

Friends of Darlington Railway Centre and Museum

Newsletter

April - June 2011

Free to members



Steam and the Dragon

The South Tynedale Railway

Rail 150 Celebrations- an inside view

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Introduction

You may have noticed that this issue is a little light compared to the previous few. I had hoped to include some information about Hitachi's plans in Newton Aycliffe but it was not to be.

I would like to echo our Chairman's comment about putting pen to paper if you have anything to contribute to the Newsletter (although I would prefer you put finger to keyboard as noted below with contact details). Interesting articles will be welcomed especially since next issue's instalment of Derek Reeves entertaining autobiography will be the last.

Tim Ruffle, Editor

Front Cover: A freight train double-headed, inevitably, by QJs captured by David Whitfield at Shangdian Summit on the Jitong Railway, Inner Mongolia in 2004. Your editor thought this suitable for what is effectively the Spring issue but, as it happens, the photo' was taken in September. The editorial position on this is "I don't care".

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:

Steam and the Dragon 3 February 2011

David Whitfield has worked at Hopetown and Grosmont. He presented a selection of his fine photographs of steam behind the Iron and Bamboo curtains to the Friends a couple of years ago under the title Steam Under the Red Star. February's meeting was another visual feast this time devoted to Chinese steam. Unfortunately turning this issue of the Newsletter into a glossy coffee-table book is not an option so doing justice to Mr. Whitfield's presentation in these pages is an all but hopeless task. Gill Wetherell has tried anyway. All Chinese photo's are David Whitfield's.

Mr. Whitfield's talk about his travels round China, from November 1992 until about 2005, was illustrated with many truly superb photographs of locomotives in steam all over this huge country. Apparently there is still some industrial steam, but all main line steam has vanished.

Our Tour started with some sight-seeing views in and around Beijing, including a splendid shot of a steam train with The Great Wall in the background, and continued anti-clockwise, moving west right round the country with visits to many steel and iron works, coal lines, 'Chinarail' passenger lines and even some interesting shots of donkey hauled wagonways. There were some excellent double and even triple-headed trains working in settings on the edge of the Gobi Desert, looking like the surface of the moon. By contrast some of the photo's taken in industrial centres evinced appalling levels of pollution at times making it



QJs double head a heavy freight train past a field of sunflowers near Yazoudi in 2001.

quite impossible to film some of the engines they saw on the visits over the years, including one highly toxic place with sulphuric acid tanks.

The South of China was much more attractive with cone shaped limestone hills, and there are some interesting bridges and viaducts- many built in the 1950s. There is not a huge range of engine types, mainly QJs. (some with Batwing smoke deflectors), and SYs., but these were shown against all the backgrounds of China, including many in engine sheds, steelworks, workshops and industrial settings, access to which had been forbidden by the Chinese officials in charge of them- so our intrepid photographer was sometimes evicted when he poked his camera into what were supposed to be secure sites, particularly in Northern China, towards the Korean Border. They had to have a paid guide everywhere, of course, because almost all the places they visited were well off the standard tourist track. In some places there is no road access, so railways were used for everything.

The most photographed area, known to all rail enthusiasts is the Jitong line from Reshui to Simingyi which appears in many magazines, and Dave managed to get a really spectacular Tunnel 4 shot and some on the curved viaduct at Simingyi.

This was a wonderful collection of photographs, and we were fortunate that Dave went when he did, as many of the places and locomotives have gone forever, although it is nice to know that the Chinese have grasped the attraction of steam and are using some old narrow-gauge lines in the South for special tourist trains.



Winter 2003. A pair of QJs in their element emerge from Tunnel 4 on the Jitong Line.

The Admirable Qian Jin

These ubiquitous 3,000hp 2-10-2s were the last Chinese National Railways class of steam locomotive to go into production and became the most numerous with 4,714 entering service. The QJ (*Qian Jin*, "Progress") was based on the Russian OR21, a larger version of the LV class itself based on German *Kriegslok* 2-10-0s many of which were captured during the war and regauged for use in the USSR. Prototypes of the OR21 design were made in 1954 but Soviet railways abandoned steam production in 1955 and OR21 manufacturing materials may simply have been handed over lock, stock and barrel to China to which the USSR was providing a great deal of support.

42 prototypes were produced in various works from 1956 to 1960 designated HP (*Heiping*, "peace"). Series production began in 1964 with the vast majority (all but 24) built at Datong. In 1966 the class was redesignated FD (*Fan Di*, "Anti-Imperialism") then QJ in 1971 by which time the 2,000th loco was already in service. A few were built to Russian broad-gauge.

The rapid expansion of China's rail network from the '60s to the mid '80s was powered by the QJs which hauled the bulk of the freight and more than a few passenger services and production did not cease until 1988 when policy abruptly started to favour Diesel and electric traction. In a manner strikingly similar to BR's modernization plan steam had all but disappeared on main lines by 1997 with many QJs becoming redundant after less than ten years of service. Steam officially ended all over the CNR system in 2002 although some steam loco's (QJs of course) kept working until mid 2003.

