

### **Lines to take on NRM Masterplan for York**

- NRM is at the heart of York Central, one of Europe's most ambitious city centre regeneration projects. Through the redevelopment of the museum NRM will become the cultural centre of this new community bringing benefits to new residents and driving the uptake of new commercial opportunities.
- The York Central scheme will divert Leeman Road to improve the road network for an existing residential area (Salisbury Island). This will enable NRM to unite the two halves of their split site for the first time since the museum opened in 1975.
- A new Central Hall will unite the historically important Great Hall and Station Hall creating space for new visitor facilities and gallery space and ensuring level access and a better visitor experience for everyone.
- The museum is not being demolished: the only building that will be demolished is the single storey entrance built in 2012 which currently houses the visitor entrance and the museum shop. The depot, a temporary structure erected in 2000, will also be taken down. All other buildings are being retained.
- Through the Cultural Development Fund DCMS are contributing £18.6m towards the £55.3m cost of the NRM scheme. NRM will fundraise to secure the balance of investment.

## **Background notes**

### **2025: Stockton & Darlington Railway bicentenary**

The Stockton & Darlington Railway (S&DR) was the world's first steam traction public passenger railway. Its first passenger train left Shildon on 27th September 1825 hauled by Locomotion No.1. 2025 will see the 200th year anniversary of this occasion and offers an exciting opportunity for the region and the rest of the country to celebrate this world changing event.

For the last few years Darlington Borough Council, Stockton-on-Tees Borough Council, Durham County Council and the Tees Valley Combined Authority have been working with the National Railway Museum, Friends of S&DR, Historic England and the railway industry to plan activities and events to mark this anniversary, celebrate and preserve the S&DR legacy and drive long term tourism and wider economic growth to the region.

In 2018 Historic England designated the route of the S&DR as a Heritage Action Zone and awarded £700,000 to fund enabling projects, these have included a listings review, an access audit and the development of an overarching interpretation narrative for the 26-mile route. Local authorities are also contributing revenue budget for enabling projects and celebration events. However, the most significant investment will come through capital projects being led by individual partners.

### **Major new capital projects aligned with 2025**

Alongside the S&DR celebrations some partners are investing in major new capital projects which will open in or around 2025. These include

- In York, NRM's £55m Masterplan will see the two main museum buildings united by a new Central Hall. An improved and extended museum offer will make the museum the cultural hub of the new residential and commercial community of York Central, the largest city centre brownfield development in Europe. The Museum is not closing Leeman Road as Cllr Boddy suggests. The York Central scheme will divert Leeman Road around the museum.
- NRM's Masterplan includes a joint (with Durham County Council) £4.5m investment in a new building at Locomotion in Shildon.
- NRM and Durham County Council are also jointly investing an additional £1.6m to repair the historic buildings at Locomotion in Shildon
- In Darlington the council are planning a major redevelopment of their Head of Steam Museum (details below)

### **Head of Steam, Darlington Council**

The Head of Steam museum is run by Darlington Council. The museum currently charges an entry fee of £4.95 for an adult and attracts approximately 30,000 visitors per annum. The museum is based in the Grade II\* Darlington North Road Station on a site of both regional and national importance. All the vehicles on display at the museum are on loan from the National Railway Museum (see separate note about Locomotion No.1, below).

Darlington Council have ambitious plans to develop the museum and wider Railway Heritage Quarter as a major visitor attraction. Under their Masterplan other historic buildings on site would be redeveloped, new outdoor event and play spaces would be created, and a new engineering shed and pedestrian bridge across the mainline would be built. Under these plans the museum would move to free-entry. Darlington believe these plans will enable them to achieve 230,000 visitors pa

to the site as a whole of which only about 90,000 would visit the museum (this compares with nearly 200,000 visitors who visit Locomotion every year).

Tees Valley Combined Authority have committed £20m to the scheme, subject to business case approval. This will fund the first phase of the Masterplan. Head of Steam were unsuccessful in their Expression of Interest for funding from the NLHF Heritage Horizons Awards.

The plans have cross party support on Darlington Council. Darlington Cabinet recently gave approval for land acquisition and further design and costings work to be progressed over the next 12 months.

