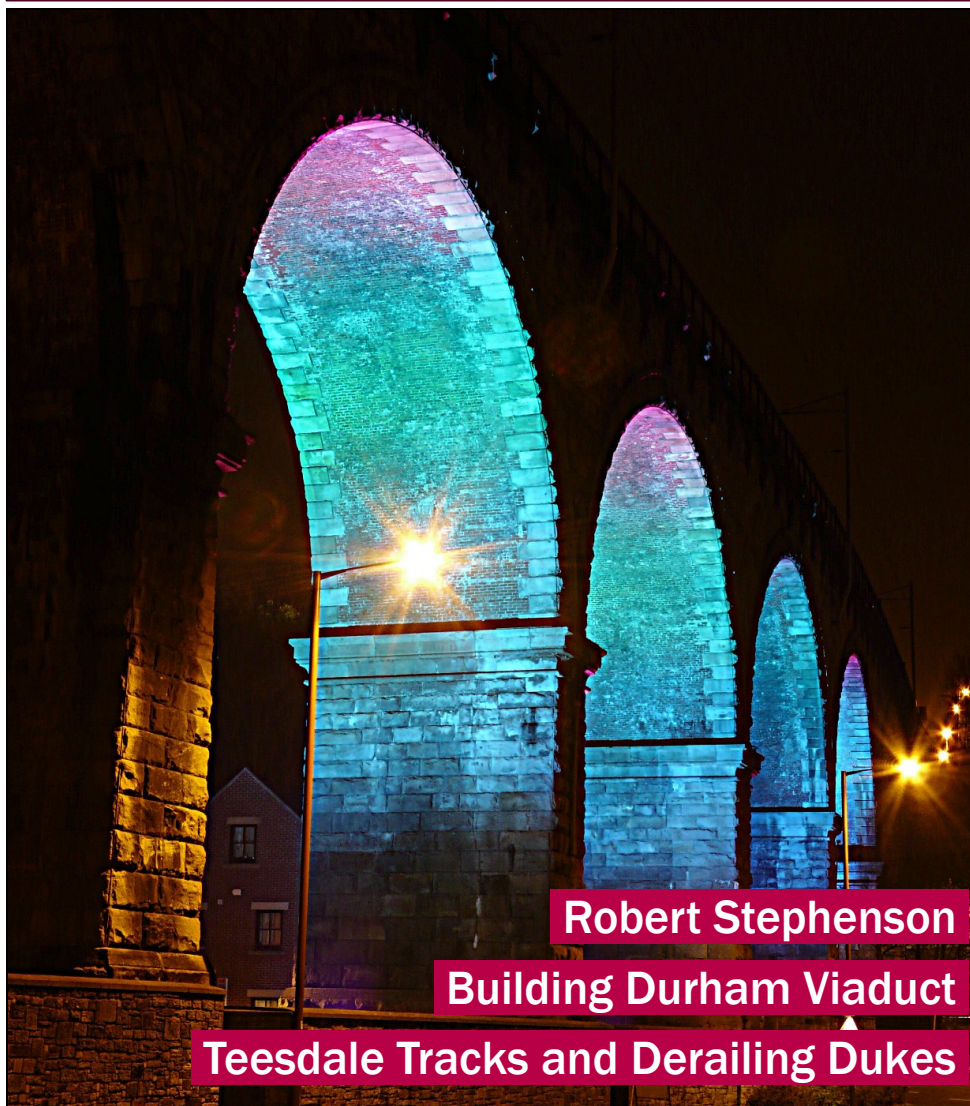


Friends of Darlington Railway Centre and Museum

Newsletter

Autumn & Winter 2011

£1.10 (Free to members)



Robert Stephenson

Building Durham Viaduct

Teesdale Tracks and Derailing Dukes

Index

Talks	Robert Stephenson	Michael Taylor MBE, C.Eng	3
	Teesdale Tracks and Derailing Dukes	Chris Lloyd	6
	John (Paddy) Waddell, Railway Contractor	Charles McNabb	13
	The Construction of Durham Viaduct	David Butler	15
Christmas Quiz	Set by Richard Wimbury followed by notes about the get together.		21
Mixed Goods	Notices and Miscelleny		23
Diary	Forthcoming talks, exhibitions and events.		29

Introduction

After the delays that afflicted the last Newsletter this has become something of a bumper catch-up issue. My apologies for its even later arrival which is largely my fault but the interim letter sent out before Christmas will at least have informed everyone of the talks programme for the coming year amongst other items which could not wait. Atkinson Print in Hartlepool, which bailed us out last time, was quite happy to print a second issue for the Friends. Apparently their motto is "We never learn."

You may have noticed a new feature on the front cover- a price. The Newsletter is, and will remain, free to members but the Museum is going to try selling surplus copies in the shop, at cost price, to promote interest in the Friends.

Tim Ruffle, Editor

Front Cover: Durham Viaduct during November 2011's Lumiere event. *Photo': Tim Ruffle.*

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.

newsletter@friendsofdrcm.org
webmaster@friendsofdrcm.org

38 Denebridge Row
Chilton
County Durham
DL17 0HN.

This newsletter was printed by Atkinson Print with whom neither the editor nor the Friends of Darlington Railway Centre and Museum has any affiliation except as a customer:

www.atkinsonprint.com
01429 267849

10/11 Lower Church Street
Hartlepool
TS24 7DJ

TALK:

Robert Stephenson
7 July and 22 September 2011

Michael Taylor MBE, CEng, MICE, FCIHT is a civil engineer, Vice Chairman of the Ponteland Local History Society and Trustee of the Newcastle-base Robert Stephenson Trust which was the host he wore giving two talks to the Friends during the exhibition The Art of Robert Stephenson: Images of the Man, his Life and his Works. Report by Vic Branfoot..

The above exhibition provided a well-organised and imaginative combination of paintings, photographs and montages entitled *The Dignitary*, *The Civil Engineer* and *The Locomotive Designer*, graphics and text together with an audio-visual commentary. There was even a computerised virtual tour of Stephenson's Forth Street Works in Newcastle



This painting was commissioned by Stephenson from John Lucas c.1857. It is something of a tribute to his father showing George Stephenson seated with his safety lamp, a miner's pick, Dial Cottage, Killingworth Colliery and, naturally, a wagon-way with a locomotive, perhaps *Blücher* - the first loco' George built for Killingworth. The group is made up of a youthful Robert, George's first wife Fanny (Robert's mother) and second wife Elizabeth, Fanny (a sister of Robert's who died in infancy) and George's parents Robert and Mabel. This impossible grouping seems odd today but such allegorical portraits were not uncommon at the time.

upon Tyne. That so much was to be found in such a confined space pays tribute to the skills of the Museum staff. *Multum in parvo* indeed! It formed the first part in a trilogy of events to be seen at North Road complimented by Michael Taylor's presentations.

Sadly the Museum, especially the Meeting Room, was still suffering from the attention of metal thieves on the roof which had allowed a great deal of rain damage so the first talk took place on the platform alongside the Q7, the second in the Activity Room. Neither location was ideal, although the first was atmospheric, but Michael covered an enormous amount of ground during his varied and most interesting presentations embracing a combination of talk, digital slides and short biographical films.

Michael began by showing one or two paintings by John Lucas followed by a brief but thorough A/V biography of Robert Stephenson's life. Of course there is more to this than could be covered here even if the whole Newsletter were devoted to Stephenson and many reading this will already know a great deal. Similarly the visual riches implicit in the title "The Art of Robert Stephenson" are more suited to a coffee table book and it is hoped that readers took advantage of their memberships to visit the exhibition.

Naturally Michael devoted a great deal of attention to Stephenson's feats of civil engineering all over the world but particularly the way the great barrier of the river Tyne had been overcome. When the railway reached Gateshead boats had to take passengers across the Tyne to continue their journey north by rail until Stephenson's High Level Bridge opened in 1849 and we saw some of the elegant engineering drawings produced for it and paintings of the bridge- some rendered before its construction as part of the publicity material to attract investment. £40m has been spent during recent years in repairing the bridge in order that it may continue to be used by rail together with limited road usage. Michael noted that a new bridge could have been built with that sort of money BUT in order to do so there would have had to have been much demolition in the area of the bridge and, of course, the Tyne would have been bereft of one railway crossing whilst the new bridge was being built.



Stephenson and Brunel

Isambard Kingdom Brunel is probably the most famous of the Victorian railway engineers today but Robert Stephenson was certainly the most celebrated in their time. A great rivalry might be supposed but there was more than enough work to keep both men busy on their own projects. In fact most of the prominent engineers knew each other and Stephenson and Brunel in particular appear to have been good friends. They were quite different, Stephenson by far the better organised and more the managerial type, but often consulted each other and Stephenson supervised the erection of one of Brunel's bridges when he was too ill to see to the matter himself. The two even spent Christmas of 1858 together in Cairo. It was to be the last Christmas for both men. They died within a few weeks of each other in Autumn 1859 Stephenson was 56, Brunel 53.