QJs were scrapped by the score, some only ten to fifteen years old, but many had second careers with large industries and local railways which were happy to buy several fairly new well-maintained steam loco's for the price of a single Diesel. Notable amongst these new employers was the Jitong Railway- a 587 mile (945km) main line in Inner Mongolia. Jointly controlled by the Inner Mongolian government and CNR it bought 100 or so QJs which enjoyed an Indian Summer until being displaced by Diesel again in 2005.

QJs still work in industry still fighting a rearguard against Diesels. Some have been preserved in China including two prototypes and the first production example. Three are working in the USA- two on the Iowa Interstate Railroad with IIS logos and numbers but otherwise modified only to comply with US regulations. The third was bought by the R.J. Corman Railroad Group based in Kentucky and has become something of a celebrity at photo-op's and running special workings. It has been much changed, cosmetically at least, to better resemble a US loco' and christened *Old Smokey*.



Formerly CNR 7040 *Old Smokey*, shorn of smoke deflectors with new skirts and a red and white "go faster" stripe, at the head of R.J. Corman's Dinner Train set en route to the Kentucky Derby. Certainly smoky but, in this picture by Chase Gunnoe, old only compared to the "Genset" directly behind it. *Used with thanks to Chase Gunnoe and railpictures.net. © 2010 Chase55671.*

TALK:

The South Tynedale Railway 3 March 2011

*The South Tynedale Railway runs from Alston along the trackbed of a branch of the Newcastle and Carlisle Railway. **Dr. Tom Bell** is one of its longest serving members. The report on his talk is by Richard Wimbury, photo's furnished.*

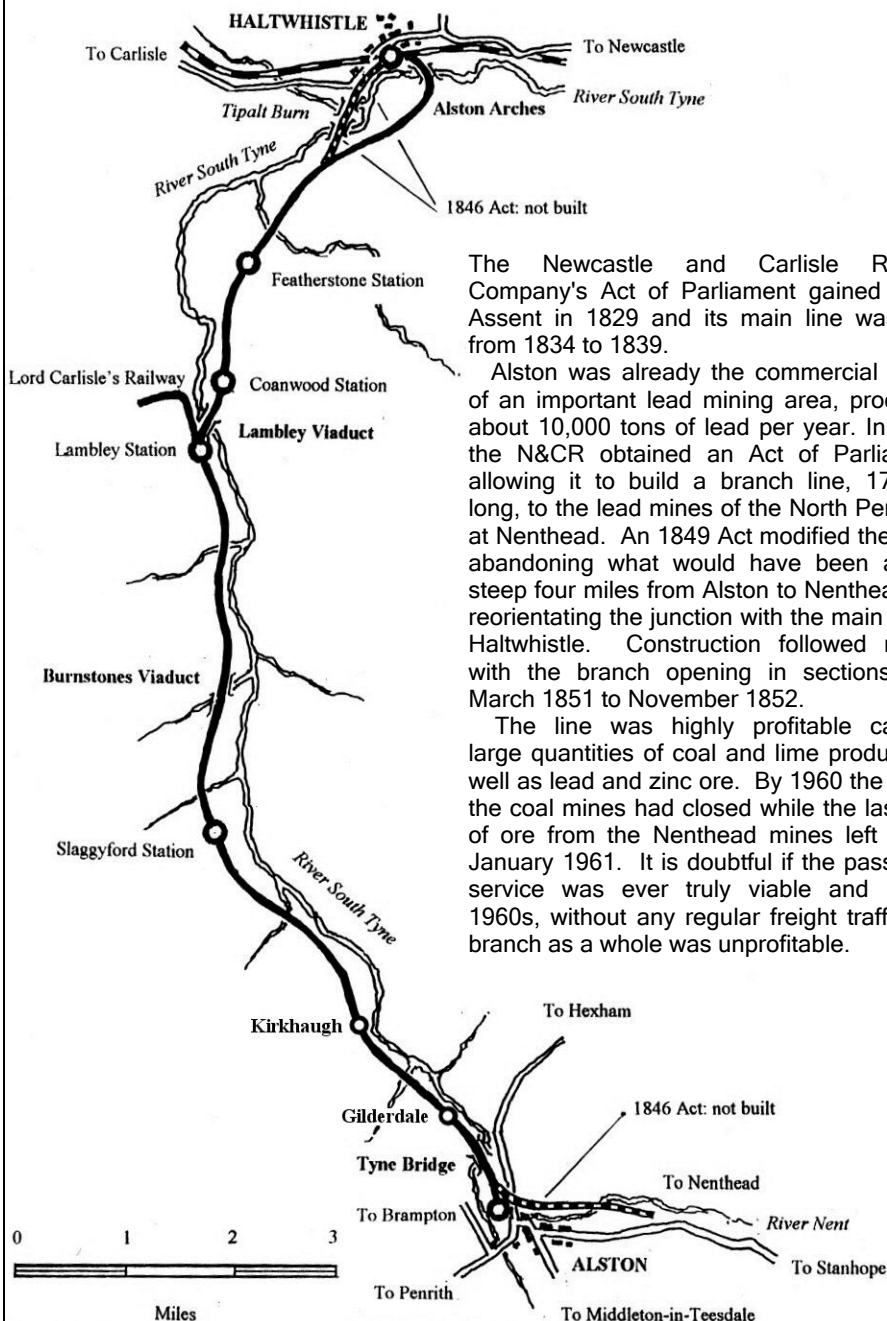
The South Tynedale Railway Preservation Society was formed on 3 April 1973 in response to the announcement in January that the Haltwhistle to Alston branch was to close. The original plan of the Society was to take over the branch as a going concern and to continue to provide a regular passenger service. Unfortunately this came to nothing, with BR asking £200,000 for the branch, and the last standard gauge train ran on 1 May 1976. On 2 July 1977 the Society decided, at its AGM, to build a narrow gauge line northwards from Alston and negotiations started with the County Councils that had been given the first option to purchase the sections of trackbed within their boundaries. Formal agreement to lease the trackbed from Alston to Gilderdale was obtained in June 1980 together with planning permission to build a two feet gauge line to the county boundary.



