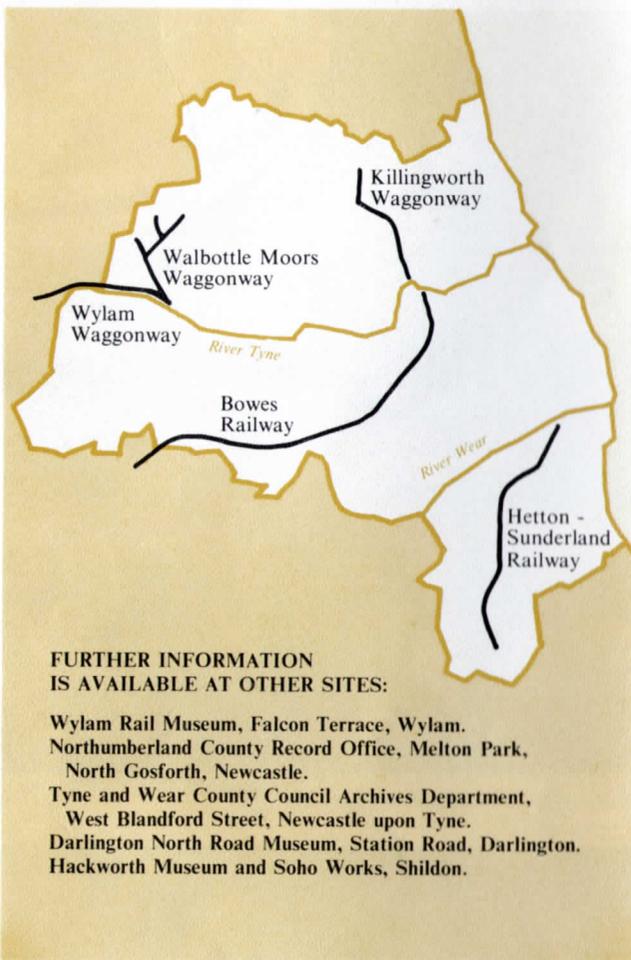


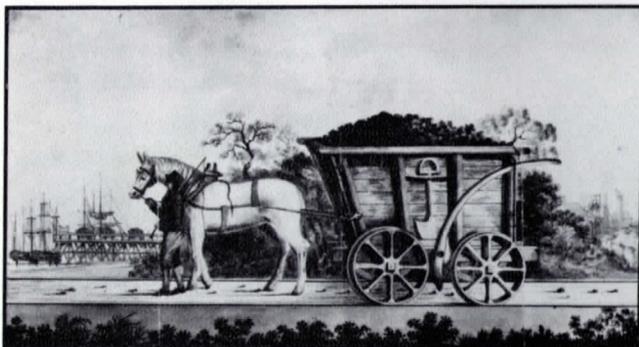
## Areas Associated with Stephenson and the Development of the Early Railways



FURTHER INFORMATION IS AVAILABLE AT OTHER SITES:

