

WE CHANGED THE WORLD FROM HERE...

2025 marks the bicentenary of the Stockton & Darlington Railway (S&DR), which is being celebrated regionally, nationally, and internationally. This historical railway was far more than a simple passage between Shildon, Darlington, and Stockton - it was the start of a new era. The 26-mile journey revolutionised how the world traded, travelled, and communicated.

On Tuesday 27th of September 1825, a railway journey changed the world forever. Locomotion No.1 became the first steam locomotive to haul a passenger-carrying train on a public railway - the Stockton & Darlington Railway.

Such a momentous occasion couldn't go by quietly, and indeed an entire festival has been forged to celebrate the bicentenary - The S&DR200 Festival. Encapsulating the magic of that Tuesday afternoon 200 years ago, the festival is an assembly of large-scale outdoor spectacles, events, exhibitions, and new art commissions taking place across the region throughout the year. From celebrating the rockstars of railway's past in Railway Pioneers, to looking forward to what's coming next for rail travel in STEAM to the Future, the festival has been a resounding success that will be remembered for decades to come.

Titans of Steam could be considered one of the most momentous events of the festival - a gathering ground for some of the very greatest engines to have ever travelled on rail. After all, what better way to celebrate the birth of the passenger railway than with the very engines that makes the medium of travel possible?

Between Saturday 20 September and Sunday 5 October, Hopetown Darlington plays host to thunderous legends of the railway, both old and new. From iconic engines like The Flying Scotsman to modern masterpieces (built in Darlington!) such as Tornado, the past and future will be on complimentary display. This juxtaposition will present just how far the railway has come since the first passenger journey in 2025, and the exciting future that's in store for UK rail.

This is more than a line-up - it's a living, breathing pageant of steam where history hisses, whistles wail, and the spirit of the rail roars once more.

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Thanks to



With thanks to: A1 Steam Locomotive Trust, Darlington Railway Preservation Society, North Eastern Locomotive Preservation Group, Sir Nigel Gresley Trust, Science Museum Group, Darlington Borough Council, Stockton Borough Council, Durham County Council, Tees Valley Combined Authority, Beamish Museum, S&DR200 Festival Team, International Railway Heritage, and Hopetown Darlington.

HOPETOWN - DARLINGTON -



Darlington changed the world as a pioneer of the modern railway; from one of the very first passenger rail journeys in 1825 to the North Road Locomotive Works and the Robert Stephenson's Works, this north east town has helped shape the world.

Hopetown Darlington aims to tell this story, with the goal of engaging and inspiring innovators of the future by connecting them with our pioneering railway heritage. North Road Station Museum was opened in 1975 by the late Prince Philip, Duke of Edinburgh as part of the celebrations for the 150th anniversary of the Stockton and Darlington Railway.

The museum was refurbished in 2007 and reopened in 2008 as the Head of Steam - Darlington Railway Museum. After securing £37million of funding, between 2022 and 2024 the museum and surrounding heritage buildings were transformed into a brand-new visitor attraction, Hopetown Darlington. The name takes inspiration from the old Hopetown foundry works.

The classic features from the museum are joined by ground-breaking new attractions spread over a 7.5 acre site, which incorporates several other heritage railway buildings to showcase Darlington's innovative history.

Hopetown Darlington, McNay Street, Darlington, DL3 6SW.

Parking can be found at Skerne Bridge Car Park, John Street, Darlington, DL1 1LG

To keep up to date with events, exhibitions and activities at Hopetown Darlington, visit www.hopetowndarlington.co.uk and sign up to our mailing list.



HOPETOWN - DARLINGTON -

TITANS OF STEAM



Delivered by



Major Funders





LNER PEPPERCORN CLASS A1 60163 (TORNADO)

Type: Steam Locomotive Configuration: 4-6-2 "Pacific" Designer: Based on Arthur Peppercorn's A1 design Built: 2008 by the A1 Steam Locomotive Trust Top Speed: 100 mph (mainline certified) Boiler Pressure: 250 psi Cylinders: 3 (18.5 in x 26 in) Driving Wheel Diameter: 6 ft 8 in Tractive Effort: 37,397 lbf Fuel: Originally coal; now also capable of running on oil Brakes: Air and vacuum Livery: British Rail Green Current Status: Operational, mainline certified	Notable For Featuring in the film Paddington, a 2009 episode of Top Gear and for conducting tours on heritage railways across Britain. Also famous for being built right here in Darlington! Owned by The A1 Steam Locomotive Trust Photo credit The A1 Steam Locomotive Trust
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The LNER Peppercorn Class A1 60163, known as Tornado, was the first new build steam locomotive built for the British mainline since 1960. Made in the A1 Locomotive Works here in Hopetown Darlington's Carriage Works, Tornado was granted its mainline running certificate in 2009 and in 2017 was the first steam locomotive to officially reach 100mph in 50 years - a testament to the cultural importance and power of steam.