Michael made the point that Stephenson and Brunel virtually worked themselves into early graves as, indeed, did another notable engineer, Joseph Locke (1805-1860). In contrast to Stephenson's funeral a few hundred people were present at Brunel's.

The Northumberland Railway, Brunel in Stephenson's Back Yard

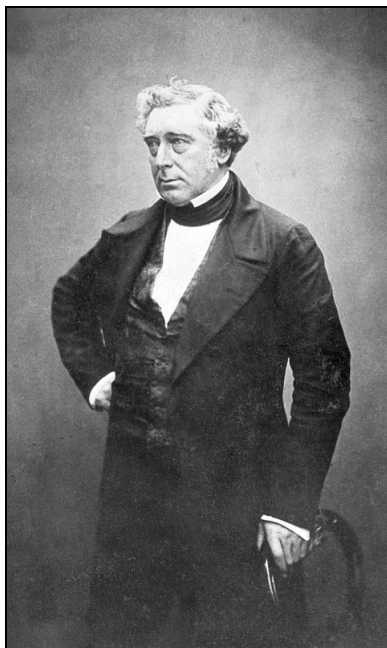
For the most part Stephenson and Brunel operated in different parts of the country but, during the 1840s, they were rivals in attempting to establish railway routes connecting

Noting that Stephenson's famous Forth Street Works are on the banks of the Tyne in the shadow of the bridge, Michael then showed the recent painting by Alan Reed of the High Level Bridge entitled *Fog on the Tyne*.

Discussing the Newcastle & Berwick Railway, Michael demonstrated the range of Stephenson's achievements by showing illustrations of such as Wansbeck and Alnmouth Viaducts, Morpeth and Chathill Stations and locomotives built at the Forth Street Works. Chief amongst Stephenson's triumphs on the Newcastle & Berwick Railway, however, would be the much-painted and frequently photographed 28 arches of the Royal Border Bridge at Berwick-upon-Tweed.

Michael was at pains to point out that Stephenson very much relied on some trusted lieutenants to execute his designs day-by-day. Chief amongst these was Thomas Elliot Harrison (1808-1888) and Stephenson and his team were responsible for building ten viaducts and 250 bridges on the Newcastle & Berwick Railway. Indeed, when Stephenson retired as a railway engineer, Harrison became Engineer-in-Chief of the Company.

Robert was godfather to Robert Baden-Powell (full name Robert Stephenson Smyth Baden Powell) which is doubly interesting to Michael who was awarded his MBE for 35 years service to Scouting. Stephenson was also Conservative MP for Whitby from 1847 until his death. He was buried in Westminster Abbey, his funeral attended by some three to four thousand people (who had bought tickets!), one of only two distinguished engineers to be accorded such an honour the other being Thomas Telford.



Undated photo' from Wikipedia Commons reproduced under the terms of the Creative Commons licence.

Newcastle with Edinburgh. George Stephenson had made surveys for a coastal line in the 1830s which dismayed Earl Grey, the landowner most affected. In 1844 George Hudson and the Newcastle and Darlington Junction Railway established the Newcastle and Berwick Railway to build the line but the route was still opposed despite amendments made by Robert. Earl Grey's son, Lord Howick, visited the Stephenson's Westminster offices but did not find them open to argument. He led the protest against the N&BR and sponsored Brunel to develop an inland route through the Cheviots.

Brunel did visit the area and met George Stephenson- Samuel Smiles reported that Stephenson..., "good-naturedly shook him by the collar, and asked what business he had north of the Tyne? George gave him to understand that they were to have a fair stand-up fight for the ground, and, shaking hands before the battle like Englishmen, they parted in good humour." The NR was never much more than a line on a map and when both schemes went before Parliament in 1845 the Stephenson's route was chosen.

The NR is an interesting "might have been". After visiting the Dalkey Atmospheric Railway in Ireland which used air pressure to propel trains Brunel had become devoted to the idea and proposed it for the NR. The Stephensons were sceptical and when Brunel did build an atmospheric railway, the 15 miles long South Devon Railway, they were proved right. The ride was described as wonderously swift and smooth when it opened but the system was costly and unreliable. Locomotives took over within a year.

Chris Lloyd is Deputy Editor and Political Editor of the Northern Echo and contributor of its Echo Memories column. This is the latest of many talks he has given to the Friends. Abridged by Tim Ruffle.

I want to be your guide through time and also your guide to the railway lines which once carried people and, more importantly, minerals like coal and iron ore, over the most wild of terrain, through the most severe of weather and across the most stunning of viaducts anywhere in the world.

The eponymous dukes in this article are the Earls of Darlington and the first to attract attention is the 2nd Earl. In 1767 George Dixon, mine-owner, polymath and older brother of Jeremiah Dixon then surveying the Mason-Dixon Line in North America, built an experimental stretch of canal on Cockfield Fell. This was the age of Canalmania and he hoped to connect his little mines on the fell with the wider world via the Tees at Barnard Castle. When he successfully floated a boat on his Cockfield canal he was so proud that he called the Earl, his landlord, to come and have a look at it. The Earl was unimpressed and said he would not back any more of George's experiments.

The Earl did put £50 into the kitty when George called a meeting of like-minded entrepreneurs in Darlington- Peases, Backhouses, Allans- who instructed James Brindley, the country's foremost canal engineer, to work out a route from the Durham coalfield to the sea at Cleveland. Brindley's proposed route, the Winston to Stockton canal, was over 33 miles long including three branch canals from Walworth to Piercebridge, Darlington to Croft and Coatham Stob to Yarm. It would have cost £63,722 (£3.4m in today's money) so that was the end of that but the entrepreneurs kept reviving it every couple of decades or so. In 1819, a Darlington group- Peases, Backhouses, the usual suspects- had real plans to connect Stockton, Darlington, West Auckland and beyond by rail but, before they could do so, they needed Parliamentary permission.

Now we meet the 3rd Earl of Darlington, William Vane, who lived for fox-hunting. He is said to have moved to Raby Castle near Staindrop because his previous residence, Lambton Castle, had become too noisily industrialised, surrounded by railways and tramways and undermined by colliers. He hated the thought of nasty trains clanking across his land scaring his foxes and, if the new-fangled iron horses caught, on they would hardly improve matters. Edward Pease and George Stephenson were yet to have their momentous meeting, indeed the S&DR had yet to be authorised by Parliament, but his Lordship could see the railway might be the start of something. He set out to block it in Parliament and derail it completely closer to home.

In those days you could still exchange your banknotes for their value in gold on demand. His lordship ordered his Teesdale tenants to collect banknotes issued by Backhouse's bank, in High Row, planning to present them all at once and insist they be converted into gold. The Backhouses, lacking sufficient bullion, would have to withdraw their investment in the S&D or go bust spelling the end of the railway either way. In July 1819, Jonathan Backhouse got wind of the scheme. He immediately drove by day and by night down the Great North Road to London, went round his Quaker banker friends drumming up a war-chest of gold bullion then dashed the 225 miles homewards. By the fourth day, Jonathan was four miles from home crossing Croft bridge over the Tees, when disaster struck- a front wheel came off his carriage. Driven by the fearful vision of the Duke's agent closing in on High Row he was inspired to move the bullion to the rear of the carriage lifting the front end and, with three wheels on his wagon, careered into Darlington and was at his desk when the agent arrived. He exchanged all of the banknotes and coolly told him, "Now, tell thy master that if he will sell Raby, I will pay for it with the same metal."

The episode is known in local history circles as "how Jonathan Backhouse balanced the cash", an appalling pun, but it is a true story. The Backhouse accounts read: "1819, 6th month, 25th. To Bank and Cash to London, £32,000." Followed by: "1819, 7th month, 31st. £2/3s - wheel demolished." For the price of a wheel, the railway was saved, and the Stockton and Darlington opened on September 27, 1825.

Seven years later, on November 1, 1832, Barnard Castle's carpet and shoelace makers gathered in the Rose and Crown Inn and decided to press for their town to join the railway revolution. They suggested Barney should be linked to the S&DR at West Auckland, seven-and-a-half miles away. They won support from their new Liberal MP, Joseph Pease, the head of the S&DR, who personally paid for the preliminary surveys. But the fox-hunting Duke said no. He said no in 1833, and he said no in 1839, when the Reverend Thomas Witham of Lartington Hall headed a delegation to plead the case.

He couldn't say no in January 1842 because he had died. Carpet-maker Joshua Monkhouse led a delegation to the new Duke accompanied by Pease. Joshua argued that the town was becoming a backwater, its carpet industry unable to compete with better connected rivals, but to no avail. The 2nd Duke of Cleveland was as intransigent as his father. "If a place was within 20 miles of a railway, it was all that could be wished or desired" he said adding that when he came to Raby he looked at the beautiful valley of the Tees and said to himself, "surely they will never think of bringing one of those horrid railways through this paradise of a country". Perhaps he had a point.

