

Friends of Darlington Railway Centre and Museum

Newsletter

Autumn 2016

Free

The Railways of Sierra Leone

The Lartigue Monorail



BOILERPLATE:

Index and Intro'

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Introduction

This is another slim volume. It is not that there have been no interesting talks of course but that it has been left to me to write them up and, as I have mentioned before, it takes me ages. I know not why, I wish it was not the case but it is. Having said that Sierra Leone was an exotic and interesting subject and I hope this write up gives you a flavour of it. I am sure many will be grateful to Bill Ferguson for adding some variety with his description of the Lartigue Monorail.

You may already have noticed that the Diary page does not list forthcoming talks. This is the last Newsletter for 2016 and, if you are a member, you should be thinking about renewing your membership so (if everything goes according to plan) this will include a leaflet with an enrolment form and the complete programme for 2017. You will be able to cut the leaflet in half, keep the programme and use the form.

Tim Ruffle, Editor

Front Cover: Burning rags in the chimneys bring a semblance of life to Garratt number 73 *Queen of Tonga* and Hunslet 2-6-2T number 81 for a photo' opportunity in Sierra Leone's National Railway Museum. Photo' Anthony Coulls.

Contacts

If you have material for the newsletter, be it an article, photo' or a short anecdote to fill the last few lines on a page, do send it- it might not get in but it will be considered. Information and announcements for members may well end up here and on the website, which I also look after, but such things should be sent to the Committee.

I much prefer to be contacted by e-mail, especially if it saves me some typing, but you can reach me by post. Note that, In a desperate attempt to be organized, the web-site has its own e-mail address. Material for both can go to either address as long as that is clear.

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TALK:

The Railways of Sierra Leone 3 November 2016

Anthony Coulls is the Senior Curator at the National Railway Museum and has spoken to the Friends before. He described the rise and fall of Sierra Leone's railways, the establishment of the country's National Railway Museum and its close ties to York. Report by Tim Ruffle. All photo's by or furnished by Anthony Coulls unless noted.

Serious consideration was first given to a railway in Sierra Leone's capital in 1821- the same year the Stockton and Darlington Railway Act received Royal Assent! Freetown could have been at the western end of a mooted trans-Saharan line but was not until the 1890s, after the scramble for Africa triggered by the Berlin Conference consolidated control of inland areas, that a survey was completed malaria having claimed many colonists and surveyors in the mean time. That survey resulted in the Sierra Leone Government Railway built to 2'6" gauge with 30lb rail limiting axle loads to five tons on a national railway with well over 300 route miles at its greatest extent.

The SLGR opened from Water Street Station in Freetown to Waterloo seven miles away in 1897 with two Hunslet 0-6-0 tank engines handling traffic. The line reach Bo, the country's second largest city, in 1903 and Pendembu in 1907 by which time 2-6-2Ts and five 2-8-2Ts had been added to the Railway's stud again

Water Street Station the Freetown terminus for the SLGR viewed from the east. A 4-8-0 stands ready to depart with the distinctive white Governor's coach. The semaphore signal on the corner of the building was one of only two on the whole Railway. The building, including the signal, remains intact.



Orugu viaduct near Hastings was one of 70 bridges on the SLGR but the only one on a curve. One of the '20s Garratts takes a mixed train across. Men rode in the freight wagons to put out fires caused by sparks from the loco'.



from Hunslet. Pendembu is near the eastern border with Liberia 227.5 route miles from Freetown. The light construction and hilly route kept speeds low and anyone journeying from Freetown to Pendembu would stop overnight at Bo.

4-8-0 tender loco's began to arrive in 1910 from Naysmith, Wilson and Co., North British and Hawthorne Leslie. The 2-8-2Ts proved **Continued p.6.**

The Hill Railway

A short hill railway ran from Cotton Tree in Freetown to Leicester Peak where the altitude made for a cooler healthier climate more agreeable to the colonists. It too was 2'6" gauge and in fact trains could run through from Water Street along Charlotte Street. Leicester Peak is barely two miles from the harbour but the route ran just over five miles with a ruling gradient of about 1:35. It opened in 1903 just as motorcars and 'buses were becoming practical and succumbed to road competition in 1929. Old Railway Line street marks much of the route while another stretch, including the impressive Congo Town bridge, was used to lay a water pipeline. The whole length of the route is now in Freetown with many of the station running-in boards surviving to mark districts and one can still visit the Hill Station Club. Cotton Tree station became Sierra Leone's National Museum in 1957 with an extension funded by the German Embassy in 1987.



Congo Town Bridge (Sierra Leone Mountain Railway)

Cotton Tree Station. The Tree is an important national symbol. *Right.* Congo Town Bridge in a colour tinted vintage postcard in Gary Schultz's collection.

Sierra Leone

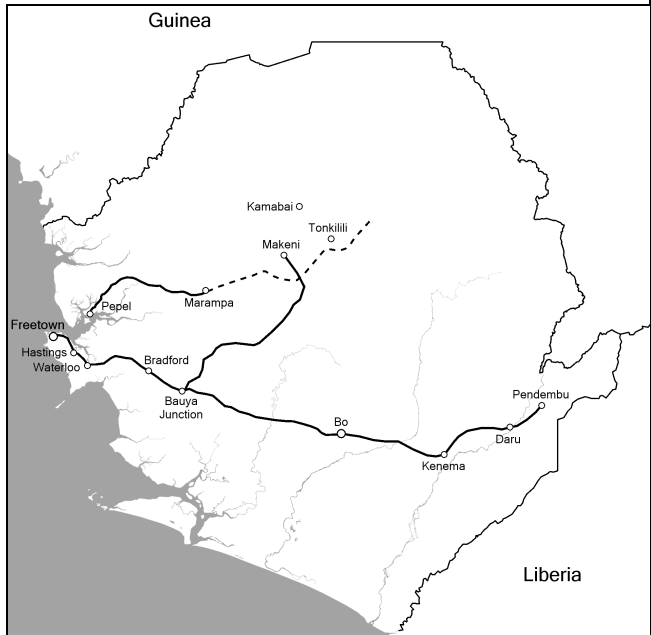
Sierra Leone is about the size of Wales on the African west coast bounded by Guinea and Liberia with a population of around seven million. It boasts the third largest natural harbour in the world the hills around it being mapped by a Portuguese explorer in the 15th Century who named them Serra da Leoa (Lion Mountains) which, after some translation and misspelling, gives the country its name. The harbour led to it becoming one of the first points of contact for several European countries in West Africa and the main port for slave export in the wretched Atlantic trade triangle.