Head of Steam has previously been threatened with closure. Their Friends organisation would like to see them taken out of local authority control and set up as a Museum Trust.

### **Locomotion No.1**

George Stephenson's Locomotion No.1 was the first engine to operate on the Stockton & Darlington Railway in 1825. It is part of the National Railway Museum's collection, and Locomotion at Shildon is named for it.

Locomotion No.1 has been on display at Head of Steam, on loan from NRM for many years. This Loan agreement is due to expire in 2021. At that point it is NRM's intention to return Locomotion No.1 to its natural home in Shildon and put it on display as part of the newly refreshed museum, where it will tell the story of birth of Shildon as the world's first railway town. Darlington Council and the Head of Steam are aware that this is NRM's intention and are naturally disappointed. NRM anticipate that Darlington will vigorously campaign against the decision. NRM intend to publicly announce its plans for Locomotion no1 in the course of January 2020.

To our knowledge, [REDACTED] has not expressed any view about Locomotion No.1.

(More detail available in briefing note provided to DCMS in Dec 2019).

## **Locomotion No. 1 - Rebuttals**

### **Locomotion No. 1 belongs to Darlington.**

- The locomotive is owned by the Science Museum Group who hold it in care for the nation under their statutory responsibilities in the 1983 National Heritage Act . It passed into SGM's ownership in 1968 as part of the transfer of British Rail's collection under the 1968 Transport Act.
- It has been on loan from the SMG to Darlington Borough Council since 1975. The loan agreement expires in March 2021.

### **Locomotion No.1 has been in Darlington for 160 years.**

- Locomotion loco was built in Newcastle in 1825, rebuilt at Shildon in 1828, turned into a stationary engine (almost certainly at Shildon) in circa 1847 and restored to its locomotive form at Shildon in 1856. It was then put on a plinth at Darlington in 1857.
- And whilst Darlington has certainly been its main home since 1857, it is more widely travelled than you may think
  - 1876 Philadelphia Exhibition
  - 1881 Stephenson centenary celebrations
  - 1886 Liverpool exhibition
  - 1887 Newcastle Jubilee
  - 1889 Paris exhibition (World's Fair)
  - 1892 Placed on a pedestal at Darlington Bank Top station
  - 1924 British Empire Exhibition
  - 1925 In the cavalcade for the 100<sup>th</sup> anniversary of the Stockton & Darlington Railway
- During WWII it was kept at Stanhope station in case Darlington was bombed and in 1975 it moved to its current location at Head of Steam, North Road Station.

### **The Pease family paid for its restoration/wanted it to stay in Darlington/bought it for Darlington**

- Locomotion was lent to the Pease family for use in their West Durham colliery as a pumping engine from 1850-1856. It remained the property of the Stockton & Darlington Railway who continued to value it on their books. The Pease family paid £50 to the S&DR but it is uncertain if this was for the 1857 restoration or hire fees whilst at the colliery according to records held at the National Archive.
- The Pease family did not purchase the vehicle

### **Darlington has a stronger claim to Locomotion No.1 than Shildon**

- Darlington has undoubtedly had a long connection with Locomotion no1. And we recognise how strongly many in Darlington feel about the vehicle.
- But Locomotion No.1 changed the world when it set off from Shildon in 1825. It is time to bring Locomotion No1 ten miles up the road to Shildon, and give the people of Shildon and Locomotion's 200,000 annual visitors the opportunity to see Locomotion No1 in the spot where it made history.

**Darlington money created Robert Stephenson & Co, so Locomotion No.1 only exists because of Darlington money**

- The Pease family from Darlington did put in £1600 to set up Robert Stephenson & Co, but the Stephensons and Michael Longridge from Northumberland put in an additional £2400 between them.
- The S&DR was also financed by people from many places with around 75% from the Darlington area but the major single funder was the Norwich banker Joseph Gurney.

**SMG are blowing a hole in the plans for Head of Steam and the S&DR Bicentennial.**

- The story of the Stockton & Darlington Railway is about much more than a single locomotive or a single location. SMG has been working closely with Darlington Borough Council, Durham County Council, Stockton Borough Council, Tees Valley Combined Authority, Friends of Stockton and Darlington Railway, A1 Steam Locomotive Trust, Network Rail, Northern Rail, Virgin Trains, Hitachi and the Bishop Line Community Rail Partnership through the aegis of the Stockton & Darlington Railway Heritage project and the Stockton & Darlington Heritage Action zone for the last for a number of years to plan the bicentennial celebrations and ensure through developments like Head of Steam and Locomotion a lasting legacy for the region.