The Peases, though, were far-sighted. They could see that once their railway had reached Barnard Castle, they could cross the Pennines into Cumbria and gain a monopoly on the minerals- iron ore and coking coal- flowing lucratively in both directions. In winter 1847, they despatched the resident engineer of the Stockton and Darlington Railway, Thomas Bouch, on horseback to survey a route across some of the most inhospitable terrain in the country. Bouch was a Cumbrian publican's son. His elder brother William was the Stockton and Darlington Railway's locomotive superintendent, but Thomas worked his way up on his own merits, first working on the construction of the Wear Valley Railway in the 1840s before striking out on his own to build railways first in Scotland and then across the United Kingdom. The S&DR enticed him back to help it overcome the Duke of Cleveland and conquer Teesdale.

On January 27, 1848, he reported, "I have been rather unfortunate since I left Darlington. I have lamed my left foot, and persevering with my work it got so much swollen and inflamed that I was obliged to consult a doctor who leached my left foot and gave me a good deal of medicine and ordered me to lay up for a few days." Poor chap! Although he dared not admit it in his letter, it seems he tumbled from his horse amid the snows of Stainmore and contracted some terrible infection. All to no avail, because his Lordship showed no signs of budging.

In August 1849, cholera struck Barnard Castle. It took eight weeks to burn itself out, taking 143 people with it, and destroying trade. Factories fell silent and outsiders feared to visit. Now the financial boost the railway would bring was needed more than ever. The pro-railway lobby approached Parliament for permission to build a line from Darlington along the valley of the Tees avoiding as much Raby land as possible, while the townspeople pleaded with the Duke not to "endeavour to frustrate a project which, while it would not prejudice your Grace's comforts, will greatly benefit multitudes whose only resources lie in the trade and commerce of the district". Still he said no. With Mr. Pease in mind, he said the plan was, "the device of a scheming and Artful Individual to deceive the people of Barnard Castle for his own benefit".

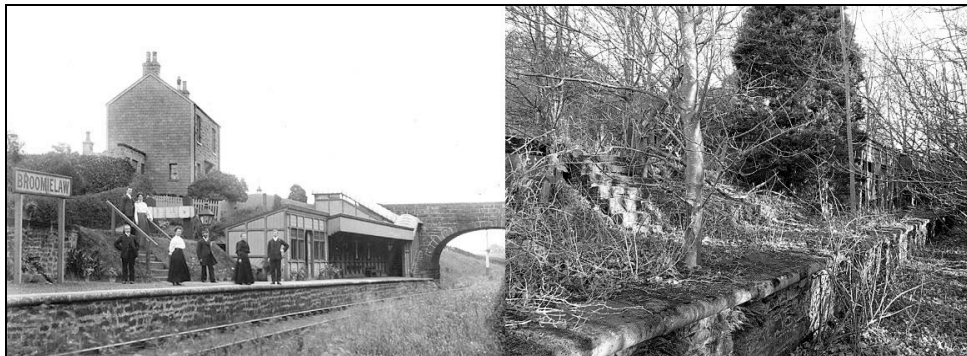
The town was in turmoil. Handbills and posters appeared on street corners condemning the Duke whose solicitors responded with threats of legal action. Parliament ordered a two-week hearing. The Peases felt that their route, designed with a cost-effective 15ft wide trackbed (rather than the usual 20ft) by Bouch and Robert Stephenson, was so perfectly

planned that they could not be defeated but the devious Duke, who boasted of derailing other railway schemes, had packed the committee with his pals. "Is 15ft wide enough, Mr. Stephenson?" a sceptical lord asked Robert. "Yes," he replied, "if the ballast be good enough." The Duke's eyes lit up. What if the ballast wasn't good enough? There would be hundreds of casualties! The railway would be a danger! It was Parliament's job to protect the public from such a menace! And so the Duke's friends voted to reject the Bill. Once again, he had derailed the railway. Barney was in absolute uproar.

But railway pioneers were made of stern stuff. Mr. Bouch was despatched into Teesdale to devise an even more perfect route. To keep the plan secret, he disguised his surveyors as miners and sappers but the Duke was expecting shenanigans and had his spies out. They spotted the invasion and Bouch was summoned to Raby Castle to explain himself.

At this point the story takes an unexpected turn. Well-spoken and in his best clothes, the 31-year-old Cumbrian was not what the Duke expected. They had an amicable discussion which ended with Duke saying that, if the line avoided his parkland at Selaby, near Gainford, he would not object to it crossing his farmland. Bouch promptly rerouted the line so it crossed the Tees twice to keep off Selaby soil. The offer that the Duke could appoint a director to the board may have helped but, for whatever reasons, his mind was changed, construction of the Darlington and Barnard Castle Railway was authorised and the people rejoiced. Wrote the Darlington railway solicitor Francis Mewburn in his diary on July 24, 1854, "I have been 36 years connected with the railways, and in all that time I never knew such enthusiasm as was evinced this day when the first sod was cut at Barnard Castle," "There were upwards of 10,000 people collected to witness the ceremony. The Rev. Mr. Witham of Lartington and Mr. H. Pease cut the sods. Multitudes came from all the villages and places in the neighbourhood." At a celebratory ball that night in the Ship Inn the Darlington and Stockton Times reported, "Dancing commenced at nine o'clock," "and was kept up, with great spirit, until six o'clock the following morning, to the music of the Barnard Castle band."

The line was opened on July 5, 1856. "Tuesday morning opened wild and boisterous," reported the D&ST. "From daylight the wind howled furiously, rain fell, and the air was sharp and piercing. Heavy clouds and a sickly sun struggled for the mastery, and there was too much reason to fear that the former would have the best of it. There was in this struggle something akin to that which the promoters of the Barnard Castle line had with



Broomielaw Station on the D&BCR before 1910 and in 2012. A private station for John Bowes at nearby Streatlam Castle Broomielaw was also used by local children and opened to the public in 1942. John Bowes had been in the House of Commons with Joseph Pease (representing South Durham together 1832-47) and the two may have regarded the Duke of Cleveland as the enemy. The station building is still standing in, or perhaps propped up by, that mass of vegetation. The photographer would certainly not recommend loitering under the canopy.

Photo's: 1900s courtesy of and with thanks to John Alsop from his collection, 2012 Tim Ruffle.

their opponents. The storm cloud not only loomed, but obscured them for a while. Though beaten, however, they could fight, and so with glorious old Sol, and the three hours before and after noon were as pleasant as could have been desired."

The inaugural train carrying the great, the good, plenty of Peases and several bands, left Darlington's North Road station at 9.10am. With the line thronged by grateful dales-folk, they passed through Piercebridge and Gainford and came to the first bridge over the Tees.

"At this point, the view is on all sides one of the prettiest that can be imagined. High on the hill to the right stands Selaby Hall, nestling in a grove of fine trees. To the left, Winston, also lying high, with its white cottages and pretty villas peeping through the midsummer foliage of a thousand trees. Below, the Tees ripples over its gravelly bed, its murmurs softened by the well-treed slopes." The train arrived at 10.04am in Barnard Castle station behind Galgate. Thousands of people from all over the dale lined the streets to watch the procession to the Witham Hall for a celebratory breakfast. Flags flew, bands played, church bells pealed, guns fired, there was "a may pole, elaborately greased and surmounted by a leg of mutton", and self-congratulatory speeches which all concluded with dinner in the King's Head Hotel where the guest of honour was the Duke of Cleveland who was greeted with rapturous applause. He said: "There has been a time at the commencement of the project now so happily brought to a conclusion when unfortunately certain differences existed between us. Those differences, I am happy to say, are now at an end. (Applause)." There followed "an excellent display of fireworks by Mr Thomas Bell of Barnard Castle" catalogued in minute detail in the newspapers as was typical in the 1850s.

The Duke of Cleveland must have liked the fireworks- he agreed to do it all again. On August 25, 1857, the Duke cut the first sod of the South Durham and Lancashire Union Railway at Kirkby Stephen, one of the most ambitious railway projects ever undertaken. The plan, driven through by Henry Pease and engineered by Bouch, was for a route from Bishop Auckland to Tebay via Barnard Castle, 585ft above sea-level, rising over Stainmore at 1,374ft, before dropping into Cumbria and onto Tebay to join the Lancaster and Carlisle Railway. It would cost £375,000 (£33.3m today, according to the Bank of England's inflation calculator), be 47.5 miles long and include 174 bridges and viaducts, three of which were the most extraordinary in the world. Construction of the western section began from a junction with the D&BCR about a third of a mile short of Barnard Castle station which, Bouch had immediately realized, was in the wrong place to strike out across the Pennines from and proved tricky- not just because of the inhospitable terrain and the inclement weather. The hundreds of heavy-drinking navvies were out of control. The Chief Constable of Westmoreland and Cumberland advised that four constables should be employed along the length of the line to curb the navvies' poaching activities but the railway had to pay the constables' wages and only appointed one, on £1/1s a week plus 1s/6d a month boot allowance and a shilling a month oil for his lamp.