Above: A passenger train, typical of the period immediately after WW2, crossing Alston Arches at Haltwhistle. *Below.* Lambley Station in the last days of BR ownership.



The Newcastle and Carlisle Railway, Alston Branch



The Newcastle and Carlisle Railway Company's Act of Parliament gained Royal Assent in 1829 and its main line was built from 1834 to 1839.

Alston was already the commercial centre of an important lead mining area, producing about 10,000 tons of lead per year. In 1846, the N&CR obtained an Act of Parliament, allowing it to build a branch line, 17 miles long, to the lead mines of the North Pennines at Nenthead. An 1849 Act modified the plans abandoning what would have been a very steep four miles from Alston to Nenthead and reorientating the junction with the main line at Haltwhistle. Construction followed rapidly with the branch opening in sections from March 1851 to November 1852.

The line was highly profitable carrying large quantities of coal and lime products as well as lead and zinc ore. By 1960 the last of the coal mines had closed while the last load of ore from the Nenthead mines left on 24 January 1961. It is doubtful if the passenger service was ever truly viable and in the 1960s, without any regular freight traffic, the branch as a whole was unprofitable.



Alston before the Society got to work.

In addition to obtaining the equipment to lay the narrow gauge track the Society had to find locomotives and coaches to operate the intended passenger service. A small 40hp Hibberd loco was obtained from the Rossendale Forest Railway Society and wooden bodies were built on to the widened chassis of two former RAF bogie wagons to provide passenger coaches. Further locos were purchased, some of which required major rebuilding.

Immediately after a successful inspection by Her Majesty's Railway Inspectorate, trains started running on 30 July 1983 with almost no advance publicity. It was decided to hold a grand opening ceremony later and on 25 May 1984 the late Earl of Carlisle officially opened the line with local radio, television and press in full attendance.

With traffic increasing, it was necessary to purchase further locos and rolling stock, much of which required repair work before being put into use. The Society had also lacked covered accommodation where work could be carried out so it was decided to build a shed in which the locos and passenger stock could be worked on in relative comfort, out of the winter rains, wind and snow. 1987 saw the start of a successful period, with the Society's first steam loco in regular use



Naturally the STR has by far the easiest access to the trackbed of the Alston branch. When a gas main was laid alongside the Railway the Society gained welcome income by providing works trains.



The Society's first locomotive runs round the first narrow gauge passenger train on 30th August 1983 at Gilderdale Halt, the line's first northern terminus.

and the introduction of further new rolling stock.

During the 90s, the Society not only consolidated the line in Cumbria but also extended over the first three quarters of a mile into Northumberland, including crossing two viaducts. Trains started running to Kirkhaugh station in early September 1999. During the first years of the 21st century, all the Society's passenger locos were repainted in new liveries, usually after receiving a major overhaul. Further improvements have been made to passenger facilities and works/repair sheds, some of these being financed by grants from the Rural Development Commission, local authorities and the EU.

It has always been the intention of the Society to open the narrow gauge line at least as far as Slaggyford and it is hoped to open the next section towards the end of this year's operating season. This will take the line to the bottom of Lintley Bank, the steepest section on the line, and where the station will have access from the main Brampton Road. Funding is currently being sought to complete the line to Slaggyford and rebuild the station there and also to repair a steam loco and refurbish three passenger coaches.

Tom's talk was amply illustrated with slides which gave us all a good overview of the line's attractions and activities- it was an evening that was much appreciated.



Slaggyford in days gone by and at present with track and signal box long gone.

FEATURE:

Life on the Railways in the North-Eastern Region: 1939–1984

This excerpt from Derek Reeves' professional autobiography covers the Railway 150 celebrations at Shildon in 1975.

Very early in January 1975, Mr Clothier (DME) called me into his office having just come back from a meeting with the Divisional Manager, who had said that the Board had agreed that on Sunday 31 August there would be a parade of locomotives from Shildon to Darlington to celebrate 150 years of passenger railways. The Newcastle Division would be responsible for organising and running it. He said that he had told him that he and I would do everything in our power to make it a success. I said that it was a wonderful idea and that I was delighted that it would be in our area.