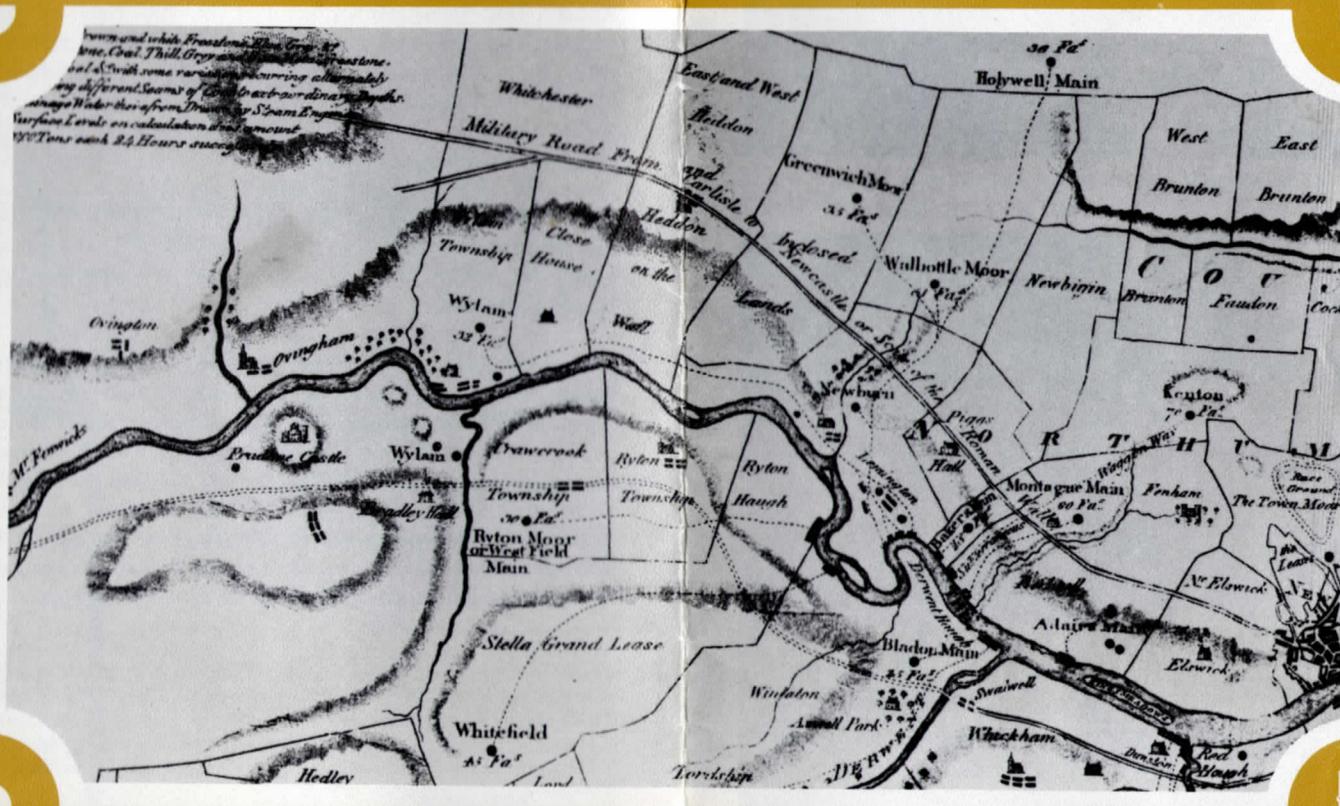
Wylam Rail Museum, Falcon Terrace, Wylam.  
 Northumberland County Record Office, Melton Park,  
 North Gosforth, Newcastle.  
 Tyne and Wear County Council Archives Department,  
 West Blandford Street, Newcastle upon Tyne.  
 Darlington North Road Museum, Station Road, Darlington.  
 Hackworth Museum and Soho Works, Shildon.

The Coal Waggon



### Country Code

WHEN IN THE COUNTRYSIDE PLEASE:  
 Guard against all risk of fire.  
 Keep dogs under proper control.  
 Leave no litter.  
 Fasten all gates.  
 Keep to the waymarked routes.  
 Avoid damaging fences, hedges and walls.  
 Go carefully on country roads.  
 Protect wildlife, wild plants and trees.  
 Respect the life of the countryside.



William Casson's Map of 1804

Designed and produced by Tyne and Wear County Council.

Aided by the Countryside Commission.

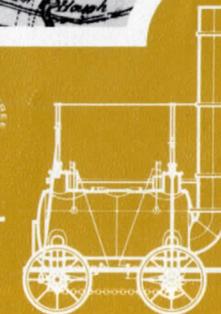
This guide is one of a series, produced by the County Council, aimed at publicising and promoting the use of interesting footpaths in Tyne and Wear. For further information contact: Countryside Team, Planning Department, Tyne and Wear County Council, Sandyford House, Newcastle upon Tyne NE2 1ED.

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# Wylam and Walbottle Waggonways



A STEPHENSON TRAIL



# Wylam and Walbottle Waggonways

The route described in this leaflet follows the line of the Wylam and Walbottle Moors Waggonways from the River Tyne north to Black Callerton, in the area where George Stephenson lived and worked some 200 years ago.

## The distances are:

Wylam Bridge to Newburn 3¼ miles.

Newburn to Black Callerton 3½ miles.