In 1787 the British founded Granville Town hoping to resettle some of the thousands of freed slaves evacuated during the American revolution but many of those settlers died of disease or at the hands of hostile indigenous peoples. A larger group sailed from Canada to establish a second colony and build Freetown in 1792 under the Sierra Leone Company. After the British abolition of slavery in 1807 thousands of freed slaves were shipped to Freetown although many of them were then sold to white settlers as "apprentices" or impressed into the Navy. Freetown became the the seat of colonial government in the region overseeing The Gold Coast (Ghana) and Gambia and a centre of education with Fuorah Bay College opening in 1827 to be the only European type university in the region for over a century.

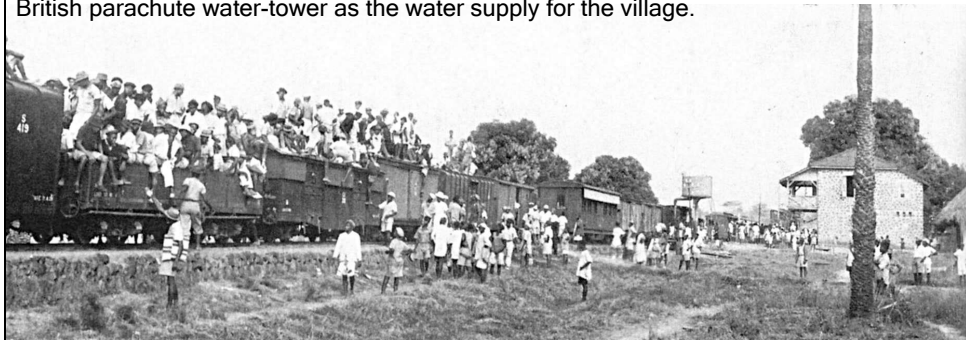
Sierra Leone was guided to independence in 1961 by Sir Milton Margai the architect of a new constitution for the colony who was to become its first Prime Minister. Almost uniquely amongst post-independence leaders Margai is highly regarded as a principled and honest statesman who led his country through a period of peace and prosperity for his example was not followed after his death in 1964 and political corruption became rife. Dissatisfaction with an ineffectual single party government turned into brutal Civil War in 1991. Neither side could claim the moral high ground during nearly eleven years of coups, counter-coups, atrocities and chaos. Troops from the Economic Community of West African States and the UN and some decisive intervention by British paratroopers finally ended a conflict that cost over 50,000 lives and displaced some two million people.

In 2002 Sierra Leone lay in ruins and did not have the wherewithal to rebuild. Help came in the shape of the International Military Advisory Training Team (IMATT) about 100 UK and UN personnel- all soldiers but there to teach practical and business skills and, incidentally, found a railway museum. IMATT is still in Sierra Leone becoming less necessary as the country continues to find its feet.

This indicates the route of both the SLGR from Freetown to Pendembu via Bo and the DELCO mineral line from Pepel to Marampa with new Tonkillili extension dashed.



Rush hour at Hastings during WW2. A remarkable number of passengers for a goods train. The building remains, though burnt out during the Civil War, as does the typically British parachute water-tower as the water supply for the village.

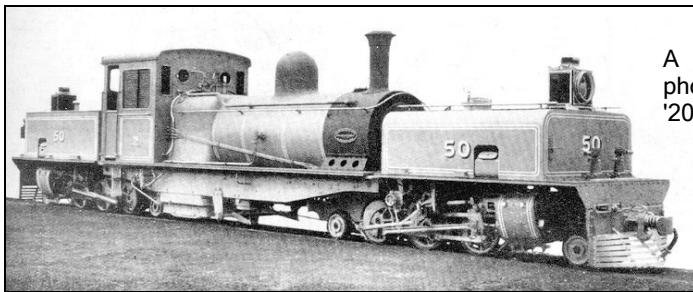


unsuitable and would be withdrawn in the '20s but the 2-6-2Ts were a great success and Hunslet supplied many more over the years the last two in 1954. An 84 mile branch opened from Bauya Junction north to Makeni in 1914 later extending another 20 miles to Kamabai although that section closed in the '30s. 2-6-2+2-6-2 Beyer-Peacock Garratts were introduced in the '20s eliminating double heading on some trains. The SLGR was the major commercial artery for Sierra Leone carrying all kinds of goods, minerals and livestock as well as passengers and was vital to the country's postal service operating several dedicated mail vehicles with a Government subsidy.

During the War ore continued to be moved to the coast on the DELCO mineral line while, although far from the fighting in North Africa, there was an RAF station at Hastings. Aircraft arrived by ship at Freetown and carried to Pendembu for final assembly from where they could fly on to Egypt. New locomotives reflected the importance the Railway- 20 new 4-8-0s arrived from Bagnall and Barclays and six new Garratts while six Swiss built 2-8-0s were transferred from India. Some of the older Garratts were rebuilt as 2-8-0+0-8-2s.

Equipment was renewed after the War with the first three Diesels, 20 ton Hudswell Clarke shunters, arriving in 1954. In 1956 14 oil-fired 4-8-2+2-8-4 Beyer-Peacock Garratts were supplied the improved adhesion of the rebuilds having been noted. These were the last steam loco's to be introduced. 24 Diesels for main line use, also from Hudswell Clarke with a 2-8-2 wheel arrangement, arrived from 1958 to 1961 when Sierra Leone gained independence. The Diesels reduced operating costs but were not

Continued p.8.



A Beyer-Peacock works photograph of one of the '20s Garratts.

The DELCO Mineral Railway

The Sierra Leone Development Company (DELCO) mineral railway ran from Pepel, on the north side of the harbour across from Freetown, 52 miles to Marampa. It remained entirely separate from the main line and was much more substantially built with steel sleepers and heavy rail though still only to 3'6" gauge. Construction began in 1930 and the line opened in 1933 progress aided by a carefully chosen route that kept engineering works to a minimum with a highest altitude of less than 200ft. All the steeper gradients were faced by empty eastbound trains. Among the construction workers was Sierra Leone's first President Siaka Stevens who went on to become Station Master at Marampa.

