

Supported by



HERITAGE RUN 1ST SEPTEMBER 2019

Route map and points of interest along the way

- The run will commence at Brocksbushes Farm and Café, A69/A68 Roundabout, Corbridge, **NE43 7UB** at **0930 for 1100hrs** on Sunday 1st September 2019.
- Approximately 111 miles through Northumberland and the Scottish Borders, concluding at: The Crown Inn, Humshaugh, Northumberland, **NE46 4AG**.
- **IMPORTANT NOTE:**
*Due to the large number of participants (and diners), please try **NOT** to arrive at the Crown Inn before 1530hrs to assist with catering arrangements and seating availability. (The Ferrari club have a booking before us so parking / dining will be difficult before 1530hrs)*
- There are stopping points along the route for photos and a natter.

Enjoy the run!

Phil Kirkland (NV53 OBE), Chairman, MG Northumbria

Welcome!

On behalf of MG Northumbria, I do hope you have a very safe and enjoyable day. Feedback and constructive criticism are always welcome in the spirit of continuous improvement.

Please remember our club Code of Conduct, and additionally to drive courteously at all times, try and avoid bunching on main and country roads, pay particular attention for horses, livestock, pedestrians and children, respecting the towns and villages we shall pass through today, and importantly that you are representing our beloved club, MG Northumbria.

Safety first.

Today's run is approximately 111.1 miles in length from start to finish. Rest points and WC facilities have been identified along the route for your comfort and benefit. Arrivals at the nominated starting point should begin no sooner than 0930am please. All cars must have left the nominated starting point no later than 1100am. The Award ceremony shall take place at the finish point.

Suggested timetable (not mandatory)

Time	Location	Activity
0930am	Brocksbushes farm A69(T) NE43 7UB	Arrivals at start point
0930-1030am	Brocksbushes farm A69(T)	Tea, Coffee / assembly
1100am	Brocksbushes farm A69(T)	Departures complete
1130am onwards	Carter Bar (A68)	Photo stop (15 mins)
1230 to 1430pm	Whitrope visitor centre TD9 9TY	Visit, relax, teas and coffee, small museum, train ride
1530pm**	The Crown Inn, Humshaugh	Refreshments
1630pm...ish	The Crown Inn, Humshaugh, NE46 4AG	Awards and close

****Please try NOT to arrive at Humshaugh before 1530pm. The Ferrari (North) club are in before us and you may not get parked or served with food!!**

Points of interest:

Mowden Hall



On your left, Mowden Hall School was founded in [Mowden](#), near Darlington, by Mr Frank Marchbank in 1935.

The School was evacuated to Fallbarrow, Windermere, at the start of the war, before acquiring its present site at Newton Hall, near Newcastle upon Tyne, in 1945; the former building was home to the Department for Education and its predecessor agencies for almost fifty years.

Mowden has welcomed girls since 1982, and opened a Pre-Prep Department in 1993. Much work was done in the School's early years at Newton to convert the former home of the Joicey family, which had been built in 1835 by the distinguished northern architect John Dobson, into a fully functioning prep school.

Whittle Dene Ponds



A major need for piped water within Newcastle was for fire-fighting, and it was a local insurance company, the Newcastle Fire Office, which provided some of the earliest water supply points.

The fire office obtained much of its water from flooded colliery workings in the Coxlodge area, the water being pumped out by a windmill and run via a brick conduit to a reservoir on the Town Moor.

Better-planned proposals led to the Whittle Dean Water Company being established in 1845. Reservoirs were planned at Whittle Dene above the village of Ovingham.

These reservoirs, completed in 1848, at last gave Newcastle and Gateshead a steady, clean and regular supply of water.

The complex forms part of a series of reservoirs along the A68 which are connected by tunnels and aqueducts from Catcleugh Reservoir to Whittle Dene from where drinking water is supplied to Newcastle upon Tyne, Gateshead, and some surrounding areas.