Opening day was August 8, 1861. The line left Barnard Castle from a station on the new line just west of the junction and quickly came to the first of Bouch's brilliant works the Tees Viaduct, an iron structure on stone piers 732ft long and 132ft above the river. "...unquestionably a grand specimen of engineering skill. The view of Barnard's towers from the viaduct, with the beautiful river and the sylvan woods on its banks, and the wide-spreading country dotted by clean farmsteads, is one of the most lovely we remember to have seen" said the D&ST, "Some of the more timid passengers, conscious of the immense chasm beneath them, fancied they perceived a slight rocking, and appeared to be somewhat doubtful as to their safety." They made it over then came an even more vertiginous hazard: the Deepdale Viaduct, 740ft long, 161ft high and supported by fragile looking iron trestles. The concept of these trestle viaducts was only a few years old. They were bolted together from sections prefabricated in Middlesbrough, much quicker than making them of masonry which required a long time to harden fully. "When tested by the Government inspector, the deflection was found to be only five-eighths of an inch, whereas

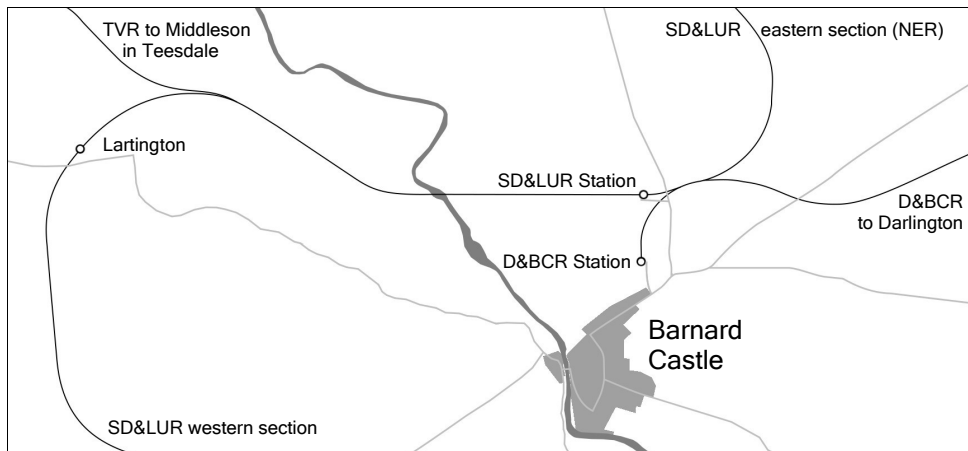
three inches would have been deemed satisfactory,” said the D&ST. “It is on a curve of 30 chains radius, and spans one of the loveliest ravines in the district.”

After passing through Bowes station, the line tackled the Stainmore summit. The D&ST reporter said: “It is, in winter time, excessively bleak here. The snow drifts choke up the glens and gullies, and numbers of instances are on record of travellers and their horses meeting with a lamentable fate through being lost in the snow. Apprehension is felt by many that even the rail, although so vastly superior to road, and trains running at 20 miles an hour’s speed, will not wholly overcome this associate of the mountains, and that there will be times when the cuttings will be choked with snow.” This apprehension was well justified as illustrated by one of British Transport Films’ most memorable productions, *Snowdrift at Bleath Gill* (1949) documenting the four and a half day recovery of a goods train stuck in snow up on Stainmore.

Anyway, our inaugural train on August 8, 1861, sailed over the Stainmore summit and dropped down towards the most “stupendous and hazardous undertaking” of the line: the Belah Viaduct, another iron trestle 1,040ft long, 196ft tall and impossibly fragile-looking. Everyone got out and walked to the bottom of the gill to have a look. Said the D&ST: “The feeling of admiration and astonishment was general. The toy-like character of the work excited wonder. The apparently slender supports, like so many spider legs, were particularly noticeable, but nothing was so remarked upon as its immense height, and the master mind who designed it.” Having gone over all of Bouch’s brilliant bridges, they adjourned to the King’s Head Hotel, this time in Darlington, “one of the best hotels in the north of England”. Remember what I said about extraneous material in newspapers? The D&ST listed the complete menu.

(Both stations served passengers for a few months after the opening of the SD&LUR so anyone wishing to change trains had a ten minute walk to look forward to. Common sense soon prevailed and the new site began operating as a through station from May 1 1862 with all passenger trains routed to or through it but the D&BCR station remained in use for freight until all lines closed in 1965.

All trains were operated by the S&DR which absorbed both its subsidiaries shortly after the important lines were completed- the D&BCR in 1858 and SD&LUR in 1862. The S&DR was itself taken over by the NER on July 13 1863 just in time for the opening of the eastern section of the SD&LUR route on August 1. Branching off just east of the new junction the line strode across Cockfield Fell again heavily engineered with some fine examples of Bouch’s bridge building not least the viaduct at Lands where it crossed both the River Gaunless and the Haggerleases Branch. Descending from Lands it joined the same



branch line about two and a half miles further east at Spring Gardens Junction completing the direct connection to Bishop Auckland. Editor)

There was one more Teesdale track to be built- the Tees Valley Railway. It was engineered by Alexander Nimmo and Thomas F. MacNay, who although not big names had worked with Bouch on the Stainmore line. The 4th Duke of Cleveland cut the first sod on November 9, 1865 at Middleton-in-Teesdale, but it didn't open until May 12, 1868. As Henry Pease, again the driving force, said on opening day: "The works, as you know, have been somewhat retarded by the climate which prevails in this district." The Tees Valley Railway was not quite eight miles long but cost £8,000-a-mile to build, its £5,000-a-piece viaducts over the Balder and the Lune being the most expensive items.

The D&ST described the inaugural run on May 12, 1868. The train left Barnard Castle carrying "a large number of persons anxious to avail themselves of travelling by the first railway train which entered the picturesque district of Teesdale". It crossed the Tees Viaduct then diverged onto the new tracks. The first village on the line was Cotherstone, "famous for its cheeses, and now for the first time furnished with a neat little station". (The most famous promoter of Cotherstone cheese was Joseph Pease. As South Durham MP he always took pocketfuls of cheeses down to the House of Commons to distribute as gifts.) "A graceful viaduct of nine arches of 30ft span, the structure being 100ft in height" crossed the River Balder then, "Arriving at Romaldkirk we are reminded of the only incident in the whole undertaking which is to be regretted. In consequence of the high prices asked for land by the landowners in this vicinity, the company have not yet felt themselves justified in placing a station here, and Romaldkirk, with its fine old parish church and many interesting and literary reminiscences still remains unaccommodated." The local land-owners only held out for two months and Romaldkirk station opened in July.

On went the railway and so did the D&ST: "The line now attains a higher level and skirts the moor on the left, whilst on the right the scenery partakes of the character of an ever-varying panorama." Whistling through Mickleton it crossed the River Lune on "a noble erection of five arches of 50ft span, and 60ft in height". "The view from this situation is magnificent. On either side of the rail the visitor may carry his glance for miles along the rocky, silvery Tees, garnished on each or either side with lovely landscape, whilst Laithkirk stands out prominently to the north and lends its pleasing quaintness to complete the general effect." From Lunedale, it was less than a mile to the line's terminus at Middleton-in-Teesdale. Although the main body of the town is on the north of the river, the station was on the south so the directors didn't have to fork out for another major bridge. "At the station, the directors were met by two bands by whom they were preceded into the village, at the entrance of which a beautiful triumphal arch had been erected, with the motto 'Success to Enterprise' inscribed in evergreens," said the paper. A celebratory cup of tea was drunk in the London Lead Company's school room where the local vicar, The Reverend W.L. Green, thanked the grace of God that no one had been killed during the line's construction. He also thanked the line's directors for listening to the dalesfolk's petition against Sunday trains.

"Middleton is the beau ideal of rustic beauty and quietude. Nature has been lavish with her gifts, and they have not hitherto been destroyed by the sometimes-ruthless inventions of man" said the D&ST. "Besides tending to develop the ironstone and other mineral resources of the vicinity, the railway offers peculiar advantages to the tourist by rendering High Force accessible by a walk of about four miles from the Middleton station, through the most attractive country." It was right. The "peculiar advantage" of the Tees Valley Railway is what it did for tourism. And the one person of all of the railway promoters who had recognised this fact was prevented by Parliamentary duties from attending the opening day, although he would have "viewed the ceremony with lively gratification". He was the 4th Duke of Cleveland, Harry Powlett. Having come from a long line of derailing dukes, he was now firmly on board. The DST report concludes that he had just built a new hotel at

High Force “for the benefit of those who resort thither to enjoy its beauties”.

In the 1880s, when you could leave Darlington at 7.13am and be in Middleton at 8.30am, cyclists came by the trainload, carrying their new-fangled cycling machines with them. Indeed, the NER pioneered a new “touring ticket” which allowed walkers and cyclists to get off at one station and make their way under their own steam to the next. In the 1890s, you could leave London at 2.30pm and be in Middleton in time for dinner at 9.15pm. It all seems so long ago now. Not just a generation ago, not just a lifetime ago, but a world away. The dale has been quiet to the sound of steam trains since the Beeching Axe swung in the early 1960s, the TVR closed to passengers on November 30, 1964, although it was noisy for many years afterwards with the sound of dismantling and demolition.