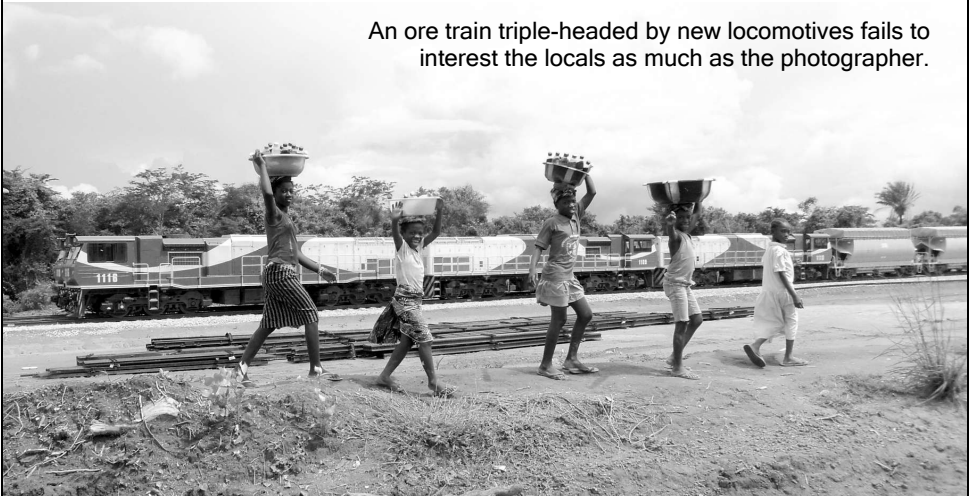
Motive power was provided by two 151 ton 2-8-2+2-8-2 Beyer-Garratts with two more being supplied in the '30s. Each could haul a train of 30 bogie wagons laden with 30 tons of ore. In 1954 the company took delivery of five 1,000hp Diesels from BRCW. These were single cab designs which operated in pairs on trains of 40 wagons.

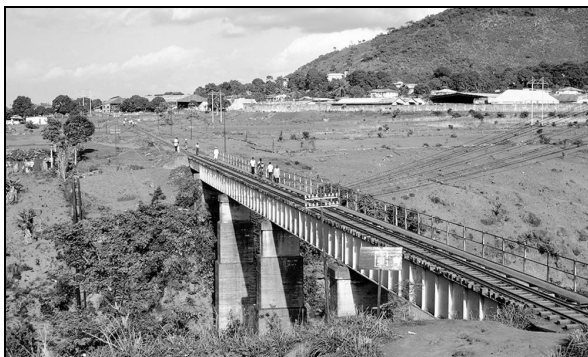
Independence was not unkind to the line. Ore output increased at Marampa, the port at Pepel was dredged and facilities improved making the railway busier than ever. Track was relaid with heavier rail permitting 2,500 ton trains to move faster and new ALCO Diesels were acquired. Then, at the end of 1975, mining stopped. Somehow DELCO had been making a loss and went into liquidation leaving the mine, port and railway out of use although the Government acted to preserve the infrastructure. An Austrian company restarted the operation in 1981 but failed to make a go of it and handed everything back to the Government in 1985. The railway did suffer during and after the civil war with infrastructure destroyed or stolen especially at Marampa where buildings were burnt along with most of the records.

In the last few years the line, workshops and port facilities have been restored as mineral extraction began again at Marampa. The line, now open access, was extended a further 75 miles through mountains to mines near Tonkilili where vast mineral reserves await extraction. Sadly what pre-Civil-War rolling survived appears to have been cut up in the workshops as part of the rebuilding process. Having revitalized the old line a standard gauge line is under construction running largely parallel with it to a new port at Tagrin Point.

A detailed and well illustrated web page devoted to the DELCO line can be found at www.derby.sulzers.com/sierraleone.html.

An ore train triple-headed by new locomotives fails to interest the locals as much as the photographer.





The Sir Milton Margai bridge on the edge of Freetown as rebuilt after WW2 as part of a general refurbishment. The SLGR's running sheds at Fisher Lane, now in use as a 'bus depot, are in the background left of centre while Clinetown is behind the camera.

trouble free- the Railway found them difficult to maintain and they always had to be jump started so they were accompanied by a van, effectively a tender, carrying extra batteries. Steam worked on the SLGR until the very end.

With new equipment and rolling stock, including 16 new coaches as an independence gift from Britain, the SLGR appeared to be thriving. Key personnel were in Britain learning new skills with BR and looking forward to using those skills but when they returned to Sierra Leone it was to close the line. Naturally the newly independent nation was developing relations and taking advice from international bodies including the World bank which was not impressed by the SLGR and in 1967 recommended closure in favour of a road building programme. Whether or not anyone thought this was a good idea may have been moot since the World Bank's services are conditional upon the adoption of policies it favours. It emerged that four of the commissioners that recommended closure were on the board of Fiat. Few if any of those new roads were actually built incidentally and one might speculate that the loss of transport infrastructure must have contributed to later unrest.

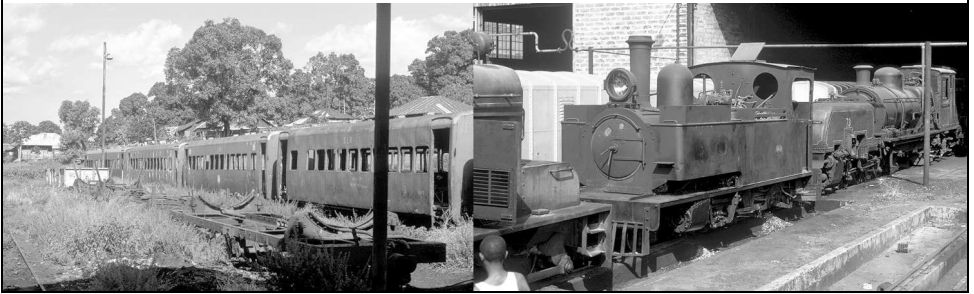
The Makeni branch closed in 1968, the main line was cut back to Kenema in 1971, to Bo in 1973 and goods and passenger operations finished in 1974. The track was still in place as far as Bradford about 40 miles from Freetown and, although the railway had closed, the staff had not been laid off. Every week a pay train ran to Bradford stopping at all stations until scrap merchants lifted the track in 1975.

Rolling-stock remained at the Railways' works in Clinetown which, partly thanks to the SLGR General Manager Solomon Pratt, were kept operational as the



The rake of the Independence coaches that made up the last passenger train left where it stopped next to the Governor's coach at Clinetown in 1974 after closure but before the overgrown tracks were lifted.