The reservoirs that form the chain are, from northwest to southeast: Catcleugh Reservoir → Colt Crag Reservoir → Little Swinburne Reservoir → Hallington Reservoirs

Kirkharle



On your left, Kirkharle in the county of Northumberland in Northern England located about 12 miles (19 km) west of the town of Morpeth, just to the west of the crossroads of the A696 and B6342 roads. It is famous as the birthplace of Lancelot 'Capability' Brown in the early eighteenth century.

Capability Brown – England's greatest gardener

It is estimated that Brown was responsible for over 170 gardens surrounding the finest country houses and estates in Britain. His work still endures at Belvoir Castle, Croome Court (where he also designed the house), Blenheim Palace, Warwick Castle, Harewood House, Appuldurcombe House, Milton Abbey (and nearby Milton Abbas village), and in traces at Kew Gardens and many other locations.

His style of smooth undulating grass, which would run straight to the house, clumps, belts and scattering of trees and his serpentine lakes formed by invisibly damming small rivers, were a new style within the English landscape, a "gardenless" form of landscape gardening, which swept away almost all the remnants of previous formally patterned styles



His landscapes were at the forefront of fashion. They were fundamentally different from what they replaced, the well-known formal gardens of England were replaced these with more naturalistic compositions, which reached their greatest refinement in Brown's landscapes.

Otterburn

On your right, Otterburn in Northumberland, England, 31 miles (50 km) northwest of Newcastle upon Tyne on the banks of the River Rede, near the confluence of the Otter Burn, from which the village derives its name.

It lies within the Cheviot Hills about 16 miles (26 km) from the Scottish border. The parish of Otterburn is at the heart of Redesdale, a Northumbrian upland valley.

The modern village grew up around a coaching inn and Otterburn Tower. It was enlarged in the 1950s with the addition of Brierley Gardens, a council estate which was expanded in the 1970s. The village further expanded in the 1990s and 2000s with the new housing development on former farm land at Willow Green.

Today, the village is close to the Otterburn Training Area, one of the UK's largest army training ranges at approximately 60,000 acres (240 km²). The village also has an independent general grocery shop, two hotels and Otterburn Mill, an 18th-century woollen mill containing a small museum, outdoor shop and cafe.



Kielder forest

On your left, Kielder Forest is a large, commercial forestry plantation in Northumberland, England, surrounding Kielder village and the Kielder Water reservoir. It is the largest man-made woodland in England with three-quarters of its 250 square miles (650 km²) covered by forest. The majority of the forest lies within the Border Forest Park, with the southern tip known as Wark Forest lying within Northumberland National Park.



Kielder rallying



Kielder forest has a long history of motorsport, particularly rallying and notably the RAC Rally and the Pirelli Rally.

Kielder is also a popular venue for its annual classic car show at the Castle.

Catcleugh Reservoir



On your left, Catcleugh Reservoir is a reservoir in Northumberland, England adjacent to the A68 road; just north of Byrness; and to the south of the border with Scotland. The reservoir was constructed between 1884 and 1905 for the Newcastle and Gateshead Water Company. The reservoir is fed by the River Rede. The Steam Shovel was a large factor in building this Reservoir as it could easily do the work of many men.

Carter Bar



Carter Bar is a point on the England–Scotland border, in Roxburghshire and Northumberland where the A68 road crosses the border and forms a pass located at the top of Redesdale in the Cheviot Hills at an elevation of 418 metres (1,371 ft).

In 1575 Carter Bar was the scene of the Raid of the Redeswire, one of the last large-scale battles between the English and the Scots.

Carter Bar was the location of Truce days, that were held between the Lord Wardens of the Marches of both countries to dispense cross border justice in the Late Middle Ages and Early modern period. Truce days were also held at Carlisle and Berwick upon Tweed.

The Waverley Route

The Waverley Route was a railway line that ran south from Edinburgh, through Midlothian and the Scottish Borders, to Carlisle.

The line was built by the North British Railway; the stretch from Edinburgh to Hawick opened in 1849 and the remainder to Carlisle opened in 1862.