BRITISH RAIL CLASS 37

The Electric Type 3 - D6898, known as the Class 37, is a diesel electric locomotive built built between 1962 and 1963 and designed by Robert Stephenson and Hawthorns & English Electric. It was the very last locomotive to be built at Darlington's Stephenson Works. The Class 37 is on display in Hopetown Darlington. **Photo credit:** Hopetown Darlington





LNER CLASS A4 4498 (SIR NIGEL GRESLEY)

Type: Steam Locomotive Configuration: 4-6-2 "Pacific" Designer: Sir Nigel Gresley Built: 1937 at Doncaster Works Top Speed: 112 mph (Post-war UK steam record, 1959) Boiler Pressure: 250 psi Cylinders: 3 (18.5 in x 26 in) Driving Wheel Diameter: 6 ft 8 in Tractive Effort: 35,455 lbf Fuel: Coal Brakes: Originally vacuum; now dual air and vacuum Livery: Most famously British Rail Express Blue Current Status: Operational, mainline certified	Notable For Holding the post-war (WW2) speed record for a steam locomotive at 112 mph on 23 May 1959 Owned by The Sir Nigel Gresley Locomotive Trust Photo credit Sir Nigel Gresley Steam Locomotive Trust
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Known as Sir Nigel Gresley, the LNER Class A4 4498 was built at Doncaster Works in 1937 for operation on the London and North Eastern Railway (LNER). Known for holding the post-war speed record for steam locomotives on British rails, Sir Nigel Gresley managed to reach an incredible 112mph in 1959. The 27th of September doesn't just mark the anniversary journey of Locomotion No. 1, in 1950 it was also the day that the Sir Nigel Gresley was painted in the iconic British Railways Express Passenger Blue (complete with black and white lining).

P2 CLASS NO.2007 (PRINCE OF WALES)

While you're visiting Titans of Steam, make sure to visit Darlington Locomotive Works, home to the A1 Steam Locomotive Trust, to view Prince of Wales - the UK's newest steam locomotive. Based on a design by Sir Nigel Gresley in 1934 named 'Cock o' the North', which was trialled extensively in Britian and France, complications ended up with the locomotive never being completed. This unfinished development has restarted in the 21st Century, using modern manufacturing and technology to bring Sir Nigel Gresley's vision to reality. When launched, it will be the most powerful steam locomotive on the UK rail network. **Photo Credit:** Scott Akoz



LNER CLASS A3 4472 (FLYING SCOTSMAN)

Type: Steam Locomotive Configuration: 4-6-2 "Pacific" Designer: Sir Nigel Gresley Built: 1923 at Doncaster Works Top Speed: 100 mph (mainline certified) Boiler Pressure: 220 psi Cylinders: 3 (19 in x 26 in) Driving Wheel Diameter: 6 ft 8 in Tractive Effort: 32,910 lbf Fuel: Coal Brakes: Vacuum and air brakes Livery: British Rail Green Current Status: Operational, based at Locomotion in Shildon	Notable For Being the first locomotive to reach 100mph, and the first locomotive to circumnavigate the globe. Owned by National Railway Museum under the custodian of Northern Steam Operations Limited (NSOL) Photo credit James Glossop and Science Museum Group
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Often referred to as 'the world's most famous steam locomotive', the LNER Class A3 4472 - known as Flying Scotsman - has earned fame in its preservation journey. Built in 1932 at Doncaster Works for long distance express passenger rail travel, it was retired in 1963 after travelling over 2,000,000 miles. Post-retirement, it changed ownership from Alan Pegler, William McAlpine, Tony Marchington, and (since 2004), the National Railway Museum.

As its name would suggest, it hauled the non-stop Flying Scotsman service that operates between Edinburgh and London. It's also famed for setting two world records for steam traction - the longest non-stop run of a steam locomotive (422 miles) in Australia, 1989, and the first officially authenticated speed of 100 miles per hour in 1934.

GREAT EASTERN RAILWAY 'COFFEE POT' NO 229 (LNER Y5 7230)

Built by Neilson of Glasgow in 1876, LNER Y5 7230 - "Coffee Pot" - hasn't steamed since 1948! After extensive works, it's been overhauled to working condition at the Flour Mill Locomotive Works in the Forest of Dean. Its appearance at Titans of Steam will be its operational debut. This small but charming locomotive was built for shunting in the goods yard at Devonshire Street and at Canning Town.