The tracks may be gone but there is much left. Many of the stations are now private houses and the TVR’s trackbed is a footpath and cycleway, still promoting tourism as it did in 1868- although I think it’s a rather quiet promotion, given the beauty and the drama of, say, the Balder and the Lune viaducts. There is surely more that could be done. For example, Langleydale viaduct, out near Kinnivie, on the Bishop Auckland line is absolutely stunning and would be a fitting memorial to Sir Thomas Bouch yet you can’t go over it. You can’t go up to it. You can’t go near it. You can’t even get close enough to it to get a decent picture. Bouch may be remembered as the man blamed for the Tay Bridge disaster (somewhat, though not entirely, unjustly) but that he was one of the greatest engineers and bridge builders of his era is evinced by his extraordinary work in Teesdale.

There is one other monument to this extraordinary story of Teesdale and the railways. You’ll remember the first Barnard Castle railway station, opened July 5, 1856. The D&ST called it, “a handsome and well-proportioned building, erected after the pure Grecian model, and commands from its front entrance a view not to be equalled at any railway entrance in the kingdom.” As described earlier it was in the wrong place and, after the Stainmore line opened, relegated to the status of a goods station. It is now private houses, a better fate than the second station all trace of which vanished beneath Glaxo car park, but Henry Pease and his railway company didn’t want to waste a good station in “the pure Grecian model”. When Prince Albert died in 1863, they dismantled the Barnard Castle grand entrance portico brick-by-brick, transported it to the Valley Gardens in Saltburn and reassembled it as a memorial. There it stands to this day, unmarked except by vandals with sprayscans, a true monument to Teesdale Tracks and derailing dukes.



The D&BCR station in Barnard Castle minus grand entrance portico. All trace of the SD&LUR station is buried under Glaxo-Smith-Kline and Harmire Business Park but the fine viaduct over Black Beck immediately west of it still stands at the end of Montalbo Road. *Photo: Tim Ruffle.*

Charles McNab is the Secretary of Darlington Historical Society and a member of the Friends. His talk was an attempt to bolster the reputation of an unjustly maligned railway contractor as well as a follow-up to the "Battle for the Tees". Report by Tim Ruffle.

The Scottish railway contractor John Waddell (1828-1888) founded the firm John Waddell and Sons of Edinburgh. Noted achievements of his include the Mersey Railway Tunnel and the rebuilding of Putney bridge in London with Joseph Bazalgette as his engineer. Although the scheme never got off the drawing board in 1883 Waddell was even engaged to build a Thames tunnel between Tilbury and Gravesend which would have been part of a rail link to Dover and a Channel Tunnel. His work during the Railwaymania years included several lines for the NBR in Scotland (working with Chief Engineer Thomas Bouch) and NER contributing to the spider-web of mineral routes that had so appalled the derailing Dukes of Raby. Born too late to become a household name like the Stephensons or Brunel he was still a respected and sought after contractor. In this region though he has a reputation for muddle and failure largely due to "Paddy Waddell's Railway".

In 1873 an Act of Parliament passed for a line giving the North Yorkshire and Cleveland Railway access to Staithes. The line, called the Cleveland Extension Mineral Railway and surveyed by Robert Francis Reed of the Cleveland Railway, was to run from Lingdale Junction at Kilton Thorpe south of Brotton and join the Picton to Gosmont branch of the NER about half way between Lealholm and Glaisdale. A Railway Hotel was built at Moorsholm by an optimistic entrepreneur almost while the ink was still drying on the Act—some distance from the route it must be said though the site for any station had yet to be determined anyway. Such was the dubious state of the scheme's finances John Waddell and Sons were not engaged to begin work until 1881, after an abortive start by another contractor who went bankrupt, with two further Acts passed in the intervening years. (Railway Acts had an expiry date to prevent companies proposing lines solely to block the progress of their rivals.)

Examining the 10½ mile route shows that some serious engineering would have been required including bridges, a tunnel and a 130ft high viaduct. Work started at several locations with embankments, cuttings and an over-line bridge constructed near the junction with the NER but the money ran out after about two years partly due to a collapse in the price of iron ore. There were further Acts of Parliament in 1884, '87, '89, '93 and '96 to keep the project alive but work never restarted and it was declared dead by a final Act in 1898. The construction of this still-born line was entrusted to a right hand man, an Irish foreman called Gallagher (the two may have become conflated hence Waddell's local nickname), but it became known as Paddy Waddell's Railway with the inference that it's failure was something to do with him rather than the company he was working for.

Another troubled project was the Whitby, Redcar and Middlesbrough Union Railway. The company was formed in 1866 by the Cleveland Railway to build a line branching from the Whitby to Gosmont line near Ruswarp station and running via Kettleless, Hinderwell, Staithes, Grinkle and Loftus—passing somewhere near Redcar and Middlesbrough was quite big so they threw these names in to make it sound more important.

There were high hopes for the line. The main landowner, the Marquiss of Normanby, leased mining rights to several mine owners who shipped goods out from Staithes including Mark Palmer. Palmer's family owned a shipyard and blast furnaces on Tyneside and had a great deal of iron ore to ship to them so the WRMUR anticipated lucrative freight revenues. Construction of the Loftus to Whitby section, under contractor George Dickson, began in 1871 with the Marchioness of Normanby cutting the first sod on May 25 near Sandsend. All was not well however and, in 1873, a second Act authorised a modified

route but financial troubles struck in 1874 with Dickson going out of business and building halted until the NER took over in 1875 and handed the project over to John Waddell aiming to complete the line in 1881. Waddell, however, was not impressed with the standard of the work that had been completed. Some of the bridges were poorly built with piers out of vertical and tunnels, which were excavated from both ends at one, did not meet in the centre! The line was dangerously close to the cliff edge in places indeed part of the works near Sandsend had collapsed into the sea during the hiatus.

On the sections where he could start from scratch Waddell, rather than having the line wander around the coast, cut across headlands digging two new tunnels- one between Kettleness and Sandsend all but a mile long. The coastal section that had to be used was subject to his close attention including five viaducts made from prefabricated tubular steel sections in the manner pioneered by Thomas Bouch. The recent failure of Bouch's Tay Bridge (which will be remembered for a very long time) must have earned such structures a measure of distrust anyway but, as built, they certainly lacked adequate bracing.

By the time the line finally opened to Whitby in December 1883 Mark Palmer had lost patience and built his own line to the coast which burst out of the cliff straight onto the quays at Port Mulgrave. Other mines had closed but Palmer's line effectively diverted the mining traffic the WRMUR was hoping for anyway. It suffered further from some of the compromises forced on Waddell. Even after Waddell's attentions the spectacular viaduct at Staithes, 790ft long and 152ft high with 17 spans, was deemed vulnerable and featured a wind gauge which rang a bell in the signal box above a certain pressure. If the bell rang the viaduct was closed and traffic could only recommence after an inspection.

Construction of the Scarborough and Whitby Railway was authorised by Parliament in 1865 but the act had to be renewed in 1871 a year before construction began under Eugenius Birch who had worked on railways but is best known for building pleasure piers including one at Scarborough. Further financial problems arose and yet another contractor went bankrupt in 1877 halting work. Yet again, once the NER took charge, Waddell was brought in to complete construction adding the impressive viaduct across the River Esk to the scheme which simplified the rail layout around Whitby.

Waddell would be best remembered as a safe pair of hands trusted by the NER to salvage languishing projects. He died at home in Edinburgh in January 1888 aged 59 and was buried in Dean Cemetery- a private cemetery with high walls and stones over the graves to discourage the body-snatchers. Waddell has a particularly impressive monument some 17ft high bearing his likeness- the only picture that Charles McNab was able to find. Waddell's three sons, George, Robert and John carried on the business.

Hardy walkers can follow the route of the CEMR- a detailed guide is on the web at www.homepage.ntlworld.com/redcar.rotary/PaddyWaddell.htm (this link will appear in the Friends website for a while and is case-sensitive- watch the capital letters). Stout shoes and a good map are recommended if a helicopter is not to hand. There is evidence of the line along about half of the mileage including abutments for an over-line bridge at Kilton Thorpe, embankments, cuttings and a completed stone bridge over a shallow and often flooded cutting near the junction with the NER. Moorholm Station Hotel, incidentally, languished as an off-licence for a few years before becoming a private house known locally as Hillock's House or the Big House. It was demolished in 1989.

In 1958 BR closed the WRMUR citing the expense of repairs and maintenance mostly on the viaducts. Whitby West Cliff station survived serving trains to Scarborough but only until 1961. In the 70s the northern end of the line was reinstated to serve ICI's potash mine at Boulby between Loftus and Staithes and remains open as a freight line. All the viaducts to the south were demolished but the wind-gauge from Staithes is in the NRM.

