing to the rapid motion and the smoke and cinders which fly backwards from the engine to open more than a quarter of an eye at any one instant of time during the whole journey.”§ On the Stockton and Darlington Railway—where the fuel consumed was chiefly coal—the discomforts of outside passengers must have been very great. One report speaks of the “Swift” engine “throwing fire into the ‘Tourist’ coach.”|| It had previously been found necessary to have wire gauze screens fixed to the ends of open carriages for the protection of passengers.¶ The third-class carriages of 1835, we have seen, were trucks with seats in them. Those which began

* *Lecount's Treatise on Railways*, 1839, p. 141. + Police Reports (S. & D. R.), 1840-1842.

† The Marquis of Londonderry, travelling to Carlisle with his suite on the 6th September, 1837, occupied an outside seat—for a portion of the journey at least (Lowry's Diary).

§ *Home Tour*, vol. i., pp. 339 and 340.

|| Stockton and Darlington Minutes, 4th November, 1836.

¶ *Ibid.*, 15th May, 1835.

running on the York and North Midland Railway in 1839 are described as "altogether open, but furnished very properly with seats . . . ranged lengthwise, four to each carriage."* Similar carriages were used on the Hull and Selby Railway. The feat of some passengers at Milford South Junction in "getting over the doors without opening them,"† when threatened with a collision, does not seem so surprising when it is remembered that low doors were characteristic features of both second and third-class carriages at this time. The earliest third-class carriage of the Newcastle and North Shields Railway was a large carriage-truck to carry 60 passengers. It was 20 feet 8 inches in length and 7 feet 9 inches in breadth with 10 seats arranged in char-à-banc fashion without doors.‡ Some of the later carriages had canopy tops. One form of third-class carriage had no place on the early lines of the North Eastern Railway; this was the notorious "Stanhope," a mere open box without seats in which passengers travelled, 60 of them together sometimes, with less comfort than animals. Goods trucks and even cattle trucks were occasionally used on busy days, but they were always provided with movable seats. One reads of second-class passengers on other railways catching cold from the currents of air playing about their feet, due to the perforations in the flooring made to let out the rain, but if any of the passengers on the early lines of the North Eastern Railway were similarly inconvenienced there is no record of the fact. One point on which the Stockton and Darlington Board insisted when ordering some new third as well as first and second-class carriages was that "with these and all other coaches on the line great care be taken to make air-tight at the bottom."§

Most of the early carriages had names which gave them a certain picturesque distinction. Among these may be instanced the "Earl Grey," "Victoria" and "Albert" of the Stockton and Darlington Railway; the "Diana," "Ceres" and "Juno" of the Leeds and Selby Railway; the "Expedition," "Despatch" and "Transit" of the Newcastle and Carlisle Railway; the "Times," "Herald" and "Director" of the Newcastle and North Shields Railway; and the "Lady Hilda" and "Premier" of the Whitby and Pickering Railway. There was no lack of variety in the colours of the early carrying stock. The first carriages of the Stockton and Darlington Railway Company were painted a dark blue outside and a light

* Whishaw's *Railways of Great Britain*, 1842, p. 442.

† *Railroad Quarterly Journal*, vol. i., p. 75.

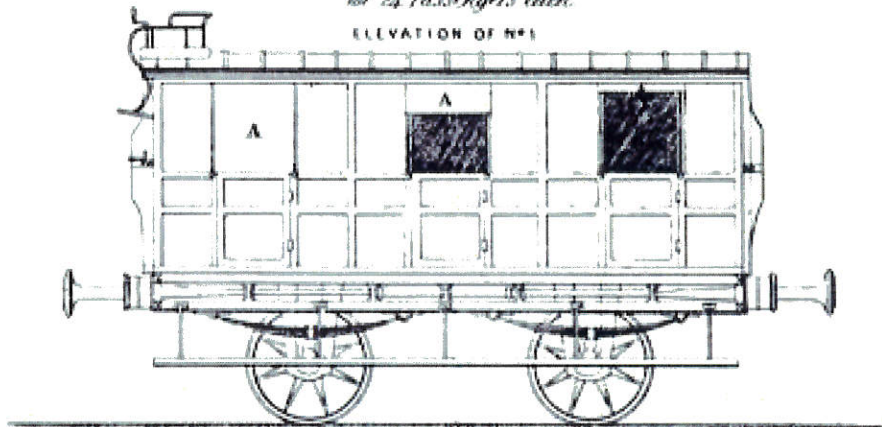
‡ Atkinson & Philipson's Books, 1840.