The line was nicknamed after the immensely popular Waverley Novels, written by Sir Walter Scott. The line was closed in 1969, as a result of the Beeching Report.

Part of the line, from Edinburgh to Tweedbank, reopened in September 2015. The reopened railway is now known as the Borders Railway.

Shankend viaduct



Ahead and on your right, Shankend Viaduct is a former railway viaduct in the Scottish Borders just over six miles south of the town of Hawick.

It is a category B listed building and carried the Edinburgh-Carlisle main line of the North British Railway, the Waverley Line, on 15 stone arches across the shallow Langside valley and the Langside burn.

It has a maximum height of 18.3 metres (60 ft) and has been extensively repaired with brick patching. The contract for the construction of the viaduct was awarded together with the nearby southern Whitrope Tunnel on the same line.

With the closure of the entire route on 6 January 1969, the viaduct became obsolete and the rails have since been removed.

In the 2000s, the monument was extensively restored by BRB (Residuary) Limited.

Whitrope tunnel

Lookout for Whitrope Tunnel on your right, a disused railway tunnel in the Scottish Borders, situated 12 miles (19 km) south of Hawick on the Waverley Route. It has a length of 1,208 yards (1,105 m). It is the fourth longest tunnel in Scotland. The tunnel is on the Hawick to Carlisle part of the former line, and was closed in 1969 (as with the Waverley Route itself) by British Rail.



The Waverley Route Heritage Association is currently aiming to restore the tunnel to former standards and use.

The tunnel is a Category B listed building and forms a key part of the former route. Around 2008, there was a partial collapse of the tunnel roof at the south portal.

Although it is repairable, there is no source of funding and consequently the tunnel has been sealed off for public safety.

Whitrope Siding Heritage Centre

WHITROPE SUMMIT 1006 FEET ABOVE SEA LEVEL

On your right, Whitrope Siding was a trailing short siding or spur off the "up" (southbound) line, an associated trailing cross-over between up and down lines, a pair of railway cottages and a signal box on the Waverley Route.

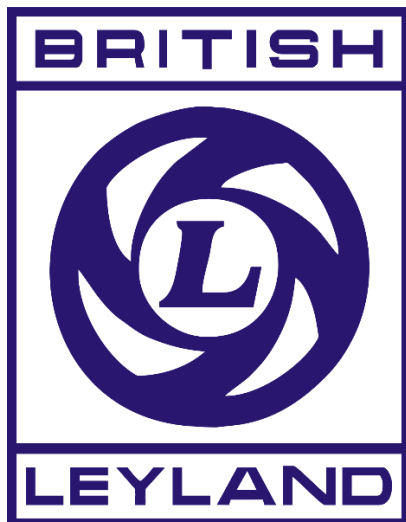
It was used as a goods loading bay. The site is now the home of the Whitrope Heritage Centre, as well as the current terminus of the heritage Border Union Railway.

The siding is located just south of the highest point on the line, the famous *Whitrope Summit*, 1006 ft above sea level.

As of 2013 there is now a platform on the "down" side with over 800 m (870 yd) of track laid from the tunnel over the summit southward to Bridge 200. There is also a plan to rebuild a replica of the old Whitrope Signal Box, as well as to extend the running line southwards to the former site of Riccarton Junction.

In 2005 a survey was carried out on Whitrope Tunnel to determine if a northern extension through it to Shankend would be possible.

Railbus RB004



British Leyland experimental Railbus RB004

British Rail produced a variety of railbuses, both as a means of acquiring new rolling stock cheaply, and to provide economical services on lightly-used lines. Railbuses are a very lightweight type of railcar designed specifically for passenger transport on little-used railway lines. As the name suggests, they share many aspects of their construction with a bus, usually having a bus body, or a modified bus body, and having four wheels on a fixed wheelbase, instead of on bogies.