The business for Mark Palmer's railway and Port Mulgrave collapsed in the 30s and the harbour was demolished during the war rendering it useless for enemy landings.

TALK:

The Construction of Durham Viaduct 3 November 2011

*Durham viaduct is one of the more spectacular features of the East Coast Main Line and offers passengers one of its more spectacular views but it was built to carry a branch line from Newcastle to Bishop Auckland- the last of the City's railway links. **David Butler's** account is cruelly abbreviated here by Tim Ruffle.*

Local papers do not provide a systematic account of progress however, it is possible to catch glimpses of the work proceeding, often through references in other events. In December 1853 work was under way in the vicinity of North Road, the viaduct false-work was being erected in late January 1854 with stone being brought on site from Gilesgate station in March. By February work was under way on Redhills cutting. In mid-January 1855 the *Durham Advertiser* carried a detailed progress report on the work. The piers and abutments had been built up to the point (31 feet below track level) at which the arches began, and 'ought to be completed in a very few months'.

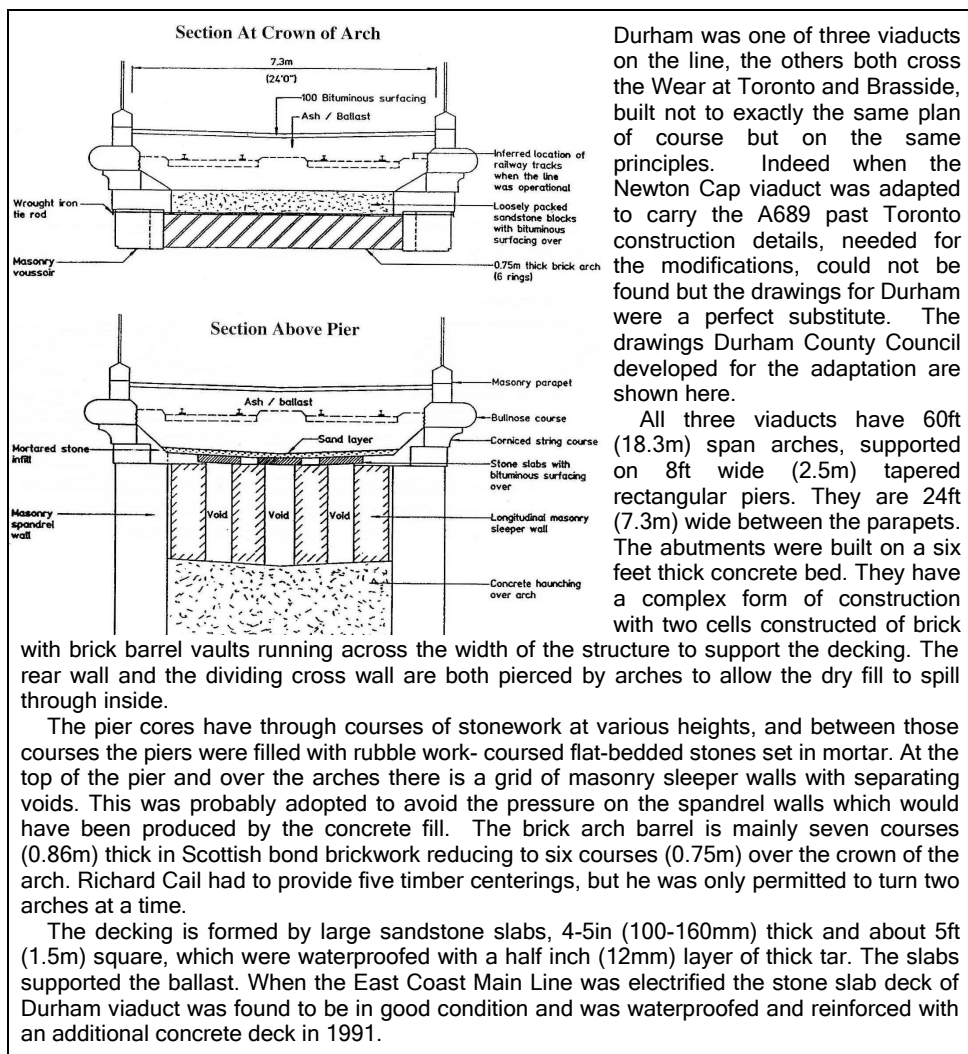
The false-work was still in position in August 1855 when the site for the station was being excavated and levelled. The station plans were approved and (construction contractor) Richard Cail's tender for £2,610 accepted in September. Building had begun by mid-November and was well under way by mid-May 1856 when an editorial in the *Advertiser* was eloquent about its shortcomings, "Neither very large, nor very handsome ... moderate dimensions, a little bordering on the scanty, and simple plainness, a little bordering on the naked." The main complaint was the the lack of, "the poor protection of a shed - a luxury seldom denied to the poorest and pettiest of wayside stations". A "miniature apology" of a



The years have not been kind to this photo' from 1854. Very faded it has been enhanced to within an inch of its life for reproduction here and the editor's thanks go to Andy Taylor again for his help preparing it (Andy has an exhibition at the Museum this year incidentally- see Diary pages). How well it will finally print is open to question but its view of the very early stages of construction is sufficiently interesting for it to be used. It shows the falsework built to the height of the piers, the level of the "boagy-road" mentioned in the main text.

portico would provide partial shelter for 15-20 of the “unhappy travelling public”, and there were waiting rooms for those who preferred “imprisonment and stifling, to drenching and starving”. In fact the initial design provided for a partial roof but in September 1856, possibly due to local feeling, this was amended to a 40 feet wide iron trainshed, for which Cail obtained the contract in the following month.

There were four deaths connected with the construction of the viaduct, the first that of a spectator on 24 January 1854. Robert Cowans, 64, a butcher had been watching a large timber frame, at this stage probably part of the viaduct false-work, being hauled onto a platform. The platform gave way and the frame fell to the ground and broke-up. Cowan was found unconscious with a head wound beside a three feet long piece of timber and taken to County Hospital where he died an hour or two later. At the inquest Robert Davison, one of the workmen



Durham was one of three viaducts on the line, the others both cross the Wear at Toronto and Brasside, built not to exactly the same plan of course but on the same principles. Indeed when the Newton Cap viaduct was adapted to carry the A689 past Toronto construction details, needed for the modifications, could not be found but the drawings for Durham were a perfect substitute. The drawings Durham County Council developed for the adaptation are shown here.

All three viaducts have 60ft (18.3m) span arches, supported on 8ft wide (2.5m) tapered rectangular piers. They are 24ft (7.3m) wide between the parapets. The abutments were built on a six feet thick concrete bed. They have a complex form of construction with two cells constructed of brick

with brick barrel vaults running across the width of the structure to support the decking. The rear wall and the dividing cross wall are both pierced by arches to allow the dry fill to spill through inside.

The pier cores have through courses of stonework at various heights, and between those courses the piers were filled with rubble work- coursed flat-bedded stones set in mortar. At the top of the pier and over the arches there is a grid of masonry sleeper walls with separating voids. This was probably adopted to avoid the pressure on the spandrel walls which would have been produced by the concrete fill. The brick arch barrel is mainly seven courses (0.86m) thick in Scottish bond brickwork reducing to six courses (0.75m) over the crown of the arch. Richard Cail had to provide five timber centerings, but he was only permitted to turn two arches at a time.

The decking is formed by large sandstone slabs, 4-5in (100-160mm) thick and about 5ft (1.5m) square, which were waterproofed with a half inch (12mm) layer of thick tar. The slabs supported the ballast. When the East Coast Main Line was electrified the stone slab deck of Durham viaduct was found to be in good condition and was waterproofed and reinforced with an additional concrete deck in 1991.

hoisting the frame, said that he had twice warned Cowans to stand clear to no avail and the inquest jury returned a verdict of accidental death.

John Procter, aged 28, a joiner from Auton Stile was working on the false-work on the afternoon of Friday 20 July 1855. He was erecting the centering for the construction of the eighth arch and sitting on a scaffolding plank which was to be fixed to a rib in the framework when he realised that the plank was not in the correct position and tried to move it. It slipped and sent him falling 60 feet to the ground. He was taken to the County Hospital, and remained conscious until he died two hours later. At the inquest the house surgeon noted Procter had no broken bones- death was due to an internal haemorrhage and ruptured liver and a verdict of accidental death was returned.

The death which received most 'column inches' in the *Advertiser* was that of John Sinclair, the contractor for Durham viaduct, on Monday 13 August 1855. Sinclair was standing on the 'boagy road' or upper tramway, running on the scaffolding boards 30 feet below the top of one of the arches, supervising work. A stone, being hoisted from the tramway to the top of the arch by a mobile crane located above Sinclair, slipped its fastening and fell, smashing through the boards. Timothy Leonard, an Irish labourer who had been above Sinclair, was struck on the foot and thrown back against some framework which he managed to hold on to but Sinclair was unable to save himself and was thrown to the ground some 50 feet below striking the wooden framework several times. He regained consciousness in Hospital and was able to make his will before dying fourteen hours later.