§ Committee Minutes, 20th December, 1839.

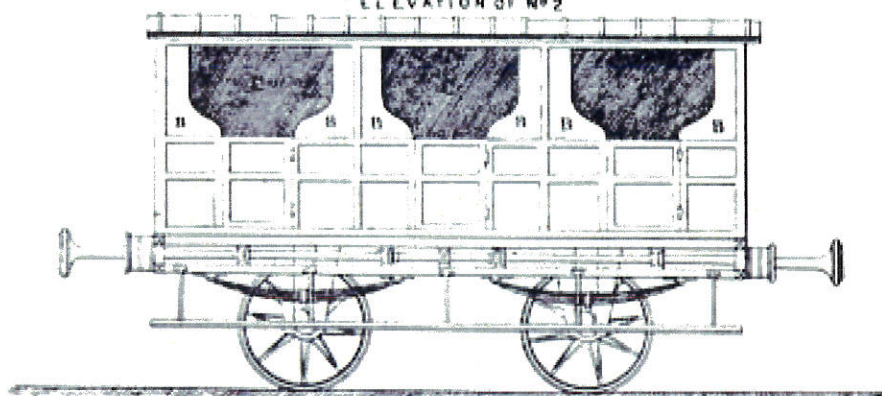
NEWCASTLE UPON TYNE & NORTH SHIELDS RAILWAY.

*Third Class Parliamentary Carriages of two Sorts
for 24 Passengers each.*

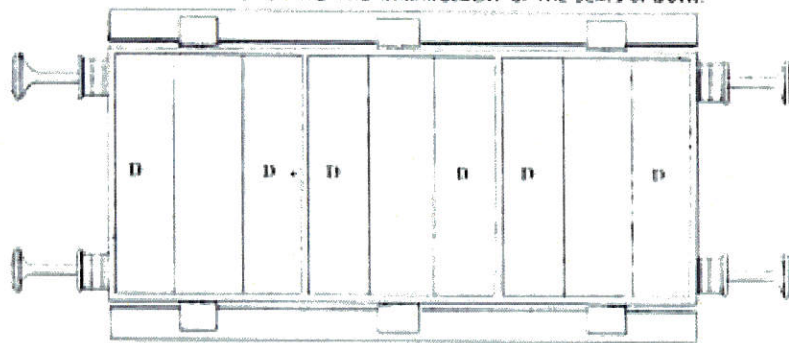
ELEVATION OF N°1



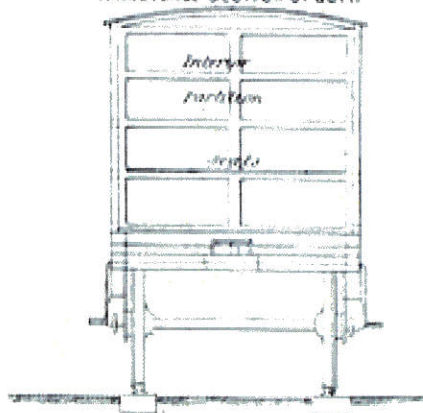
ELEVATION OF N°2



INSIDE PLAN SHEWING THE ARRANGEMENT OF THE SEATS OF BOTH.



TRANSVERSE SECTION OF BOTH



REFERENCES

- To Carriage, No. 1
- N A A Transparent Canvas Blinds
- To Carriage, No. 2
- B B B Wooden side Brackets to shelter the Passengers from the Weather
- C C C Openings not provided with Blinds
- To Floor
- D D D Seats for 4 Passengers each

Scale of Feet



drab inside; then several "green coaches" appeared on the line. In 1841 the colour of the carriages was yellow.* This was also the colour of the Leeds and Selby and Stockton and Hartlepool carriages.† The first-class carriages of the Newcastle and Carlisle Railway, before 1841, were painted yellow picked out with black, and the second-class carriages green picked out with white.‡ In 1843, however, first-class carriages painted claret and picked out black and second-class carriages also painted claret but picked out with white and edged yellow, appeared on the line.§ The colour of the Brandling Junction carriages was, according to Whishaw, "bright yellow"; some of them, however, were painted drab.¶ The carriages of the Newcastle and North Shields Railway were at first painted in the following colours: first-class, crimson, maroon, and in one case "a rich light scarlet claret edged with yellow"; second-class, drab and vermilion; and third-class, light green¶ but at a later date than 1841 the colour of the first-class carriages was altered to red and that of the second class to claret.** Dark green was the colour of the York and North Midland and Hull and Selby carriages, which struck some passengers as sombre-looking beside the more gaily-painted carriages of other railways.††