It soon emerged that some 30 preserved steam locomotives would be involved, many of them being driven in steam from Shildon Works to up-sidings at Darlington. The week before 31 August, there would be an exhibition of the locos in the Wagon Repair Shop and Yard at Shildon, and a train at each end giving rides from the works to the grading sidings, with a run of about half a mile (0.8 km).

The parade was to be led by a replica *Locomotion No 1* which Mr Mike Satow was building using the Apprentice Training School at ICI Teesside. The last locomotive was to be the *Evening Star*, the last steam locomotive built at Swindon. Mr Clothier said that he had decided that one of us would ride on the *Locomotion No 1* and the other on the *Evening Star*. I said that sounded fine to me. He then said that as a GW man, he would ride on the *Evening Star* and that I would ride on the *Locomotion No 1*! He said I would be the leader, and it would be my job to ensure that I passed the VIP stand in Heighington on time. Quite a problem, but after a lot of thought, I devised a method. It was going to be difficult because *Locomotion* had neither brakes nor a speedometer. It was going to haul a chaldron wagon and an early coach, so if we fitted the chaldron wagon with a handbrake, at least we might be able to control the speed, as it was downhill to Darlington. The next step was to calculate the distance travelled at five miles per hour in three minutes and then to mark the sleepers with white chalk at this distance, all the way to Heighington. On the day, with a stopwatch, I thought it would be reasonably easy to keep the speed at five miles per hour, which should result in an on-time pass.

A Mr Hinchcliffe from the Heritage Railways Association was our contact with the Preserved Railways who would supply many of the parade locomotives, and quite early on he provided us with a list of the proposed locos- 31 in all. Each loco would require a driver and a fireman and a BR Inspector/Official with one footplate pass for each owner. The drivers and firemen were to be drawn from volunteers from Darlington and Thornaby Depots. In the main, this was left up to the men's representatives to organise, because there were more volunteers than we required. We did not have sufficient inspectors to cover all locos, so we imported suitable people from HQ and other divisions.

We had planned to have our Breakdown Riding Van on location at Shildon, and we then added a sleeping car so that the imports would be able to arrive on the Saturday and have a place to sleep before the parade.

About three months before the parade, Mr Clothier said to me that his son was getting married on the Saturday and that all the arrangements on that day would be my responsibility. He said he would arrive in time to sleep in the coach and be there on the Sunday. He said he was going ask his wife to act as hostess on the van and sleeping car, but of course, she was not available, so he said: "What about your wife?" She agreed and had quite an interesting time. More about that later.

Around the beginning of June, we heard that Mr Satow's replica was complete and had been running up and down the yard at the ICI works. It now had to be inspected and cleared for running on BR tracks. I decided to do this inspection myself and made arrangements with Mike Satow to visit the ICI Training School. On arrival I inspected the loco and passed it for BR running. He said that I had better drive it up and down before I go.

It was more difficult than I expected, because to start you had to disconnect two valve levers and work them manually to go forward or backward, because there was only one eccentric. This had a slip ring to allow it to slip forward or backward, and when moving the two levers, could be coupled and the loco would continue in the same direction. After several tries, I got the hang of it, and enjoyed running up and down. Next two BR drivers were trained on it: the driver for the parade and a stand-by in case the first was ill on the day. *Locomotion No 1* was moved to Shildon, and early one Sunday, a trial run was made to Hoptown box, which was as far as it would be going on the day.

Around the beginning of August, the locomotives for the parade began to arrive, and the early ones had to be stabled in a safe place, so we kept some at Shildon and had six locked in the Naval Supply Depot at Allen's West. They all came in steam and required a Running Inspector to observe the arrival and disposition, in addition to local drivers and firemen. One of the last to arrive was No 246 (D49 *Morayshire*) from Scotland. I had run out of inspectors, so I decided I would go myself. We were taking over from the Scottish crew in Newcastle at 01:30. The loco arrived hauling its support coach at 01:10, we took water, and were ready to depart at 01:25, but there were 6 people on the footplate. I said to the three Scottish lads: "Which two of you are getting off?" They said that they had come all the way from Edinburgh and were not getting off. I had to remind them that they were now in the NE Region and that they knew the rules as well as I did, and that they had only one pass. They still protested, and I said that I was quite happy to sit there all night until only one of them was on the footplate. After some more protesting, two of them got off, and we left at 01:40. Arrival at Darlington was 02:30 into Platform 1 as 246 was to go to Allen's West later in the day.

I said to the people in the coach that they would have to get out because I couldn't stable the loco and the coach on the back road with expresses running into Platform 1 between them and the platform. They said where were they supposed to go if they left the coach at that hour? Fair enough, I thought, and

telephoned the Running Foreman at the depot and luckily he had a spare siding where the loco and coach could be stabled. He came over and conducted the driver round to the depot.

One week before the exhibition at Shildon opened, the Wagon Repair Shop was cleared of wagons, and we started to bring all the locos etc to Shildon and place them in and outside the Repair Shop. Our Thornaby Chief Running Officer, Eddie Ward, and I worked out the position of each exhibit so that on the Saturday night a minimum amount of shunting would be necessary to get them in the right order for the parade. Everything was ready and the exhibition was opened on time.