Robert Tyrris, Sinclair's foreman, told the inquest that stones were lifted by the means of a lewis, placed into a 5-7 inch deep hole, which could carry up to a ton, although the stone which caused the accident weighed half that. He examined each stone deciding which were suitable to be lifted by this method and Peter Farry, who had cut the lewis holes in most of the stones used in the viaduct, said that it appeared to be sound, otherwise he would not have sent it up. In its broken state though he could see 'a kind of water mark' in it, presumably a flaw. It was suggested that the stone had swung against the 'centres', the timber framework, causing the lewis to 'spring' and Tyrris who had been guiding the stone as it was being lifted, had seen it 'swing a little'. The jury heard that none of Sinclair's bones were broken and he had died of a ruptured kidney. The verdict was accidental death.

Sinclair had been about 30 and married for only a year. He was reported to be a good employer and kind-hearted man, whose workmen were deeply affected by his death. On the previous Wednesday he had treated them to celebrate the christening of his first child.

The fourth fatality on Durham viaduct occurred in October 1855. On Monday 22 October Thomas Coffee, aged 34, and his workmate whose name is recorded only as Travis, were using a crane to lower rubble from the south end of the viaduct. The crane fell to the ground, carrying Coffee with it. He died in County Hospital the next day of compound fracture of the skull and concussion of the brain. Travis jumped to the viaduct escaping with serious bruising and was still in the Hospital at the end of the week. The inquest jury heard evidence from George Back, a sub-contractor on the viaduct. The load had been lowered halfway using

its own weight controlled by the crane's brake. Back thought that the crane was vibrating more than it should and instructed the men to use the crane's manual winding mechanism. It became necessary to turn the crane on its pivot so one of the men took a pick to it and Back noticed that it was 'tottering over' and shouted to the men to jump off. Coffee was unable to get clear. Back said that the load was about one and a half tons on a crane that had previously lifted two tons. He attributed the accident to the balance weight being too light. The men had been using the crane for about ten days and had increased the balance weight in that time. Another witness said that the crane was 'frightsomeness' to look at but due to its position rather than a lack of strength. The jury returned a verdict of accidental death.

Today the viaduct is closely monitored with tell-tales in various places to evince any weakening but this has more to do with the routine of safe railway operations than any expectation of failure and there can be no doubting the achievement of Cail's navvies responsible for a major piece of civil engineering still in use by trains far heavier and faster than was imagined in the 1850s.

'Great pains and a large amount of labour'

The building of the Bishop Auckland branch of the North Eastern Railway

Britain's railways were not built with national long-term strategic aims in mind, but instead, to answer localised immediate requirements. This is well illustrated in the way railways developed around Durham City and the construction of Durham viaduct. Now a spectacular feature of the East Coast Main Line it was built to carry a branch line between Newcastle and Bishop Auckland.

The line was proposed by the Newcastle and Darlington Junction Railway, soon to become the York and Newcastle Railway, in 1844 and authorised by an act of 1848 but delayed by the downfall of George Hudson. During the delay the plans were modified with a tunnel at Red Hills becoming the now familiar cutting and the line finally running through Brandon, Brancepeth and Willington. The finalized route was authorised by Acts passed in July 1851 and June 1852. Once the 1852 Act passed a special York, Newcastle and Berwick Railway (as the Y&NR had become after absorbing several companies including the Newcastle and Berwick Railway in 1847) shareholder meeting was held at York the records of which give some insight into Railwaymania. Chairman James Pulleine displayed a dubious grasp of geography describing a route through West Auckland and crossing the river north-west of Brancepeth Castle. The meeting addressed such minor matters as whether or not to construct the line and, indeed, if there was any financial case for it no such projections having been made! The shareholders were warned of a cost, including land purchase, of £300,000 (over £700m in today's terms considered as a share of GDP) and 'engineering difficulties to overcome' but, when a vote was taken on the resolution to proceed with construction, only two or three of the hundred or so present voted against. (The YN&BR, which, with its antecedent companies, constructed about a sixth of what is now the ECML, became part of the NER in 1854.)

In early August 1852 Thomas E. Harrison, the company's chief engineer, was reportedly busy with the line but it was May 1853 before the YN&BR finally advertised for tenders for its construction (some time after estate agents first mentioned the line in their advert's) with an optimistic completion date of 1 August 1855. Richard Cail of Newcastle's tender for £229,335 was accepted on 20 July. By the end of August the YN&BR was assured of an immense amount of coal traffic finally providing the line with a financial foundation and construction began on the last day of August 1853 no formal sod cutting ceremony being recorded. The *Chronicle* said nothing about the railway until the end of September, when it

reported that work had finally begun, with piling to provide the foundations for Durham viaduct taking place in a field on North Road.

There is no evidence locally of how the labour force for the line was recruited but the large number of railway labourers in the area was bound to have an effect, and from October 1853 papers carried reports of navvies appearing before the magistrates, usually for offences connected with excessive drinking at a weekend or minor theft. Sometimes, however, matters became more serious and Brandon, with a nearby encampment, was clearly a flashpoint. On Boxing Day evening 1854 a battle took place there. Drunken navvies had been breaking windows provoking villagers to produce 'all the rusty old fire-arms in the place' and shoot at the intruders, wounding six although all was quiet when Superintendent Johnson of the County Police and his men arrived with surgeon George Shaw. None of the navvies' shotgun wounds proved serious although one of them had a severe head wound from being hit with the butt of a gun which had misfired. Local man, John Wilson, was arrested and charged with firing a gun at George White and William Drew, but discharged for lack of evidence.

Brandon saw another confrontation more serious than the usual drunken scuffle. On Saturday night 19 January 1856 PC Scott of the County Police was going round the public houses. At Thornton's House he encountered William Jones who was looking for a fight and struck out at him. Scott eventually drew his truncheon and knocked Jones down then, with the help of the locals, cleared the house of navvies but about ten of them started throwing stones and were again confronted by Scott who, helped by the innkeeper, arrested Jones and Robert Gill. Jones drew a knife and continued to threaten but, subsequently, the two navvies claimed that they were so drunk they were unable to recall what had happened.

At the end of February 1855 the *Advertiser* reported that 'the "navvies" engaged in the construction of the Bishop Auckland Branch Railway are suffering great privations' due to a severe cold spell which lasted for a month, during which there was deep snow and the Wear froze over. A public works relief scheme was implemented in the town.

The railway was constructed during the Crimean War and collections were made around the country for the Patriotic Fund for the widows and orphans of the fallen. In early January 1855 £16 was collected from the workers on the railway. In May 1855 navvies were being recruited to go to the Crimea for £1 10s. per week with rations, clothing and passage out and back paid, and a £12 bonus on completion of the agreed term. Recruitment was to take place at the *Rose & Crown* Inn in the Market Place on the evening of Wednesday 16 May, but by early afternoon a large number of men from the construction sites had already assembled, the crowd swelling until late into the night.

In a report on the emigration of miners from Weardale in September 1855, the *Advertiser* noted that the railway works were short of men, though not necessarily as a result of emigration. In the same newspaper an advertisement appeared stating that '500 Good Navvies' were required immediately on the line; though it is doubtful how many potential recruits would read the *Durham Advertiser*.

Including those in the main text there were at least fifteen deaths connected with the construction of the line, including three in Redhills cutting and one at Durham station. Accidents of a non-fatal nature no doubt occurred regularly but few were recorded by the local press.

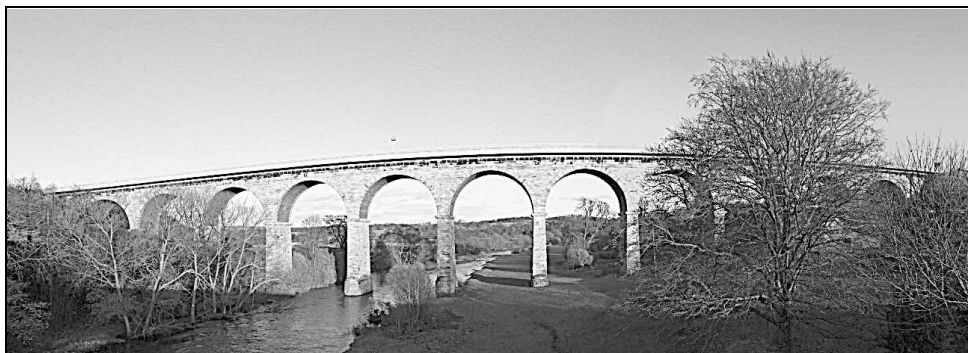
In the summer of 1856 the line was open for freight only but there are records of at least two special passenger-carrying services. On Wednesday 9 July the Newcastle Society of Antiquaries visited the Durham area. Having inspected Brasside viaduct they travelled on the new line in 'an extemporized train of a first-class character' (in fact, open wagons) to Durham. They examined the station and viaduct and then took the train across the latter, through Redhills cutting and across Browney and Dearness viaducts. From there they walked to Relley Farm and then rejoined the train (with one member splitting his trousers)

and were taken back to Redhills. A month later, on 15 August 1856, a second special train transported Viscountess Boyne (presumably not in open wagons) from Brancepeth station on the first part of her journey from Brancepeth Castle to Cheltenham.