The small numerals within the descriptive text on the following pages refer to reference points on the route map which is printed in this guide.

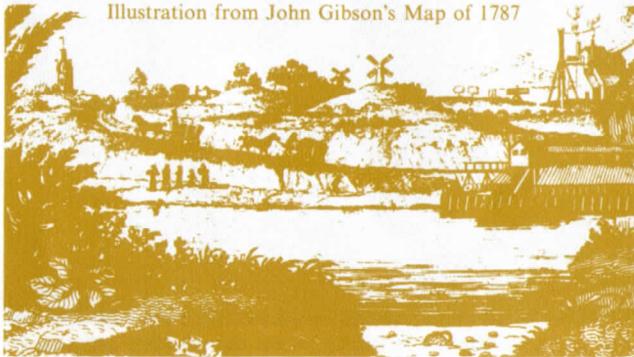
## Access

There is a frequent train service on the Tyne Valley Railway line to *Wylam* from Newcastle Central Station. The 686 or 687 bus service also serves Wylam from Eldon Square.

A car park is located behind Stephenson Terrace, on the north side of Wylam bridge, at the start of this route.

*Newburn*, an intermediate point on the route, is served by the 20 and 21 bus services from Newcastle Central Station. The 74 and 75 bus routes from Newcastle Newgate Street, serve *Stamfordham Road*, which runs across the northern part of this route.

Illustration from John Gibson's Map of 1787



*The Wylam Waggonway was built around 1748 to transport coal from Wylam to the keels at Lemington as the river was too shallow at Wylam for the keels. This waggonway passes High Street House, the cottage where George Stephenson was born in 1781 and lived until 1789. In 1813 Hedley's first locomotive used this line. In 1881 a procession of sixteen engines assembled at Gateshead and proceeded to North Wylam, past High Street House, to celebrate the centenary of George Stephenson's birth.*

A path follows the former Wylam Waggonway from Wylam ①, where George Stephenson's father was a fireman at the colliery, along the north bank of the Tyne to Newburn. The first two miles of this route and High Street House ②, are in Northumberland. From Blaney Row ③, the footpath follows the north side of the road through the Tyne Riverside Country Park. The route crosses the road, continuing along a footpath on the south side of the old waggonway, next to the playing fields, and continues along this footpath to Water Row ④, past the 'Boathouse' and the site of Water Row Pit to Newburn Bridge.



Wylam Waggonways, west of Blaney Row ③

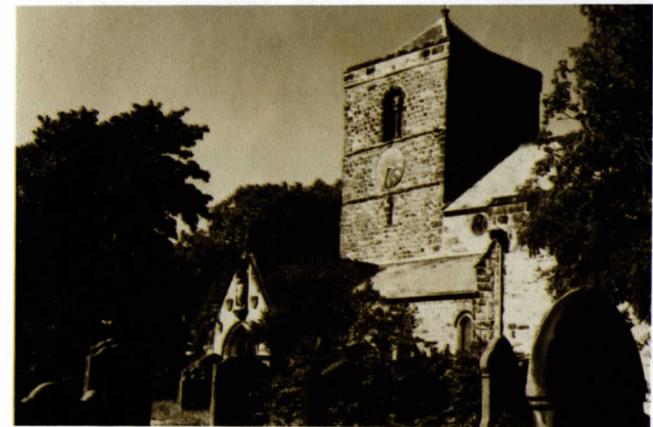
*George Stephenson was involved with mining and with engines from an early age. In 1798 he was put in charge of Robert Hawthorne's new pumping engines at Water Row Pit, before moving to Dolly Pit in 1801. The waggonway closed in 1867, when mining ceased at Wylam Colliery. Part of the trackbed was used to build sections of the Scotswood, Newburn and Wylam Railway which was opened in 1875/6. This North Wylam line finally closed in 1968.*

A route continues along the Wylam Waggonway from the north east of Newburn Bridge and will provide a link between the Tyne Riverside Park at Newburn and Percy Pit.



④ Boathouse, Water Row.

At the end of Water Row turn left at Newburn Bridge across the level crossing and right along Station Road to the High Street, then along Church Bank to the church ⑤, where Stephenson was twice married, and where the grave of William Hedley, another railway engineer, can be seen.