During the week I went up twice to check that all was in order and to have a ride on the locos on the sidings train. The Saturday before the parade was very wet with rain up until tea-time. All locos in the parade had to be examined and passed for running on BR. I had a fitter from Darlington and one from Thornaby to help me, and we did all of the locos between 09:30 and 15:30, and you can imagine that we three were wet through by the time we had finished. In addition, all the locos in the parade that had been exhibited in the yard were lit up during this time.

I went home about 16:00 to change into dry clothes and pick up my wife for her stint in the breakdown coach. We returned at 17:00 ready for action. Eddie Ward and I had arranged to do the shunting using the Shildon Pilot drivers and their 03 small Diesel shunters. The drivers were not qualified for main line work. Just south of Mason crossing, there were three roads and two of them would just hold all the locos in the parade. I was to fill the middle road and Eddie the left-hand one, leaving the right-hand one clear for the shunting. We soon found that the 03 Diesel shunters would not pull more than one loco at a time, and we abandoned them. Luckily, the steam engines outside, which we had lit up, had enough steam to enable us to pull at least three locos, so we used those. After about an hour, my driver had an angina attack, went to the canteen and I did not see him again. The shunting had to be done, so I spent the whole night driving steam engines. You can imagine it was one of the highlights of my career!

At 07:00, I was propelling 4771 (LNER V2 *Green Arrow*) with 6960 (GWR Hall class *Raveningham Hall*) down the line near to the sleeping car to where we had a wagon of coal as 4771 was short of coal. Just as we got level with the sleeping car there was a bang and a shout of "Stop!" A rail had broken under 4771. At that point, a sleeping car window shot down and a bleary-eyed Mr Clothier looked out. I said: "You've got all the rerailing experts in there. I'll leave you to put it on". I then uncoupled 6960 and drove off back to finish the shunting. They managed to rerail 4771 and it took part in the parade.

By 10:45 on Sunday morning, all the locos were in their proper place in steam and manned by the crews, inspectors and owners. The Darlington Driver Rep. came to me and said that they wouldn't let them use the canteen as it had been reserved for the Police and Stewards. The men had been told they could go and get a drink as long as the locos were not left unmanned. I said, go to the Breakdown Van and see my wife, she is dispensing coffee etc. Tell her I've sent you. No mobile phones in those days!

Here Cora takes over for a while: Derek has had a wonderful life devoted to the railways (and to me, of course!), and I help him out when I can. I was asked to make tea for the drivers and firemen at Shildon, and a jolly lot of men I found, even though we arrived at Shildon in a downpour.

Having been on trips with Derek before, I knew it was important to pack my sleeping bag and hot water bottle with the usual toilet gear.

I had already met quite a few of the men over the years, and one good friend I was pleased to see there was Eddie Burden- always cheerful!

I pottered about chatting and admiring the beautiful clean trains. Derek said he would be busy all night, but he appeared about 23:30 with a whisky and orange that a man called 'Norman' had kindly sent for me! And so to bed, into my bag together with my hot water bottle. I had a good, warm night but in the morning, I discovered that most of the chaps had been frozen all night.

My first task was to light a fire to make the tea. While waiting for the kettle to boil, I looked out and everywhere were masses of people who had come to see the parade. It was a beautiful morning.

In the midst of making tea, one man came in and produced a pack of raw eggs and bacon for me to cook up for everyone. Unfortunately, the fire was not hot enough, and I produced a disastrous plate of food. A film-maker could have made a real comedy watching all the events take place, because everyone was in such good spirits and having a good time.

Things were calm for a while, until about 10:30. Huge numbers of men started appearing for tea, tea and yet more tea. They were not allowed in the canteen and spoke to Derek, who had said that they should come to our carriage. I wish I had been more prepared for the onslaught- but even in the face of adversity I managed to provide tea, I think, for just about the whole of the North Eastern Railways!

The carriage we were based in had a good view of everything, and by the time the afternoon came I managed to find a minute or two to step outside and have a look around. A young German who was with me, a friend of Alan Clothier's, summed up our situation: "Frau Reeves, we are in the eye of a hurricane", and that was just how it felt. Seeing films of the weekend later made us all wish we could do it again, but maybe a bit better. Another part of railway history- and I enjoyed every minute of it.

Back to Derek: At last, 14:00 came, and on the dot we received the signal to start. We got away OK and by the first chalk mark we were 30 seconds down, but by MP8 we had caught up. By leaving the engine on full steam and manipulating the brake, we were able to keep fairly well to time and actually passed the VIP stand at Heighington 10 seconds early.