British Rail returned to the idea of railbuses from the mid-1970s, and a prototype four wheel vehicle was developed jointly by British Leyland and the British Rail Research Division. A number of single and two-car railbuses were built and tested, in co-operation with Leyland (hence the generic term for these vehicles as LEV (Leyland Experimental Vehicle) railbuses).

The first three single car prototypes were essentially Leyland National bus bodies mounted on a modified HSFV1 four wheeled rail chassis. In 1978 tests were carried out with a modified double ended Leyland National bus body placed on an unpowered wagon chassis derived from HSFV1, this was LEV1 (Leyland Experimental Vehicle 1).

Whilst in its unpowered state this vehicle never left the Railway Technical Centre in Derby. In 1979 a powertrain was added to LEV1, the engine being a Leyland 510 diesel, and the transmission a mechanical type with self-changing gears.

Even though some of these vehicles carried numbers in the departmental coach series, they were actually used in ordinary passenger service. LEV1 was tested in passenger service at first in East Anglia, and then elsewhere, before being temporarily exported to the USA in the early 1980s. LEV1 was withdrawn and transferred to the National Railway Museum in 1987.

LEV2 was built especially for the USA at 15.3 m (50 ft) was a stretched version of LEV1 and sometimes known as R3. Following export around 1981 it was used on an experimental extension of MBTA (Boston) commuter service to Concord, New Hampshire. When that experiment was ended in 1981 the LEV2 was sold to Amtrak for use on the Northeast Corridor, but it was quickly put out of service after an accident at a level crossing.

Similarly, the BR version of R3 (RDB977020) was run in service on BR for a few years before eventually being sold to Northern Ireland Railways in late 1982, and being converted to 5 ft 3 in (1,600 mm) Irish gauge. R3, also known as RB003, was withdrawn in 1990.

Another version, **RB004** was built at Derby in 1984. The body was built at the Leyland plant at Workington and BREL Derby C&W were responsible for the underframe and final assembly. This is preserved in running order at the Waverley Route Heritage Association site at Whitrope.

Yet another BREL-Leyland product from c1984, RB002, was exported as a demonstrator, going to the USA and Canada, then Denmark and Sweden. These railbuses were sent abroad in the hope of gathering export orders for British Leyland, but they never transpired.

In addition, there was an experiment with a loco-hauled Leyland-built vehicle. A National bus-type body was placed on the 63-foot (19 m) underframe from Mk1 BCK main line coach number 21234. This was run in normal service around the London Midland region alongside ordinary coaching stock until withdrawn as being unsuitable.

Steele Road

On your right, Steele Road station did not serve any sizeable community, only a small number of railway employees and their families in two terraced cottages. Later a number of other families moved into additional properties.

Sunday trains called to pick up worshippers for the chapel and church at Newcastleton. There was no charge for this service.

On 12 May 1907, Walter Deas aged 9 years, was visiting his grandfather James Gordon, Stationmaster at Steele Road. In the evening young Walter crossed the main lines to lock up the hens for the night, and then waited as a goods train passed on its way to Hawick. As he stepped out after the goods train to return to the station house, a single pilot engine on the opposite line tragically struck and fatally injured young George.

After the tragedy, Stationmaster Gordon hurriedly left his entire family and possessions for Canada and was never seen or heard of again.



Steele Road and the winter of 1963

Kielder Reservoir



On your left, Kielder Water is a large man-made reservoir in Northumberland in North East England. It is the largest artificial lake in the United Kingdom by capacity of water and it is surrounded by Kielder Forest, one of the biggest man-made woodlands in Europe.

The scheme was planned in the late 1960s to satisfy an expected rise in demand for water to support a booming UK industrial economy.

Kielder Water is owned by Northumbrian Water, and holds 200 billion litres (44 billion gallons, or 0.2 cubic km), making it the largest artificial reservoir in the UK by capacity. It has a 27.5-mile (44.3 km) shoreline, and is 24.6 miles (39.6 km) from the sea.