More of the Independence coaches decay at Fisher Lane but there is some activity. Hunslet 2-6-2 number 85 has been moved from the shed to be ashed out ready for inspection by the Welshpool and Llanfair representatives. Behind her is the last of the 1950s Garratts unofficially named *Queen of Tonga* for a royal visit in the '60s.



National Workshop. Apprentices worked on steam and Diesel locomotives learning the skills to service such equipment. Four of the Independence coaches and one of the Hunslets were bought by the Welshpool and Llanfair Railway while other stock was shunted as far out of the way as possible and the doors welded shut. Not at all coincidentally this included historical items such as *Nelly* a 1915 Manning Wardle tank engine that used to serve the docks.

The Workshop remained open and operational throughout the rest of the '70s and '80s with the hope that its collection would become a museum but then the Civil War broke out in 1991. Freetown was not unscathed but escaped the worst of the fighting and many of the countless refugees from the east fled there with some 10,000 housed in the Workshops for several years.

After the war Colonel Steve Davies of the Duke of Lancaster's regiment, there as part of IMATT (see p.5), was using his first day of leave to explore the route of the SLGR. He started at Water Street and made his way to Clinetown where he found a pile of scrap including what were recognizably steam engine components. He also met a local who asked if he had come for the trains. His curiosity piqued he peered through one of the workshop windows and saw, axle deep in detritus and stripped of wood by the refugees, the remaining stock of the SLGR. He was also aware of some Chinese scrap workers who were preparing to clear the site.



The Clinetown workshops. *Left.* A Diesel shunter labelled "NOT TO BE BURNT", *Nelly* by the entrance and a sectioned Garratt boiler. *Right.* Coaching stock in the Joiner's Shop including the Governor's Coach and, far right, the Royal Saloon built for a visit by Queen Elizabeth in 1961 but never used. This building is now the Museum.

The Museum in 2009 and some of the Museum staff and volunteers bidding Steve Davies welcome.



Davies contacted the President Ahmad Tejan Kabbah and asked if he was aware that his country was about to lose its railway heritage. Kabbah, like many Sierra Leoneans, was well disposed towards the British, interested in history and aware of how important tourism could be. "I'll see you at the works in the morning" he said. Sure enough the Presidential motorcade and a camera crew arrived at Clintown and President Kabbah and Davies appeared on national television to announce the preservation of the site and rolling stock along with a Chinese industrialist who suddenly had no interest in scrapping anything. Sierra Leone was going to get its railway museum after all and President Kabbah asked Davies to set it up. With no museum experience or budget Davies found himself wondering what to do next but, once it was explained what was going on, help was soon forthcoming from locals and former railway workers. After nine months in March 2004 the Museum opened with the President and Andrew Scott, director of the NRM, as VIP guests.

The Sierra Leone NRM, only the second government funded railway museum in the world, has now been open for 12 years developing continually in the face of considerable challenges. At first it was a leaky building with some old trains in but



Two of the Hudswell Clarke Diesels which never quite managed to replace steam on the main line. *The Queen of Tonga* gleaming. The name, hand painted on the headlamp, was nearly removed by a keen restorer.

the roof was patched, locomotives cosmetically restored and coaches painstakingly rebuilt. There was no electricity supply until four years ago and running water was limited to an outside tap. The Museum only opened a shop the week before Anthony's talk. The next important task will be to completely replace the asbestos roof.

The Museum has close links with the NRM(UK) not least because Steve Davies went on to become the Director at York when he retired from the Army and visits frequently. The Friends of the SLNRM is based in York. It sends people and equipment to help with displays and information panels to interpret the exhibits. Most Sierra Leonians have no memory of the SLGR so Railway workers and anyone else who did remember it were interviewed to record a visual and aural history to help bring the exhibits to life. With a grant from the British Library the Friends began the Endangered Archive project to scan and copy the Railway's records and preserve the originals. Being called the NRM the Museum can and does make use of branded items such as clothing and display boards no longer needed at York.

Cruise liners are visiting the harbour again after the Ebola outbreak and tourists who may have only a morning or afternoon to explore will find the Museum, the National Museum at Cotton Tree and the old Fourah Bay College building only a few minutes walk from the docks. The College suffered during the Civil War and housed refugees but the Monuments and Relics Commission is restoring it for use as a craft market. The area is beginning to become a cultural quarter for Freetown and the SLNRM is at the heart of it.

The Sierra Leone NRM's website, set up and run by the Friends of the SLNRM, is www.sierraleonerailwaymuseum.com. Steve Davies spoke to the Friends in 2011 and his article about the (York) NRM is in the Summer 2011 Newsletter. Postcard views here and on the cover are from Gary Schultz's collection on www.sierra-leone.org and are used with permission and grateful thanks.



*Nelly is a Manning-Wardle tank engine from 1915 and something of a celebrity. Truth be told she was originally bought for the hill railway but proved unsuitable and shunted on the docks instead seeing little if any use on the SLGR. A Museum guide in *Flying Scotsman* gear from York talks visitors through a display of photographs.*

FEATURE:

The Lartigue Monorail Museum

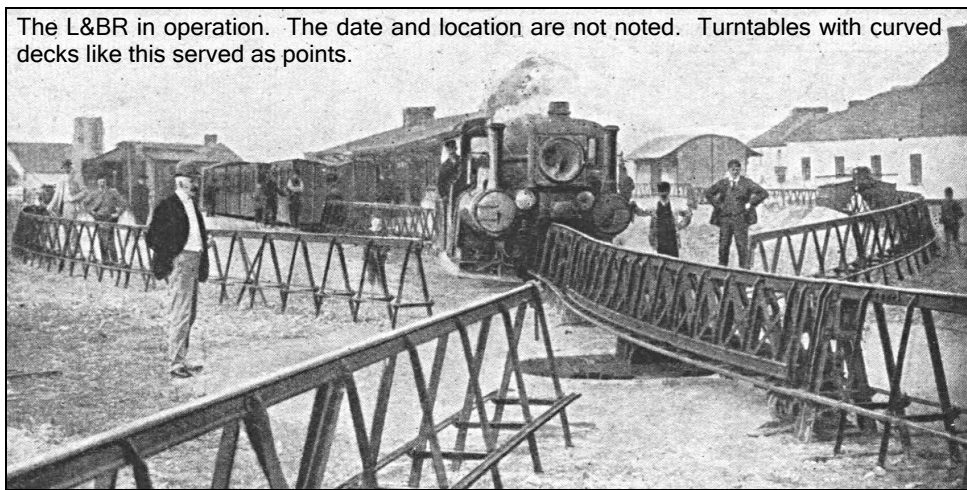
Bill Ferguson describes the Lartigue monorail system and a visit to the museum in Listowel in County Kerry, Eire which runs a reconstruction of the only commercially operated Lartigue system. Museum photo's Bill Ferguson.