**This is a high-handed decision by SMG which has come out of the blue for Head of Steam**

- We have been in discussions for a year with Darlington BC and Head of Steam about the curatorial themes and objects we want to showcase in our developments. We first specifically raised the question of the long-term future of Locomotion No.1 with Darlington/Head of Steam in August last year and have met to discuss at least twice since then (timeline below)

**Removing Locomotion no1 removes Head of Steam's iconic centrepiece**

- Locomotion No.1 is only one of four vehicles (and many other collection items) on loan from SMG. These include Derwent, the oldest locomotive built in Darlington, two other locomotives including the Q7 goods engine built at North Road works. There's also the body of a North Eastern Railway carriage from 1865 and another 25 objects ranging from signals to signs, models and pictures

**It's not called the Shildon-Stockton Railway**

- True, but technically that would be a better description. The point where the rope hauled inclines gave way to locomotives was at the place that became Shildon over the years from 1825. The Stockton & Darlington Railway name was so-given as it was where the backers and proprietors were based railways weren't necessarily named about where they ran to and from.

### **Locomotion No.1 was built in Darlington**

- No it wasn't, it was built by Stephenson & Co in Newcastle, under the direction of Timothy Hackworth, employed to manage the works whilst Robert Stephenson was in South America and George was supervising the construction of the S&DR. Hackworth became the S&DR's first superintendent engineer and later established his own locomotive works in Shildon.

### **British Rail only agreed to Locomotion going to North Road as long as it remained in Darlington**

- No. By 1975, the locomotive belonged to the Science Museum Group who agreed to it going on display in Darlington at the new North Road Museum as long as it met conditions of access, security, display etc. In 1971, the plan had been to move it to the then being planned National Railway Museum in York, but Darlington wished it to stay in the town and created North Road Museum to house the locomotive and other displays.

### **Timeline of NRM/DBC discussions**

14 Feb 2019	NRM and DBC meet at Head of Steam. General discussion of each organisation's future plans.
August 2019	<p>DBC approach NRM for a further meeting to discuss plans for Darlington Railway Heritage Quarter</p> <p>NRM agree and say in reply that we need to think about the future of Locomotion No.1 and are interested in discussing objects and plans.</p> <p>DBC reply that Locomotion No.1 is critical to their plans</p>
11 Sep 2019	<p>DBC and NRM meet at NRM.</p> <ul style="list-style-type: none"><li>- DBC outline plans for new Rail Heritage Quarter</li><li>- NRM stated that they have a keen desire to bring Locomotion No 1 back to the group</li><li>- A discussion of what other vehicles in the national collection could help Darlington tell their story.</li><li>- NRM raised possibility of transfer of vehicles to DBC rather than a loans.</li><li>- NRM confirm no intention to remove Locomotion No 1 <i>before</i> the loan expires.</li></ul>
23 Oct 2019	<p>DBC and NRM meet at Locomotion.</p> <ul style="list-style-type: none"><li>- An update on plans for both sites.</li><li>- DBC say that having Locomotion No 1 is critical to their plans.</li><li>- NRM say that it is that their intention is to put it on display at Locomotion and asked DBC if they had any back-up plans.</li><li>- DBC respond that all their plans are built around Locomotion No 1 and there will be political consequences if NRM do not agree.</li><li>- DBC ask NRM to confirm intentions for Locomotion No.1 by the end of the month.</li></ul>
31 Oct 2019	In response to an email from DBC asking NRM to confirm its plans, NRM say that we have made our position clear. NRM also ask about DBC's intention around other vehicles on loan at Head of Steam

	DBC call NRM to say that they will be raising this with local politicians
14 Nov 2019	In reply to an email from DBC, NRM confirm that the current loan agreement is due to expire at the end of March 2021
7 Jan 2020	Darlington Cabinet consider report on the future plan for the Rail Heritage Quarter. They approve moving forward to next stage of the development process. The report does not mention Locomotion No.1 or any other collection item