The reservoir's main use is to provide compensating discharges into the River North Tyne to support abstractions of water further downstream. It also underpins the £167m Kielder Transfer Scheme, where water can be transferred to the Wear and the Tees rivers, to meet shortfalls in those areas.

In recent years, Kielder Water has become increasingly important, with underground springs ensuring that it always remains at high levels, regardless of the prevailing climate condition.

This means that while the south of England is often forced to implement drought strategies and hosepipe bans, north-east England enjoys plentiful water supplies.

There are two main visitor centres at Kielder Water – Leaplish Waterside Park and Tower Knowe visitor centre – and other facilities at Kielder, Falstone and Stannersburn villages.

It is also one of the region's major tourist venues, attracting more than 250,000 visitors a year who come to enjoy the facilities.

The Crown Inn, Humshaugh



Humshaugh lies in a bend of the River North Tyne, six miles from Hexham, protected from heavy traffic to Kielder by the 'new' road, completed in 1947. ... In 1816 when Haughton became 'a gentleman's residence' the village was dismantled to enlarge the parkland, and villagers were moved to Humshaugh.

An attractive village, Humshaugh's main claim to fame is its proximity to Hadrian's Wall and Chester's Fort with its Roman bath house. The mansion of Chesters built in 1771 was bought by John Clayton (1792-1890). John Clayton did much to preserve the wall and its forts, by buying whatever portions came on the market and saving them from despoilers. A fine museum at Chesters contains a remarkable collection of Roman antiquities.

While the wall was patrolled the supporting roads were maintained but after the Romans left the roads fell into decay and were so poor that when General Wade went to intercept the Jacobites in 1745 he could not proceed and the Jacobites captured Carlisle.

Later a better road was built, part of the wall being demolished for stones. This provoked angry letters to The Times of those days. This road is the one known today as the 'Military Road'.



The Crown Inn has become a mecca for local car enthusiasts, and on most weekend one or more clubs stage a visit. These clubs range from Ferraris, Porsches, Landrovers, Reliant Robins, Bond bugs, Triumphs, Fords, Vauxhalls, Motor cycles etc., and now MGs.....

At the end of the run there are three prizes to be awarded:

- 1. Best MGN car**
- 2. Best non-MGN car**
- 3. Furthest travelled car**

Good luck and enjoy the run and all the supplementary details.

(Organiser cannot be held responsible for late changes, omissions or non-availability of advertised products or services!!)

Route Directions:

Navigation key:

NSP No Sign Post

RAB Roundabout

TJ T Junction

SP Sign Post

TL Turn Left

TR Turn Right

SO Straight On

BL Bear Left

BR Bear Right


XR Cross Roads

LIS Lost In Space





**56.7 miles (Approx.) – do not miss the left turn
(NSP) on the crest...comes up fast!**

Odometer	Direction	Location	Notes
0.0	STOP	Brocksbushes farm exit	Zero trip meter at exit gate with B1318
0.0	TL	Brocksbushes farm exit	On to B1318
0.2	RAB Third exit	Styford	Follow A69 east SP Newcastle and Stamfordham
2.4	TL	Mowden Hall	SP B6309 Stamfordham
3.0	SO	X Roads	SP Wallhouses, Matfen
4.9	TR	T Junction Military Road	SP Heddon, Harlow Hill
6.5	TL	Whittle Dene ponds	SP B6309 Stamfordham
8.5	BL		SP Belsay, Stamfordham