In 1881 a French Engineer, Charles Lartigue, working in Algeria saw processions of camels walking, bearing heavy loads of sand balanced in panniers across their backs. This gave him the idea of a novel railway- a single rail at waist level above the ground to avoid sand being blown up on to the track which was supported on A-frames. He built a 90km monorail to move esparto grass with mules pulling "trains" of panniers, straddling the elevated rail. In theory, a monorail system should be lighter, easier and cheaper to build than a railway with two parallel tracks. Lartigue demonstrated his idea in London a small locomotive with two vertical boilers nicknamed "coffee-pot" arousing some interest.

Only one Lartigue monorail ever saw public use- the Listowel and Ballybunion Railway linking the eponymous country towns in County Kerry in SW Ireland. It opened on Feb 29th 1888 to meet local demand for a rail connection with the main line at Listowel. It carried freight, cattle and passengers, conveying seaside tourists to Ballybunion, cattle and other livestock to Listowel market and also sand from the seashore.

Coffee-pot saw some use in the L&BR's very early days but the railway operated three 0-3-0 steam locomotives designed by Anatole Mallet, rather better known for his articulated compounds, and built by Hunslet. They had twin cabs (driver in one, fireman in the other) and twin boilers balanced on either side of the high central rail. This kept the centre of gravity low but duplicated many parts and one boiler had to be stoked by the driver. Auxiliary engines in the tenders were intended to help on gradients but exhausted the boilers so quickly that they proved worse than useless and went unused. Vehicles ran on double flanged wheels, bodies hanging down on either side of the track and the load on each side

The L&BR in operation. The date and location are not noted. Turntables with curved decks like this served as points.



had to be roughly balanced although vehicles were kept upright by secondary guide rails on each side (*does that make it a tri-rail? Editor*). By the end of 1909 the railway had three passenger coaches and 24 goods vehicles.

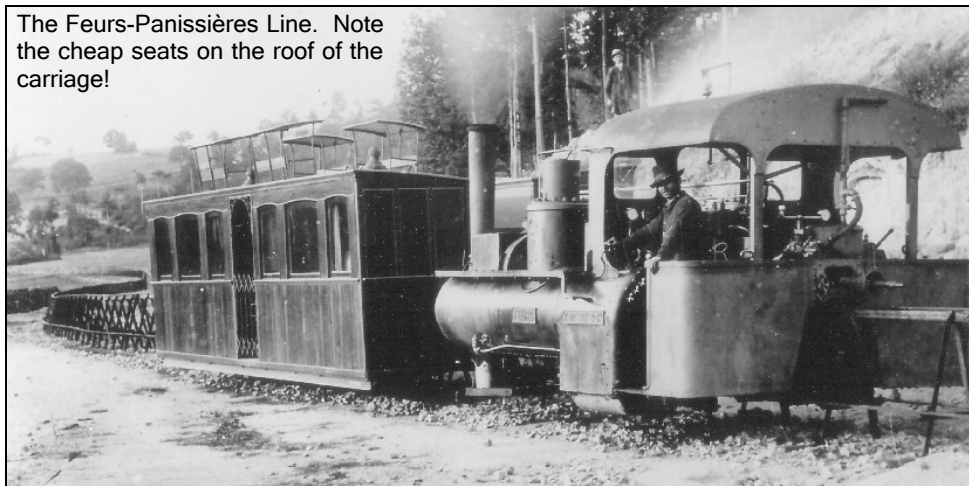
The financial position was always precarious; engines and carriages were all specially built. Because of the track's height, level crossings were not possible and high stone bridges and two-part wooden lifting bridges manually operated were used. Loads had to be balanced, difficult with cattle and there is an apocryphal story about a farmer who wanted to sell one cow at Listowel market but how to balance it? The solution was to balance the cow with two calves on the way to market and separate the calves for the return journey.

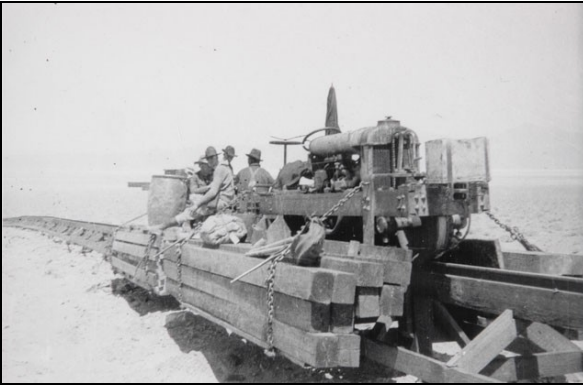
The Lartigue's reputation was that it was noisy, unpunctual and slow. Taking 40 minutes to travel the nine miles between Ballyunion and Listowel. It also rolled alarmingly as it moved along. Financially it struggled throughout its life and in the Irish Civil War of 1921-1923, Ballyunion, intermediate stations and other infrastructure were destroyed since it was thought that the railway was transporting Government troops.

Rebuilding and running the railway independently was deemed unviable and it was ignored by the Great Southern Railways Company which took over all other railways in the Irish Free State. There is some suggestion that the GSRC regarded it as too outlandish to have anything to do with. It closed in 1924 and, apart from a short section of track, all parts of the railway were scrapped. Some local houses appear to be built from stones from the bridges.

A Lartigue system 10.5 miles long was constructed from 1895 between Feurs and Panissières in the département of Loire, central France where a local Senator happened to be a friend of Lartigue. Two tank loco's were built by Biatrix of Saint Etienne, specialists in mining equipment, with other rolling stock coming from ANF White-Misseron. Delays in construction and administrative difficulties, not to mention the derailment of a special carrying VIPs and inspectors, meant it was not granted permission to operate. Its opening was deferred indefinitely and the whole system was dismantled in the early 1900s having never seen commercial traffic. A replica of one of the loco's is on static display in Panissières.