NER T2 2238 (Q6 63395)

Type: Steam Locomotive Configuration: 0-6-0 Designer: Sir Vincent Raven Built: 1918 at Darlington North Road Works (where Morrisons supermarket now sits, just around the corner from Hopetown Darlington). Top Speed: 40mph Boiler Pressure: 180 psi Cylinders: 2 (20 in x 26 in) Driving Wheel Diameter: 4 ft 7.25 in Tractive Effort: 28,800 lbf Fuel: Coal Brakes: Vacuum Livery: BR Black Current Status: Operational	Notable For Hauling heavy freight such as coal and mineral from the mining pits in North East England to Staithes and power stations Taking part in the S&DR150 cavalcade in 1975 Owned by North Eastern Locomotive Preservation Group Photo credit John Hunt - North Eastern Locomotive Preservation Group
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Designed by Sir Vincent Raven and built in Darlington North Road Works (where Morrisons supermarket now sits, just around the corner of Hopetown Darlington) in 1918, this locomotive was used for hauling heavy freight (such as coal and mineral) from the mining pits of North East England to Staithes and power stations.



GREAT EASTERN RAILWAY 'COFFEE POT' NO 229 (LNER Y5 7230)

Type: Light Shunter Configuration: 0-4-0 Designer: Neilson & Co Built: 1876 by Neilson & Co in Glasgow Top Speed: 20 mph Boiler Pressure: 140 psi Cylinders: One Driving Wheel Diameter: 3 ft 7 in Tractive Effort: 7970 lbf Fuel: Coal Brakes: Mechanical Livery: Great Eastern Railways Black Current Status: Overhauled at Flour Mill Locomotive Works	Notable For Being the only survivor of it's type and still working after 150 years! Owned by Flour Mill Locomotive Works Photo Credit North Woolwich Old Station Museum
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BR STANDARD CLASS 2 78018

Type: Steam Locomotive Configuration: 2-6-0 "Mogul" Designer: R.A. Riddles Built: 1963 at Darlington North Road Works Top Speed: 62 mph Boiler Pressure: 200 psi Cylinders: 2 (16.5 in x 24 in) Driving Wheel Diameter: 5 ft Tractive Effort: 18,515 lbf Fuel: Coal Brakes: Vacuum Livery: BR Lined Black Current Status: Operational, based at Great Central Railway	Notable For Starring in the film Snowdrift at Bleath Gill (1955 film) Owned by Darlington Railway Preservation Society Photo credit Darlington Railway Preservation Society
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The Standard Class 2 was built in 1953 in the Darlington Locomotive Works, just 13 years before it closed in 1966. This engine is actually still operational and is based at Great Central Railway, though it perhaps has a more unique claim to fame in that it starred in the film Snowdrift at Bleath Gill in 1955.

LNER P3 2392 (J27 65894)

The LNER P3 2392, also known as J27, was one of the many engines built at Darlington North Road Locomotive Works in 1923. Designed by Wilson Worsdell, this coal-powered engine was created to haul heavy goods like minerals from the mining pits.

The north east of England had a wealth of operational mines, and so locomotives like this would have been a common sight.



NER CLASS E1 69023 'JOEM' / LNER J72

Type: Steam Locomotive Configuration: 0-6-0 Designer: Wilson Worsdell Built: 1951 at Darlington North Road Works (where Morrisons supermarket now sits, just around the corner from Hopetown Darlington). Top Speed: 70mph Boiler Pressure: 140 psi Cylinders: 2 (17 in x 24 in) Driving Wheel Diameter: 6 ft 8 in Tractive Effort: 16,760 lbf Fuel: Coal Brakes: Vacuum Livery: BR Green Current Status: Under restoration by NELPG	Notable For Hauling freight and running tours on the North Yorkshire Moors Railway Owned by North Eastern Locomotive Preservation Group Photo credit John Hunt - North Eastern Locomotive Preservation Group
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Also known as the J72, this lively green locomotive was built in Darlington North Road Works in 1951, designed by Wilson Worsdell. It had the important job of hauling freight and running tours on various heritage railways, including on the North Yorkshire Moors Railway.



LNER P3 2392 (J27 65894)

Type: Steam Locomotive Configuration: 0-6-0 Designer: Wilson Worsdell Built: 1923 at Darlington North Road Works (where Morrisons supermarket now sits, just around the corner from Hopetown Darlington). Top Speed: 30mph in service Boiler Pressure: 180 psi Cylinders: 2 (18.5 in x 26 in) Driving Wheel Diameter: 4 ft 7.25 in Tractive Effort: 24,640 lbf Fuel: Coal Brakes: Vacuum Livery: BR Black Current Status: Operational at North Yorkshire Moors Railway	Notable For Hauling heavy freight such as coal and mineral from the mining pits in North East England to Staithes and power stations Taking part in the S&DR150 cavalcade in 1975 Owned by North Eastern Locomotive Preservation Group Photo credit: John Hunt - North Eastern Locomotive Preservation Group
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