⑤ Newburn Church.

Continue west along Church Bank to the war memorial, then up a flight of steps along Hareside Path ⑥, and then Berkley Terrace, before joining the route of the old waggonway through Walbottle Dene ⑦. (The southern section of the Walbottle Waggonway is now followed by the Walbottle Road to Newburn.) Our route drops down into the dene to the site of New Winning and then climbs

up the far side of the dene, keeping on the right of the stream, past a small waterfall. We then turn right along a narrow footpath, past the site of Duke Pit 8, to rejoin the line of the old waggonway to Walbottle across a grassed area. The route continues west then north along Grove Road, across the line of Hadrian's Wall, and continues on the far side of Hexham Road and then along a footpath on the west side of the Engine Inn on the line of the Walbottle Moors Waggonway 9, to the A69(T) road.

*This waggonway, which was operational by 1780, was part of a system owned by the Duke of Northumberland to transport coals from his Walbottle pits to the coal staithes on the River Tyne at Lemington. The Duke branch, which we are following, incorporated part of the Callerton system from Holywell Main, constructed before 1767. Coals were conveyed by horses and an inclined plane, to Lemington, where Keelmen were employed to tranship the coal to seagoing vessels downstream from Newcastle Bridge.*

One of the few working examples of an inclined plane railway can be seen at the Bowes Railway, Springwell, Tyne and Wear.

Walkers are advised not to cross the busy A69(T) 10. If you cross TAKE CARE, or choose the alternative route westward some 300 yards to an underpass which leads under the A69 (T) to Dewley Road. Walk eastwards along Dewley Road to Cut End.

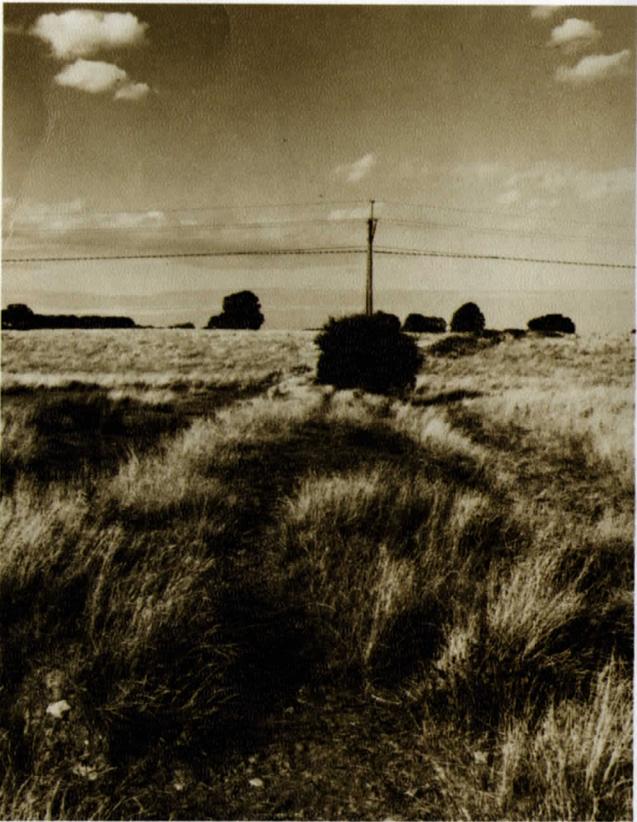
If you cross over the A69(T), continue northwards. To the east of the field path the line of the waggonway can be identified by the dip in the fence line on the north side of the bypass, to the right of the footpath. The waggonway can be identified following the dip in the field which was cut out for the waggonway in order to reduce the gradient. The footpath continues beside the hedgerow to 'Dewley Road'. Turn right along Dewley Road; after 50 yards turn left across a stile 11. This area is known as Cut End, after the cutting made for the waggonway.

At this point the waggonway, and footpath following it divides, the western branch (a) served the Dewley Pit area where Stephenson lived in the 1790's and further north to Greenwich Moor, while the north eastern branch (b) served Black Callerton and the Holywell Main area, including Dolly Pit where Stephenson worked as a brakeman.