The Feurs-Panissières Line. Note the cheap seats on the roof of the carriage!



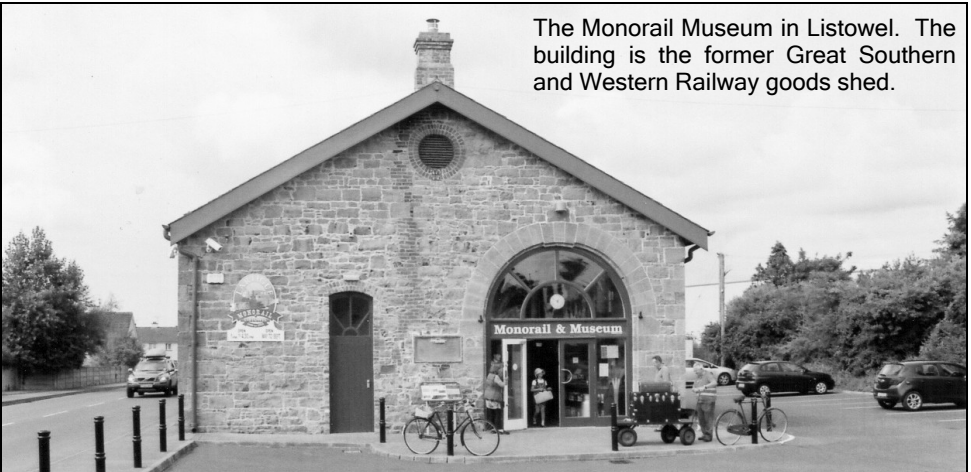


Construction materials carried on the Magnesium Monorail. The loco', like all those on the railway, was a modified tractor.

The Sierra Nevada Salt Corporation's "Magnesium Monorail" in San Bernardino, California (or the "Epsom Salts Monorail" since it carried epsomite-hydrated magnesium sulphate) opened in 1924 using principles similar to Lartigue's. The terrain was judged unsuitable for a conventional narrow gauge system but the remote location meant the 28 mile route crossed only one road. Locomotives were modified tractors and the only vehicles with brakes. Couplers were from scrapped trams. The line was steeply graded (up to 12% in places) and trains could reach 35mph downhill! The system was very short lived closing in 1926. The mountainous section was vulnerable to landslides and the wooden structure prone to warping but the main problem appears to have been the mine itself. The best deposits were exhausted quickly making it unprofitable. Few traces survive.

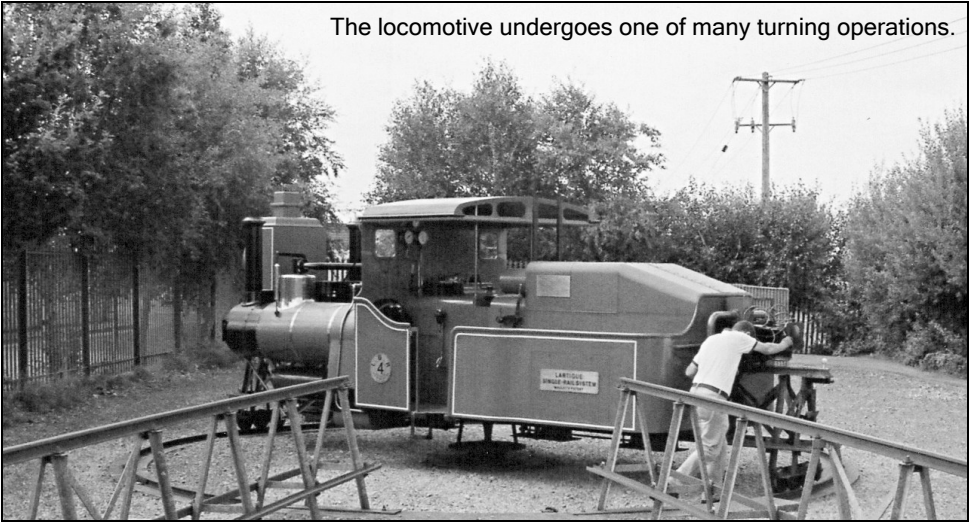
The Modern Lartigue Monorail and Museum

In 2003, a 500 metre section of track opened in Listowel. A specialist replica diesel locomotive and carriages were built by Alan Keef Ltd. at Ross-on Wye in 2000, going into service in 2003, having given no problems since that time. A small museum opened in May 2013 on the site of the old main-line goods store. It is open every afternoon in the summer, run entirely by volunteers.



The Monorail Museum in Listowel. The building is the former Great Southern and Western Railway goods shed.

The locomotive undergoes one of many turning operations.



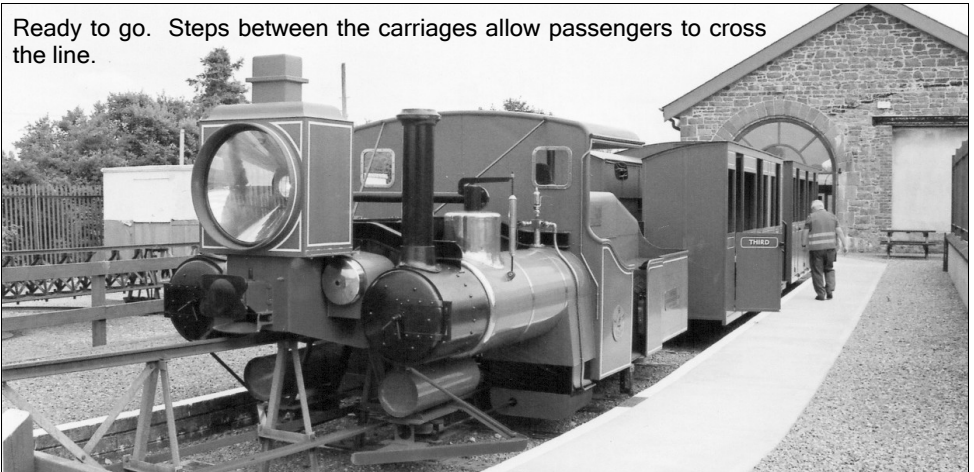
When I went there in August 2016, I was at first the only visitor (probably because Kerry was playing Dublin at Gaelic football- they just lost!). Later I was joined by two German visitors who knew the Wuppertal overhead monorail system well. There was a fascinating video show based on an early Pathé Pictorial film showing the Lartigue in its heyday. Also numerous photographs, artefacts and scale working models of the monorail and bridges.

