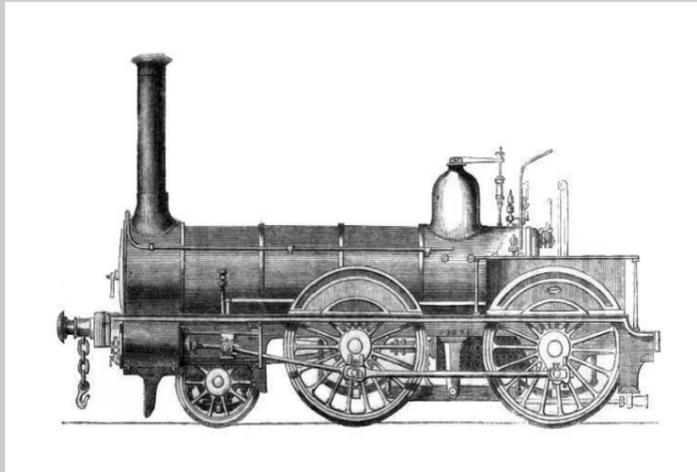


Bishop Auckland
& The Railways

THE FIRST HUNDRED YEARS 1840-1939



Bishop Auckland entered the railway age in 1842 when the Stockton and Darlington Railway Company constructed a line towards Crook. The Bishop Auckland and Weardale Railway Company was born, linking the S&DR line with the coalfields around Crook via Bishop Auckland and Witton-le-Wear.

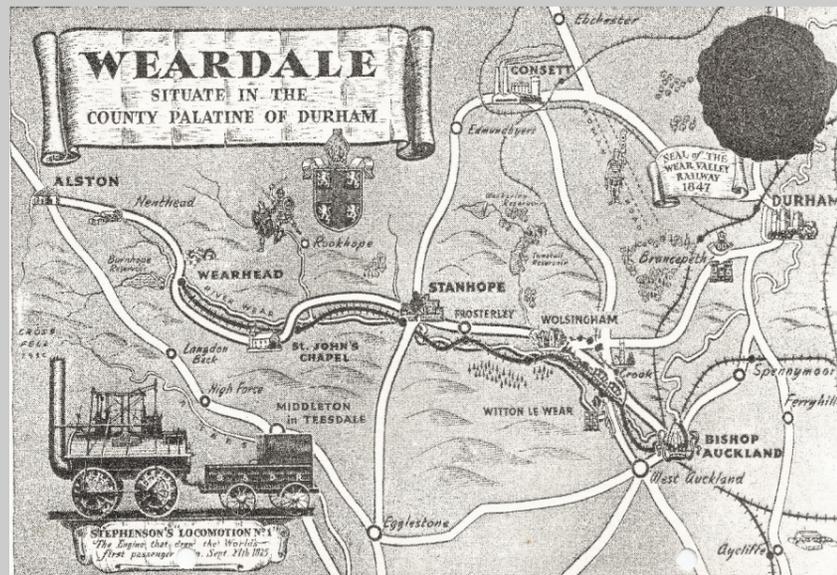
A permanent station was opened in November 1843 with Bishop Auckland a thriving market town with a population approaching 6,000, and a passenger services commenced in 1844.



By the mid 1850's Bishop Auckland was at the centre of the transportation of large quantities of coal and limestone required to feed the industrial revolution.

In 1857 the North Eastern Railway Co. started a service from Durham to Bishop Auckland and a new station was built including two further platforms.

In 1905 another platform was built to serve passengers travelling to Spennymoor and Ferryhill and the station took on its distinctive triangular layout with four platforms.



In 1914 the railways were placed under Government control and the station had to handle special troop trains heading to the south coast for onward transit to France.

Despite a decline of coal production in the region Bishop Auckland remained a major centre for the movement of freight with a busy goods yard complex. 1922 sees the unveiling of the town's war memorial at the junction of Station Approach and Newgate Street. By the 1930's the golden age of the railways was over and 1939 saw the outbreak of another World War.

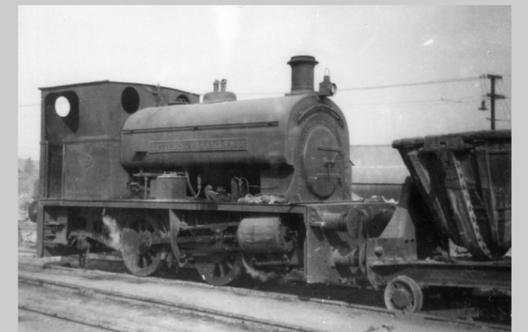
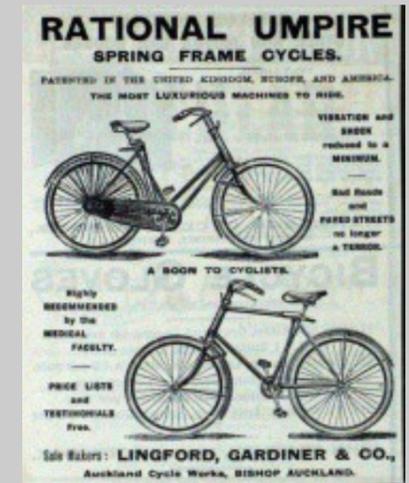
A RAILWAY TOWN; LINGFORD, GARDINER and CO.

The 1850's witnessed the rise of railway engineering in the town with the formation of Lingford, Gardiner and Co, with premises initially in Railway Street.

The firm met the needs of local collieries repairing machinery and locomotives and expanded their operations acquiring the old railway forge and covering much of the Railway Street area.

In 1890 they started the production of spring framed bicycles which bore the brand name of *Rational Umpire*. By 1900 they had moved on to build their own steam locomotive and continued trading to the 1930's.

They were to produce their final steam locomotive Kettering Furnace No 14 in 1931 sold for £1100.



**BISHOP AUCKLAND STATION
HISTORY GROUP**