9.5	TL	Stamfordham (Grange Road)	SP Stamfordham, Belsay
9.7	BR	Stamfordham (Grange Road)	SP B6309 Belsay
10.5	SO	X Roads	Continue on B6309
12.4	BR		SP B6309 Belsay
14.3	TR	T Junction	SP B6309 Whalton, Belsay
15.3	TL		SP Jedburgh A696 (A68)
20.1	SO	X Roads	SP Jedburgh A696 (A68)
Landscape views left and right by Capability Brown at Kirkharle			
31.6	SO	Otterburn village	SP Jedburgh A696 (A68)
 Optional tea/coffee/PNB stop at Otterburn Mills			
34.0	SO	Elishaw Junction	SP Jedburgh A68
34.2	Entering Northumberland National Park		
39.1	Entering Kielder Forest Park		
43.0	Catcleugh Reservoir to your left		
46.9	Scotland / England Border Carter Bar lay by viewpoint – photo stop and Snack van		
47.2	TL	Carter Bar	SP A6088 Chesters, Bonchester Bridge, Hawick
52.5	BL	The Smiddy, Chesters	SP A6088 Bonchester Bridge, Hawick
54.5	BR	Cleuch Head	SP A6088 Hawick
55.6	BL	Bonchester Bridge	SP A6088 Hawick
56.7	TL <i>(comes up quick right on the corner and crest)</i>	Hawthorneside Grange	NSP past houses
57.9	Cattle Grid	If its fine, you have just entered MG Heaven, views and roads made for MGs (and others...)	
60.2	TL	T Junction	SP B6399 Newcastleton
61.0	Shankend viaduct directly ahead as you crest the hill looking west to the valley bottom		
61.8	Shankend station (closed) and holiday cottage (large white house below the viaduct – sleeps 6)		

61.8	Whitrope Summit Signal box (closed) to your right, now a private house		
<div><div><div>WC</div><div><div></div><div></div></div></div><div>65.9 (Portaloo only)</div></div> <td colspan="3">Whitrope Heritage Centre on your right. Optional stop, TR over railway and up access road to car park area on your left. TAKE GREAT CARE WHEN CROSSING THE RAILWAY DUE TO UNEVEN SURFACES AND ALSO DRIVE STEADY UP THE ACCESS ROAD, REVERSE PARKING PLEASE.</td>	Whitrope Heritage Centre on your right. Optional stop, TR over railway and up access road to car park area on your left. TAKE GREAT CARE WHEN CROSSING THE RAILWAY DUE TO UNEVEN SURFACES AND ALSO DRIVE STEADY UP THE ACCESS ROAD, REVERSE PARKING PLEASE.		
68.0	Narrow bridge – take care		
69.1	Narrow bridge – take care		
69.7	Narrow bridge – take care		
70.4	TL		SP Steele Road
70.4	Narrow bridge – take care		
71.9	TL	Railway Bridge Steele Road T Junction	NSP
73.1	TL	T Junction Bottom of hill	NSP
73.7	SO	Larriston Farm	Location check following NSP
74.3	SO	Riccarton Halt	Location check following NSP
75.6	TR	Saughtree	SP Kielder Forest, Kielder water
77.6	BR	Cattle grid, narrow bridge, former Border Counties Railway line on left	
78.6	SO	Former Border Counties Railway level crossing and cottage, old railway is now on your right.	
79.1	Scotland / England Border		
79.4	SO	Deadwater station	
79.7	SO	Re-entering Kielder Forest	
80.9	SO	Kielder	Narrow bridge Take care
<div><div><div>WC</div><div><div></div><div></div></div></div><div></div></div> <td colspan="3">Optional tea/coffee/PNB stop – Kielder Visitor Centre</td>	Optional tea/coffee/PNB stop – Kielder Visitor Centre		
82.0	SO	Kielder	Narrow bridge Take care
86.0	SO	Pull in left for up to 4 x cars at a time, good views down the length of Kielder Reservoir	

86.2	SO	Missed that view point? here's another.. Pull in left for up to 4 x cars at a time, good views down the length of Kielder Reservoir	
95.9	BL	Tarset	NSP
96.7	TR	Lanehead	SP B6320 Newcastle Bellingham Hexham
99.8	TR	Bellingham	SP B6320 Hexham
	Optional tea/coffee/PNB stop Bellingham		
 110.5	XR TL then SO for 0.3 mile	Humshaugh	SP Humshaugh Follow road through village to Crown Inn pub on left
<p>You have arrived at your destination. Please reverse park courteously wherever possible.</p>			