We were then treated to a journey down the track with many complicated manoeuvres on turntables to ensure the engine was always pulling boiler-first. Even with a level track, there was still much swaying.

The Railway and Museum staff were extremely friendly and enthusiastic. Altogether a pleasurable and unique experience.

The Listowel Museum's website is www.lartiguemonorail.com. The Pathé film Bill mentions is on YouTube as is some footage of a model which imagines the French system in operation and several films of the reconstruction.

Ready to go. Steps between the carriages allow passengers to cross the line.



Committee Concerns

In the Summer Newsletter which should have been the Spring Newsletter the report on the Annual General Meeting mentioned that the Committee, which was being stretched rather thin, had gained some new members. This was most welcome and Richard Wimbury and Bill Ferguson have relieved our Chairman of having to arrange the talks programme which is a good start.

Unfortunately the Committee remains on the small side which risks making it unrepresentative and lacks people to fill key positions. Alan McNab who offered to take over as Treasurer was unable to do so due to other commitments arising and there has been no Secretary for a long time.

If you wish the Friends to flourish and even to influence its activities please consider joining the Committee. Even if you would be unable fill a particular position an extra voice would be helpful. Committee meetings usually take place in the week before a talk and last between one and two hours. Contact the Chairman (chairman@friendsofdrmc.org) to volunteer.

The Friend's Library

In the last Newsletter there was a reminder that donations of books and other items to the Friends will always be welcome either for the collection or, in the case of duplicates, the platform bookshop. This time there is a reminder that the Library is there for the use of members. It is opened at meetings and attending members can borrow books at one meeting and return them at the next. The Library is overseen by Arthur Peacock.

Stamps

Arthur Peacock also runs the Friends' platform bookshop. As well as the books, videos and other railway related items he has some sets of stamps. These are first day covers dating from 2014 with the theme of Classic Locomotives of Great Britain. Each set has four stamps all with photographs of steam locomotives. Some are black and white, some colour or colour-tinted from black and white originals. Anyone interested in both trains and stamps should contact Arthur Peacock either through the Newsletter or directly at one of the regular meetings.

Corrections

The Tyne-Tees Pullman mentioned in the write up of Chris Nettleton's talk *Streamlined Trains and Mallard's Record Run* in the Spring Newsletter (the one with "Summer" on the cover...) was in fact the Tees-Tyne Pullman. Thanks to John Dodds for pointing that out.

Notes about Crown Street Library have stated that it was founded with a legacy from Edward Pease "The Father of Railways". In fact the Edward Pease who left the bequest to establish the Library was his grandson, Joseph's son. Thanks in this case go to James Adams who spotted the error on the Friends' website. He has a Pease family Tree posted online at a link far too complicated to reproduce here but it will be on the website by the time you read this.

Rail Tours in the Region

This information is taken from www.uksteam.info, www.railtourinfo.co.uk and the various rail tour operators own websites. Locomotive movements are not listed-websites do list some but they tend not to be arranged as far ahead as tours and are much more subject to change. This list is not claimed to be comprehensive and, although the information here is repeated in good faith, you are advised to check nearer the time. How much information there is available about rail tours varies greatly from operator to operator.

Thursday 8 December. A previous note said that RTC's *York Yuletide Express* will run from Norwich to York and return behind either LNER A4 Pacific 60009 *Union of South Africa* or LMS Princess Coronation 46233 *Duchess of Sutherland*. It now appears that 46233 will share duties with a Class 47/57 Diesel. York a.13.20, d. 16:15.

Saturday 10 December. A previous note said that RTC's *The Christmas White Rose* will run from Kings Cross to York and return behind either 60009 or 46233. It now appears that 46233 will share duties with a Class 47/57 Diesel. York a.12.30, d. 15.30.

Saturday 10 December. Just to confuse things Vintage Trains Ltd (VTL) hopes to run *The Christmas White Rose* from Tysley to York and return behind GWR Castle Class 5043 *Earl of Mount Egecumbe*. Timings should be confirmed and listed by the time you read this.

Saturday 17 December. RTC's *York Yuletide Express* will run from London Victoria to York and return behind 46233. York a.13:51, d. 17:25.

Saturday 17 December. West Coast Railways *Bath Christmas Pullman* will run from Scarborough to Bath and return topped and tailed by Class 47/57s.

Scarborough 05:51, Malton 06:22, York 06:51 & 22:37,
Malton 22:55, Scarborough 23:36.

Wednesday 21 December. RTC's *The Christmas White Rose* will run from Cambridge to York and return behind 46233. York a.12.18, d. 16.13.

Saturday 29 April. The first day of RTC's *Great Britain X* railtour will run from King's Cross to York behind LMS Princess Royal 6201 *Princess Elizabeth* where LNER A3 Pacific 60103 *Flying Scotsman* will take over to Edinburgh. No timings are listed.

DIARY:

Friends and Museum Programmes

Actually just the Museum programme this time. As noted in the introduction this Newsletter will come with an enrolment form including the Friend's programme of talks for 2017. You will be able to use the form and keep the programme for reference. If you are reading this on-line or take the electronic edition you can find the programme in the website Events page.

Museum Programme

See the Museum's website (www.head-of-steam.co.uk) or call 01325 405060. For details of the Museum's educational workshops for schools please contact the Museum's Access and Learning Officer Sarah Gouldsbrough (sarah.gouldsbrough@darlington.gov.uk or 01325 405541) or, again, see the Museum's own website or programme.



Exhibitions

Little Works of Art. Saturday 5 November to Sunday 8 January 2017. 100 years of Greeting Cards with 280 Christmas, New Year, Easter, Birthday and Valentines cards from 1850's to 1950's.

150 Years of the Forcett Branch. Wednesday 7 December to Wednesday 22 February 2017. Curated by NERA. *This is the freight only Forcett Railway which joined the Darlington and Barnard Castle line east of Gainford not the Fawcett Branch, wherever that may be, as it appears in some listings.*

Activities, Events and Talks

Where prices are not mentioned entry will be covered by the Museum's usual charges. Year pass holders or Friends of DRCM members are free unless otherwise noted.

Santa at the Station. Weekends 10 & 11 and 17 & 18 December, 10:00am to 4:00pm. Meet Santa in the Museum grotto (booking essential) or just enjoy the face painting, mini train ride, Christmas music, arts and crafts and Christmas themed trail.