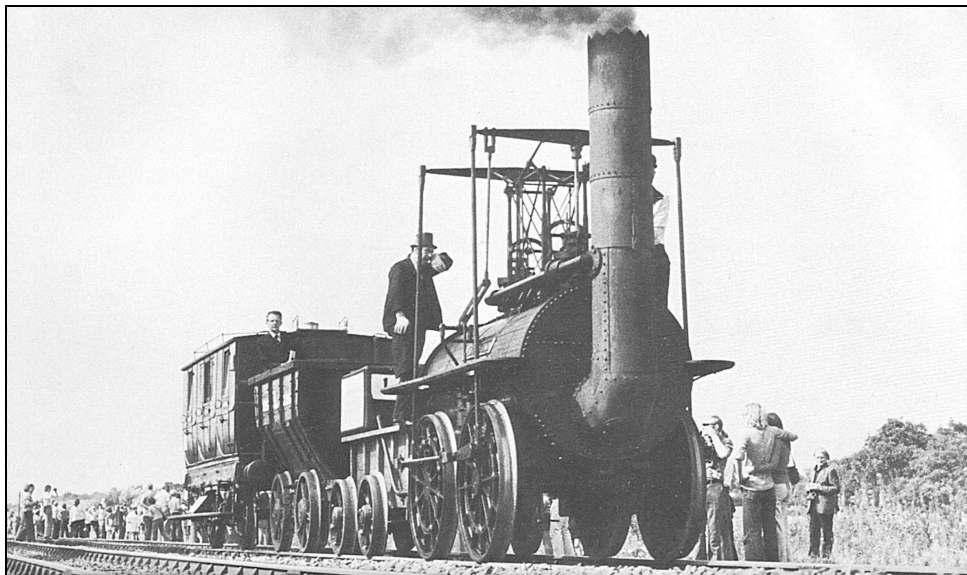
When we got past to the single-line section, we stopped far enough down on the single line to allow the second engine in the parade to approach and couple up to the coach ready to haul us back to Shildon. This loco was a National Coal Board 0-6-0 saddle tank and had on board the reserve driver for *Locomotion No 1* and our southern Running Inspector, George Findlay, so he was nearby if anything went wrong. Luckily nothing did, and we were drawn clear onto the down line to wait for the passage of the rest of the parade before we could return

to Shildon (booked time 16:05). Two further small locos joined us on the run back to Shildon (The Wantage Well-Tank No 5 *Shannon* and the L&YR Pug 0-4-0 GT 51218). George Findlay was one of those inspectors who would solve any problem. He was respected by all the drivers and was a dedicated railwayman. Unfortunately, on the day, he was not very well, but he said that he didn't care if it killed him, he was not going to miss this day. I said, you and the reserve driver and fireman can go back on *Locomotion No 1* and I and the driver and fireman will haul you back.

All the parade went by successfully and we left on time (16:05) and got back to Shildon in 28 min 22 sec. I asked George how he was going to get home. He said he didn't know but he would manage somehow. I said he should go and sit quietly in the canteen, and after I had been down to the Riding Van to collect my wife, I would take him home. He'd obviously had a wonderful day, but now his illness was showing through. I collected my wife, who had had a grandstand view of the parade, and we set off for Thornaby where he lived. When we neared Thornaby Depot he asked to be dropped off as his car was there, and he wanted to go home in it. He was a true railwayman like so many of the staff around at that time.

I was pleased there had been no hiccups, nobody injured, and everything in the parade had gone as planned. A very satisfied feeling at the end of the day.

Derek's erstwhile steed will be back in Shildon on Sunday 1 and Monday 2 May at the Locomotion (Museum not loco') Steam Gala. The emphasis is on early railways with Locomotion (loco' not Museum) joined by the replicas of Rocket and Sans Pareil and 19th Century loco's Sir Berkely and Furness Railway No 20. All except Rocket are expected to be in steam with the opportunity to ride behind several. Details on Locomotion's (Museum not loco') website or contact Events Officer Pam Porter: 01388 771445, pam.porter@nrm.org.uk. Editor.



The replica of *Locomotion No 1* hauling a chaldron and vintage passenger coach. Derek is sitting in the chaldron keeping time.

FEATURE:

Looking Back – and Ahead Thoughts from the Chairman

Richard Wimbury consider the Friends year and reports on the Annual General Meeting held 7 April.

Each quarter it has been a pleasure to open the Friends Newsletter and from the comments made at our recent AGM the high standard of its production has been widely appreciated. Our thanks go to Tim Ruffle for his skill and dedication in producing each issue- but we need contributions from you, the members, to retain the interest of our readers, so if you have any stories or memories that you think may be of interest please put pen to paper and contact Tim.

In all respects, the AGM on 7 April was successful. We had increased the numbers on the Committee after last year's AGM and they were all willing to continue in office for the coming year; but new blood is always welcome and if anyone would like to offer their services we can easily co-opt you. Membership, too, was good- in fact a slight increase on last year's numbers. The Treasurer reported positive figures and this is important as we have committed ourselves to help the Museum in several respects in the coming year as they face reductions in grants and income. One of the projects has been the production of a Museum Guidebook, which we hope will be on sale shortly. Our monthly lectures have been well attended and I hope that the programme offers a varied "diet", with something of interest for everyone. The Friends have an extensive library of railway books and these are available to borrow; Don Whitfield has been going through the stock and any items that are surplus to requirements are offered for sale on the book table in the Museum- this provides a welcome boost to our income.