In addition to the names which were painted on the carriages there were usually armorial bearings. The Newcastle and Carlisle carriages bore emblazoned on their panels the arms of Newcastle and Carlisle, those of the Great North of England Railway the arms of Newcastle, Durham and York, and those of the York and North Midland Railway the arms of the city of York. The "Victoria" and the "British Queen" of the Newcastle and North Shields Railway as well as the carriages employed for the conveyance of the mails displayed the royal arms. One of the carriages of the Great North of England Railway, afterwards sold to the Stockton and Darlington Railway, had the northern eagle painted black upon it, due probably to the fact that the carriages came from the same manufactory as the splendid state carriage of the Czar of Russia. The Newcastle and North Shields Railway had its "picture-train" more than 60 years before it

* On the 18th February, 1842, it was decided to alter the colour of all the carriages from yellow to lake (Committee Minutes).

† Leeds and Selby Minutes, 14th March, 1834; Atkinson & Philipson's Books, 1841.

‡ Whishaw's *Railways of Great Britain*, 1842, p. 344; Atkinson & Philipson's Books.

§ Atkinson & Philipson's Books, 1843.

¶ *Ibid.*, 1839.

¶ Minutes of Newcastle and North Shields Railway, 8th January, 1838; Atkinson & Philipson's Books, 1839-1840.

** Minutes of Newcastle and North Shields Railway, 16th December, 1843.

†† York and North Midland Minutes, 20th September, 1838; Hull and Selby Minutes, 25th May, 1839; *Youth's Instructor*, 1842, p. 306.

occurred to M. Edouard Cros to facilitate the identification of carriages on the Western Railway of France by means of familiar objects instead of numbers. One first-class carriage running between Newcastle and North Shields had four chamois painted upon it (on the doors of the end compartments), another four gazelles, a third four antelopes, and a fourth four reindeer,* illustrations one may call them of the respective names of the carriages. A more utilitarian device appeared on some of the earlier carriages of this railway, the amount of the fare, 1s., on the panels of the first-class, and 6d. on those of the second-class carriages.† In 1834 the price paid by the Leeds and Selby Railway Company for a first-class carriage was £210, and for a second-class carriage £85. Carriages built, five or six years later, for the Stockton and Darlington Railway cost from £250 to £259 first-class, and from £130 to £135 second-class, but those built about the same time for other north-country railways more dependent on passengers for their revenue than the Stockton and Darlington line, £330, £335, £372 and £385 first-class; and £170, £175 and £192 second-class. The second-class carriages on the York and North Midland Railway, which were in four compartments, cost £275. The early third-class carriages of the York and North Midland Railway—made by the Company themselves—with accommodation for 32 passengers, cost about £60 or £63. In 1840 the cost of a third-class carriage was from £100 to £105.‡

The waggons used during this period were reducible to a very few types. Coals were almost invariably carried in chaldron waggons of the well-known shape; measuring 8 feet by 6 feet at the top and 4 feet by 4 feet at the bottom and weighing from 28 cwt. to 32 cwt. on the principal mineral lines. Goods travelled in low-sided trucks weighing from 31 to 42 cwt. and measuring 10 feet or 10 feet 6 inches in length and 7 feet 1 inch or 7 feet 6 inches in width. A somewhat peculiar type of horse-box was in use on the Leeds and Selby Railway, a box it really was, with accommodation for a single horse, 8 feet in length, 3 feet 1½ inches in width and 4 feet 9 inches in height, carried on an ordinary-sized truck. The horse-boxes of the Newcastle and Carlisle Railway were constructed to hold two horses each, those of the York and North Midland three.§

* Atkinson & Philipson's Books.

† Whishaw's *Railways of Great Britain*, p. 358.

‡ Leeds and Selby, Stockton and Darlington, Newcastle, North Shields and Brandling Junction, Hull and Selby, and York and North Midland Railway Books; Atkinson & Philipson's Books; Whishaw's *Railways of Great Britain*.

§ Whishaw's *Railways of Great Britain*, 1842, pp. 180, 345 and 442.