



## 'All the was Across'

### Links with Northern Grid

#### **Speaking**

To analyse & evaluate how speakers present points through use of language & gesture.

To consider the overall impact of a live or recorded performance identifying dramatic ways of conveying character ideas and building tension.

To consider examples of conflict and resolution, exploring language used.

To listen for language variations in formal & informal contexts.

To devise a performance considering how to adapt the performance for a specific audience.

#### **History – Unit 6**

To identify characteristic features of Victorian transport and industry.

To describe the attitudes of some different people to the building of a railway in the locality.

To communicate this understanding of benefits and disadvantages of railways.

#### **Teachers Notes**

The play is based upon historical evidence and the songs are authentic folk tunes. By making a short musical play pupils will learn factual history but also have a chance to understand the people who made the Newcastle - Carlisle railroads in the 1830's and identify with them.

#### **Scene 1 – Canal or Railroad?**

**1812** – A serious debate. Canals were proven, they could move heavy loads and had been doing this effectively for 50 years using horse drawn barges. A canal engineer calculated that horse drawn wagons on rails would be 1/3 the cost of a 63 mile Carlisle – Newcastle canal. Less cost more profit BUT the Napoleonic War must first be won.

#### **Scene 2 – Route and Company Settled**

**1827** – The Canal VS railroad debate is at last settled, the Carlisle – Newcastle railroad company is set up and the 1829 Act of Parliament is passed. Work is started but the Eastern end of the line (Into Newcastle) has yet to be agreed. (George Stephenson is not convinced by the proposed route, believing it to be at risk from flooding).



### **Scene 3 – Landowners – For or Against?**

**1830** – Landowners along the proposed route were sharply divided. Many did not want the ‘new’ locomotives anywhere near them but were ready to support the idea of horse drawn wagons. This was written in to the 1829 Act of Parliament but later abandoned. Many stood to gain considerably from the railroad. Cattle, flour, quarried stone and coal were carried from the great estates often using specially constructed branch lines. Thousands of pounds of extra income was generated by the railroad for the landed gentry.

Most opposing landowners were ‘bought off’ (£8,000 for Sir Huw **Dairyrymple**) but some remained adamant.

### **Scene 4 – Navvies & Engineers**

The agreed route took care to avoid steep gradients. Gilsland was the highest point, marking the border between Westmoreland and Northumberland. The bridges, tunnels & cuttings were technically excellent and most survive.

Little is known of the Navvies who built the line. They moved with the work, living in shacks built beside the line. Their work rate was amazing - shifting one million cubic metres of earth from the **Cowren** cutting alone.

### **Scene 5 – June 18<sup>th</sup> 1838 – The Celebration**

The line was built because it was essential. Now the Baltic states of Northern Europe had an overland link with Britain’s west coast and on to Ireland and America.

For ordinary people it was a great occasion. The sense of progress and prosperity led to optimism and pride and the very Victorian belief that all change was for the better.