We have continued to offer guided tours of the Museum and site to both the public and pre-booked groups but the take-up over the past year has been a little disappointing; however, in the next few weeks we already have three booked groups so perhaps things are looking up. To carry out this task successfully we need people to act as guides and these are rather few on the ground at the moment! So please, enjoy sharing your knowledge with others by showing people around the Museum- we'll give you any necessary training; it's really quite fun!

On June 25, the Friends will be hosting a regional conference for the British Association of Friends of Museums- this will help raise the profile of the Museum as we hope to welcome delegates from all over the North East; so we hope to see you. *(If everything goes according to plan distributed Newsletters will be posted with a programme and application form. Should you want further copies a printable version will be available on the Friends' website- although not a Friends meeting I shall include it in the Events page. Editor.)*

I trust that the next 12 months will be as successful and enjoyable as the last; we must be prepared to face some difficulties as we will not be exempt from the effects of the financial cutbacks but I hope that with your support we can continue to offer a satisfactory service to our members and be of help to the Museum.

Richard I Wimbury, Chairman

10 April 2011

Friends Meetings

Meetings are at the Museum in the Conference Room usually on the first Thursday of the month at 7:15pm although there are exceptions- there is no meeting in August and a second afternoon meeting in mid-September for instance. All the dates noted below are Thursdays. Non-members are always welcome to meetings but we do ask for a donation.

This list is offered in good faith but misprints can occur and plans can change. To check visit the Events page of the Friends web-site (www.friendsofdrcm.org) which is kept as up-to-date as possible.

- | | |
|------------------------|---|
| 5 May | The Future Direction of the National Railway Museum
Steve Davies |
| 2 June | Nesham and Welsh of Portrack Lane Iron Works
Alan Betteney |
| 7 July | Teesdale Tracks and Derailing Dukes
Chris Lloyd |
| 1 September | The Northumberland Railway: Brunel in Stephenson's Back Yard , Michael Taylor |
| 22 September (at 2:15) | The Art of Robert Stephenson: Images of the Man, Life and Works , Michael Taylor |
| 6 October | John (Paddy) Waddell, Railway Contractor
Charles. McNab |
| 3 November | The Construction of Durham Viaduct
David Butler |
| 1 December (at 2:30) | Christmas Get-Together |

Museum Programme

Exhibitions

Trenches and Trinkets: Darlington Crested China Mementos of World War One
Saturday 9th April to Friday 1st July. Darlington Crested China from the First World War alongside events that shook the world.

The History of North Road Station

Monday 5th September to Saturday 31st December. A fascinating history of North Road Station now the Museum from its opening in 1842.

The *Tornado* Story

3rd October to 31st March 2012. An account of the building of the Peppercorn class A1 60163 Tornado. With artefacts on loan from The A1 Steam Trust.

Events and Activities

See the Museum's own programme or website for details including costs (activities are free but the Museum's usual entrance fee may apply).

Kite Making

Friday 29th April from 12.30pm to 3pm, drop-in session with the Durham Wildlife Trust. Make your own kite.

Kidzone - Spring and Summer Arts and Crafts

April to September, Tuesdays, Thursdays and Fridays during school holidays only, Northern Rail Activity Room. Various arts and crafts to entertain the kids throughout the school holidays.

Vintage Vehicle Rally

Sunday 22nd May 11am to 3pm, Museum Events Field. Marvel at the variety of rare vintage vehicles from across the North East region, including cars, buses, military vehicles, vans and motorcycles. Entertainment includes mini-train ride, children's entertainer and arts and craft activities within the museum. Free outdoor event, half price admission into the museum.

Romans at the Railway Museum

Sunday 10th July 10am to 4pm, Museum, Garden and Piercebridge Roman Fort. Witness Roman Britain being brought back to life with reenactors at the Head of Steam Museum. An exhibition about Piercebridge Roman Fort explains our Roman connections. A vintage bus will also take visitors to the site where they will receive a guided tour (places limited).

Kidzone- Animal Tracks

Tuesday 2nd August, drop-in session with Durham Wildlife Trust from 12pm to 3pm. Put on your detective hat and discover which animals leave behind which tracks. Have a go and make a mould of an animal track!

Kidzone Natural Dyes and Fragrances

Tuesday 30th August, drop-in session with the Durham Wildlife Trust from 12pm to 3pm. Find out what people used to create colours and sweet smelling fragrances. Have a go making your own colour dye or fragrance using natural materials.

Kidzone - Autumn and Winter Arts and Crafts

October to March 2012, Thursdays and Fridays during school holidays only, Northern Rail Activity Room. Various arts and crafts to entertain the kids throughout the school holidays.

The Autumn Festival

Sunday 16th October 11am to 3pm, Museum Garden. Outdoor fun in the museum gardens, including making habitat boxes, bird feeding and watching and bulb planting. Durham Wildlife Trust and Natural England will also be on site to provide activities.