2017

Sarah Gouldsbrough has sent the following list of exhibitions and activities for 2017. The Museum's 2017 Programme will appear in the fullness of time and no doubt the January talk to the Friends will flesh this out considerably.

Exhibitions

North Road Works: Fifty Years of Memories. Saturday 14 January to Sunday 5 March.

Rita Smith. Saturday 11 March to Sunday 7 May.

Harrogate - Northallerton, 1848 - 1967. Wednesday 5 April to Wednesday 24 May. NERA.

A Railway History of Shildon 1825 - 2004. Saturday 13 May to Sunday 2 July. NERA.

Lego. Saturday 8 July to Sunday 3 September.

Hopetown Heritage. Wednesday 6 September to Wednesday 29 November. NERA.

Crime and Death on the Railways. Saturday 9 September to Sunday 5 November.

Exposed - Mug Shots. Saturday 11 November to Sunday 7 January 2018.

Activities, Events and Talks

History Wardrobe - Dressed to Impress. Sunday 12 February.

Easter Special. Sunday 16 April.

Vintage Rally. Sunday 21 May.

Meet the Gruffalo. Sunday 23 July.

Model Railway Weekend. Saturday 2 and Sunday 3 September.

Heritage Open Days. 9 and 10 September.

Festival of Ingenuity. Friday 22 and Saturday 23 September.

Victorian Family Fun Day. Sunday 24 September.

Halloween. Sunday 22 October.

History Wardrobe - Jolly Hockey Sticks. Sunday 26 November.

Santa at the Station. Weekends 9 & 10 and 16 & 17 December.

***THE FRIENDS:* Introducing the Friends and Darlington Railway Museum**

The Newsletter is given to all members of The Friends of Darlington Railway Centre and Museum but other copies circulate so it is possible that it has been your introduction to the Friends and even the Museum. If that is the case it is hoped that you have enjoyed reading it and that it has piqued your interest. Presumably your having read this far is a good sign.

Darlington Railway Centre and Museum

The Museum, also known as "Head of Steam", is housed in the old North Road Station building the main part of which was built by the world famous Stockton and Darlington Railway in 1842 and much expanded over the following 30 years. The S&DR marks the point in the history when industrial wagon-ways trundling from mines to the nearest canal or harbour became modern railways and the Museum tells the line's story with George Stephenson's *Locomotion*, built for the Railway's opening in 1825 and the first steam locomotive to haul a passenger train, taking pride of place. She stands with three Darlington built locomotives surrounded by interactive displays, artefacts and vintage photographs illustrating the history of railways and Darlington.

Visitors unfortunate enough not to have a consuming interest in railways, perhaps accompanying those who do, will discover much about the general history of Darlington, a varied programme of exhibitions on non-railway subjects and can enjoy refreshments. The Museum's facilities include the Northern Rail Activity Room, a children's play room, a meetings room with A/V equipment and the Ken Hoole Study Centre with its extensive archive of railway records, books, papers and magazines and other media.

The Friends of Darlington Railway Centre and Museum

The Friends is a non-profit organization existing to help promote and support the Museum. It presents a year round programme of talks principally for members but which all-comers can attend although we do ask non-members for a donation. The programme is varied so whether you are interested in the history or future of railways, their engineering or operation it is likely to have something for you. Benefits also include this Newsletter and free entry to the Museum and you do not have to visit very often for it to be worth joining for that reason alone. There are rates for senior citizens and the unwaged and joint memberships for couples and families.

If you think you might be interested in joining the Friends you can download an enrolment form from the website listed below or contact the Membership Secretary June Palmer at membership@friendsofdrcm.org.

To find out more about the Museum or the Friends please visit one of the websites listed below. Remember if you do not have Internet access your library does.



www.head-of-steam.co.uk

www.friendsofdrcm.org



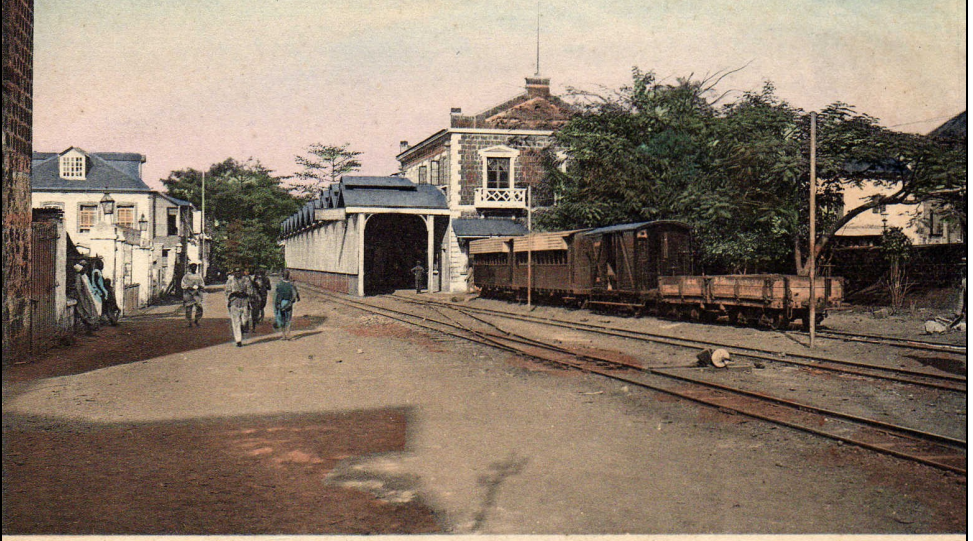
The British Association of Friends of Museums (BAfM)

The Friends of Darlington Railway Centre and Museum is itself a member of the British Association of Friends of Museums (BAfM, www.bafm.org.uk), an independent organization for friends groups supporting not just museums and galleries but anything of historic interest including preserved railways, ships, parks, bridges and castles.

The BAfM has links to organizations including The Museums Association and the Department for Culture, Media and Sport, holds national and regional events and publishes handbooks and pamphlets full of useful information as well as a thrice yearly magazine. It can also arrange public liability insurance for organizations that may need it.

SIERRA-LEONE

A vintage postcard from Sierra Leone shows the eastern end of Water Street Station (page 3). *Gary Shultz Collection.*



Freetown - Railway Station

The reproduction Lartigue locomotive about to negotiate “points” at the Monorail Museum in Listowel, County Kerry (page 12) *Photo' Bill Ferguson.*