11 Cut End to Callerton.



Waggonway Embankment north of 12

The north eastern route crosses an area known as Walbottle Moor; it then turns north eastwards to join the line of the waggonway to the next field boundary 12 . The footpath then follows this branch of the waggonway on an embankment, until the waggonway and footpath branch again, one branch leading to the east (c) and one to the north (d).

At this point, there are two alternative routes that can be followed:

The eastern branch (c) follows an embankment on a steeper gradient diagonally across the field to the field boundary. The footpath turns left at this point away from the waggonway 13 , to a kissing gate on the Stamfordham Road. The footpath continues on the line of the waggonway 150 yards along the road to the right, across a stile, then along an embankment 14 . The footpath follows the original route of the waggonway diagonally across the next few fields, but there is little to see of the waggonway because of ploughing, except for some spoil heaps 15 . The footpath joins a minor single track road 16 northwards to Black Callerton and at this point you can trace the original line of the waggonway to the site of Dolly Pit, where Stephenson worked when he lived at Black Callerton.

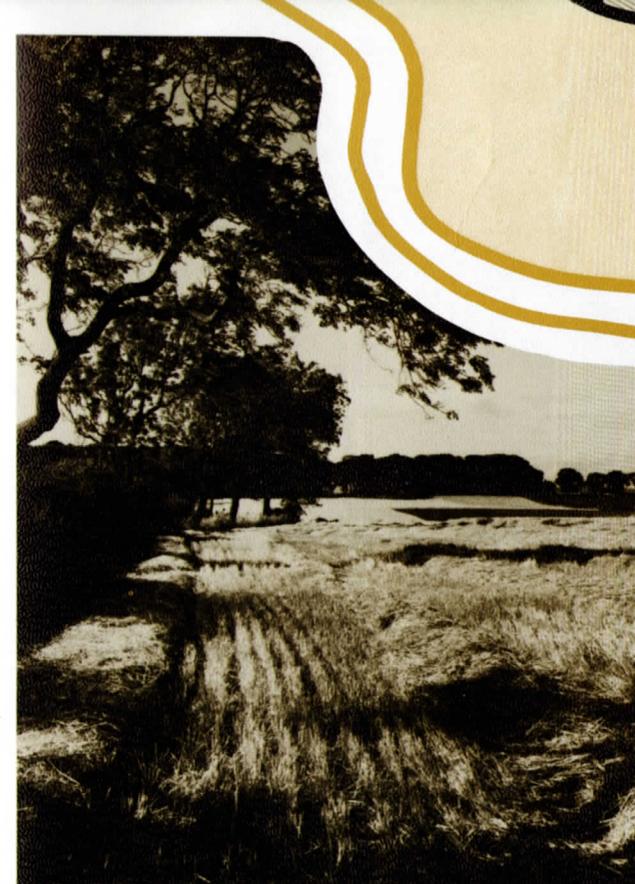
or

The alternative route along the northern branch of the waggonway (d) continues north along a slight embankment, parallel to the field boundary, then across a further field to the Stamfordham Road, east of Lough House. The path continues on the far side of the road, past Broomhall Farm to the Black Callerton Road, along a well-defined embankment of the waggonway 17 . The ends of the branches a, c and d are all linked by a minor road from Callerton Lane Ends to Black Callerton.

*By the beginning of the nineteenth century, an extensive system of horse drawn or rope hauled waggonways had developed on the north bank of the Tyne. These primitive horse lines were not able to meet the increasing demands for cheap coal transport in bulk, and this led to the rapid development of locomotive engineering in the north east of England.*

*Stephenson played a major part in these developments, initially working in the Newburn, and then Black Callerton areas, before being appointed as colliery enginewright by the 'Grand Allies', a partnership of colliery owners. He was involved with the development of mining, and in particular with the installation of steam engines, and produced his first locomotive 'Blucher', in 1814.*

*He continued to experiment with new tracks and rails and built another sixteen locomotives over the next few years, and designed a new eight mile railway line to Hetton. He was then appointed official surveyor and engineer for the first public railway for locomotive engines, the Stockton and Darlington Railway.*



North of Stamfordham Road north of 14



15 Andrew Pit.