Bird Boxes

Thursday 27th October, drop-in session with the Durham Wildlife Trust from 12pm to 3pm. Build a bird box to put up in your garden (1 box per family, £5 per box). Bring an empty plastic bottle along and transform it into a hanging bird feeder. Discover what birds enjoy eating for snacks in the summer and winter.

Little BOO!!! Hallow-e'en Fun Day

Sunday 30th October 11am to 4pm. Come dressed up in your favourite Hallow-e'en costume! Spooky fun for all the family in our specially decorated museum. Entertainment includes magician, arts and crafts, mini-train ride and face painting.

Santa at the Station

Saturday 10th to Sunday 11th and Saturday 17th to Sunday 18th December 10am to 4pm. Meet Santa in our magical grotto and receive a Christmas present. Entertainment includes mini train ride, arts and crafts activities and face painting. Entrance fee applies and booking is essential.

Heritage Open Days

Saturday 10th and Sunday 11th September 10.30am to 4pm. Free entry to all comers with a guided tour by the Friends of Darlington Railway Centre and Museum. Meet the Curator for a behind the scenes tour. Discover more about our archives and watch conservation in action.

Activities for schools

Activities are free with Museum admission and usually take place in the Northern Rail Activity Room. For any further information and booking, which is essential, please contact the Museum's Access and Learning Officer Sarah Gouldsbrough: 'phone 01325 734128 or e-mail sarah.gouldsbrough@darlington.gov.uk.

Creative Writing Workshops

May and June T.B.A. Practical based creative writing workshops.

World War Two Evacuees Week

4th to 8th July. Find out what it was like to be evacuated as a child during the Second World War.

Design and Technology Week

17th to 21st October. Fun hands-on design and technology workshops.

Forensic Science Workshop

November T.B.A. Become a detective and solve the crime.

Main Line Steam

Pathfinder Rail Tours' *Lothian Tornado* is scheduled to pass through Durham on 17 May. Originally to be hauled by 60163 *Tornado* but, due to her boiler problems, 71000 *Duke of Gloucester* is now rostered. Timings are estimated.

Northbound: Darlington, 9:05am; Durham, 9:30am.

Southbound: Durham, 9:00pm; Darlington, 9:25pm.

This information is taken from www.uksteam.info and Pathfinder's own website and is repeated in good faith but do check nearer the time. There is a link to uksteam in the Friends website.

THE FRIENDS: Introducing the Friends and Darlington Railway Museum

I hope you have enjoyed this newsletter and, if you are not a member of The Friends of Darlington Railway Centre and Museum, that it has piqued your interest. Presumably your having read this far is a good sign.

Darlington Railway Museum is housed in the old North Road station building, dating from 1842, on the route of the world famous Stockton and Darlington Railway. It tells the story of Darlington and its central role in railway history. George Stephenson's Locomotion N°1 takes pride of place at the head of a line of Darlington built locomotives surrounded by other exhibits. Much of the permanent exhibition will entertain anyone with a general interest in Darlington and its history but visitors unfortunate enough not to have a consuming interest in railways, perhaps accompanying those who do, will discover a varied programme of exhibitions on non-railway subjects and can enjoy refreshments in the café.

The Museum's facilities also include the Northern Rail Activity Room, a children's play room for younger visitors, a conference facility and the Ken Hoole Study Centre with its extensive archive.

The Friends is a non-profit organization existing to help promote and support Darlington Railway Centre and Museum, "Head of Steam", as well as presenting regular talks for members. Whether your interest is focused on the history or future of railways, their engineering or operation, the Friends' programme has something for you. Benefits also include a newsletter (oh- you knew that) and free entry to the Museum. Although there is no obligation members can also help at the Museum- for example leading guided tours, contributing I.T. or linguistic skills or even appearing in costume at special events adding to the atmosphere.

Space is limited here but you can find out more about both the Friends and the Museum at our web-site. It includes links to the Museum's site amongst many others, directions to the Museum, contacts, membership details and an application form should you wish to join. Remember- if you don't have Internet access your library does.

www.friendsofdrcm.org


www.head-of-steam.co.uk

Friends of D.R.C.M.

Darlington Railway Centre and Museum

[Home](#) | [Membership](#) | [Events](#) | [Links](#) | [FAQs etc.](#)

Introduction




Join us
Contact us

Welcome to the website for The Friends of Darlington Railway Centre and Museum.

Members will find an up-to-date programme of forthcoming talks and events but, if you are not a member, we hope you enjoy this site anyway. You'll find it a useful source of links to other sites that share our interests and, of course, an introduction to the Friends, the Museum and the Study Centre. You might even consider joining us.

The Friends is a non-profit organization which exists to help promote and support Darlington Railway Centre and Museum (currently marketed as "Head of Steam"). Whether your interest is focused on the history or future of railways, their engineering or operation, the Friends' programme of regular talks has something for everyone.

Further benefits, which include free entry to the museum, are detailed on the Membership page. There are also opportunities to volunteer to help at the Museum.



Darlington Railway Museum



Above. QJs pass almost unnoticed on the Jitong Railway in 2004 (p3). *Below.* STR Locomotive No. 9 with the AGMs special at the railhead on Lintley Bank in November 2010 (p6).