There were still problems. In early October landslips on some of the embankments and other delays were blamed on what the *Advertiser* described as 'recent incessant rains' that had caused widespread flooding. In October the directors would not give a date for opening the line, but in December 1856 the *Advertiser* reported that they had finally agreed that the branch was to be opened on 1 January. That opening was postponed to the end of January after delays in completing Leamside station due to the bad weather, and the directors felt that they could not open the line in the winter without a proper station at a junction where many people would be changing trains.

At the half-yearly meeting of the NER on 20 February 1857 the chairman said that the Auckland branch was the largest scheme that the company had in hand since its creation. There had been unforeseen difficulties, especially with the very wet autumn causing slippages of sections of the larger clay embankments, and the directors had consequently postponed the opening. Purely in financial terms the opening for passenger traffic was 'of little consequence to the board' since the line was 'principally a mineral line' and the company was reaping income from the coal traffic. Capital expenditure had reached £424,000, and might rise to almost £500,000 on its completion but income from mineral traffic, mainly coke, already produced £12,000p.a. expected to rise to £40,000 (excluding any general goods or passenger income) for an annual profit of £4,000. The board hoped that the line would be paying its way within twelve months. Cail had no further need of most of the construction equipment and the sale of horses, carts, wagons and harness was announced. 51 horses were auctioned on 3 March near the viaduct for a total of £1,733 11s.

In March 1857 the *Chronicle* reported a flurry of activity over three days. Respected engineering consultant George Bidder, a close associate of Robert Stephenson, visited the line on 11 March, made 'a minute inspection' of all the works and was 'highly satisfied' with them and confident of their stability. On the 12th the NER directors, the company's chief engineer, the resident engineer for the line and Richard Cail travelled the line viewing the features which the Railway Department inspector, Captain Henry Tyler, had noted. Friday 13 March was not to be a day of ill-omen for the NER, since Captain Tyler finally sanctioned the use of the line for passenger traffic. Once approval had been given, the formal opening of the line could be announced, and 1 April was selected; a date which provoked the *Advertiser* to comment that it was 'a strange one, and suggestive of the part the Captain Tyler has been playing with the directors'.



Newton Cap, one of "triplets" on the Bishop Auckland line with Durham and Brasside viaducts, now carries the A689 past Toronto.

Photo: Tim Ruffle.

Christmas Quiz

1 December 2011

Much of the fun at the Friends Christmas get-together, reported on by Vic Branfoot overleaf, derived from a quiz with questions set by Richard Wimbury. It is reproduced here with answers at the bottom of the next page.

General Teasers

1. Name the last B.R. Steam locomotive built at Swindon in 1960.
2. Vauxhall is a station near Waterloo, In which country can you find many stations called Vauxhall?
3. Where were you able to ride in a "padded cell"?
4. Which locomotive did Jones the Steam drive?
5. What form of motive power for railways did Brunel try other than steam?

Engineers- which companies did these C.M.E's work for?

1. Sir Nigel Gresley
2. Sir Daniel Gooch
3. John Ramsbottom
4. Oliver Bulleid
5. Sir William Stanier
6. Patrick Stirling

Did I fall Asleep- things you will know if you were paying attention.

1. Who was planning a railway to rival Robert Stephenson's north of Newcastle?
2. Which engineer rescued bankrupt railway projects in North Yorkshire?
3. Durham's current station was the last of three to be built. Name the other two.
4. The Haltwhistle to Alston trackbed is now used by which railway?
5. What was unusual about Brunton's "Traveller" locomotive of 1813?

Gauges- what gauge did (or do) the following railways use?

1. The Romney, Hythe and Dimchurch- the world's smallest public railway.
2. The West Highland Railway and the Ffestiniog.
3. Darlington's electric tram system.
4. The Leeds-Bradford through trams in the 1920s (particularly unusual).
5. Listowel and Ballybunion Railway, Ireland.

Syllogisms

1. As Swindon is to the GWR so Eastleigh is to ...?
2. As Fenchurch Street is to the London, Tilbury and Southend Railway so Marylebone is to ...?
3. As *Locomotion* is to the S&DR so *Rocket* is to ...?
4. As Paragon is to Hull so Citadel is to ...?
5. As Darlington Railway Centre and Museum is to the National Railway Museum so David Tetlow is to ...?

If you have been trying this quiz in a group you may need a tie-breaker so:

Which two rival companies built which two stations as well as adjacent hotels in Edinburgh?

Christmas Social

1 December 2011

This brief report by Vic Branfoot

A fine - albeit cold - afternoon encouraged a healthy turnout for this year's Christmas Social. A further likely contributory influence on such a gratifying attendance was that the get-together was held during the afternoon rather than on a dark evening.

A most interesting quiz was compiled by our Chairman, Richard Wimbury. Alas, illness prevented Richard from being present and we are grateful to Speaker Secretary Brian Denham for delivering the questions and, subsequently, the answers. There were some commendably high scores in response to some searching questions.

Gillian Wetherell oversaw a well-organised raffle which was drawn following the quiz and we were grateful to a number of people for providing a range of impressive prizes.

The second half of the afternoon featured a DVD kindly provided by our President, John Leng. The DVD featured a most interesting film showing the progress across Australia made by the Flying Scotsman which, at times, was joined by other steam locomotives. One scene, featuring locomotives hauling their trains side-by-side at different speeds along parallel tracks, reminded this writer of the opening scenes of the Agatha Christie thriller, *4.50 from Paddington*.

Whilst the DVD continued to be screened, members availed themselves of the excellent range of eats most generously provided by the Museum, by Mrs. Lois Ruffle - mother of our worthy Editor - and by Mrs Cora Reeves, wife of Committee member Derek.

Master of Ceremonies for the afternoon Vic Branfoot thanked all those mentioned above for their kind contributions to what had been a most enjoyable afternoon of fellowship and interesting railway matters.

Christmas Quiz Answers

General Teasers: 1. *Evening Star*; 2. Russia (a Russian delegation arrived there and took it to be the usual name for a station); 3. The City and South London Railway which opened in 1890 (half a point if you said London Underground); 4. *Ivor*; 5. Pneumatic or atmospheric (on the South Devon Railway).

Engineers: 1. LNER (-10 if you didn't know that!); 2. GWR; 3. L&BWR (extra point for Manchester and Birmingham); 4. SR; 5. LMS; 6. GNR (extra point for G&SWR- Glasgow and South Western).

Did I fall Asleep: 1. Brunel; 2. John Waddell; 3. Gilesgate and Elvet; 4. South Tyneside; 5 It had legs.

Gauges: 1. 15"; 2. 1'11½" (half a point for 2"); 3. 3'6"; 4. 4'8½" and 4' (wheels floating on the axle allowed vehicles to make the transition); 5. It was a monorail so 0.

Syllogisms: 1. LSWR- later SR (point for either); 2. GCR; 3. L&MR; 4. Carlisle; 5. Steve Davies.

Tiebreaker: The Caledonian built Princes Street, the North British built Waverley.

An Open Letter from David Tetlow

Dear Friends,

It's been a very busy year for the Head of Steam Museum so far and I'd like to thank staff and Friends for their help and support throughout 2011.

The event days and temporary exhibitions in particular are proving their worth and bringing new and repeat visitors to our doors. The Vintage Vehicle Rally in May attracted over 1200 visitors; the Romans at the Railway Museum over 400 visitors and an astonishing 1760 visitors came to our Halloween Fun Day. The Lewis Carroll exhibition that finished in March attracted over 1000 new visitors.

Education visits to the museum has exceeded 3500 children so far this year (*David was writing in early November- Editor*) - thanks to Sarah Gouldsbrough for putting on a varied and comprehensive education package for 2011. Heritage Open weekends, Friends Lectures and the Darlington Model Railway Group weekend also attracted over 1000 people. Our Diesel and Steam Shuttle weekends (from York to Shildon calling at North Road) attracted over 700 rail enthusiasts to Head of Steam and I'd like to thank Steve Davies and Helen Ashby at NRM for making this happen.

Two new exhibitions are now up and running at Head of Steam: The Tornado Story is an intimate account of the building of the A1 60163 Tornado. Thanks to Mark Allatt and David Elliott from the A1 Steam Locomotive Trust for writing the text and picking out objects for this wonderful display. It's well worth looking at so please visit when you get the chance. Our second exhibition is about North Road Station, even we were surprised about what was uncovered for this display and so again, please come along and take a look. Thanks to our Museum Curator Leona White for working hard on putting this exhibition together.

Finally, a big thanks to all the museum staff for assisting me during the disastrous few weeks when water poured in through the roof due to lead theft. Our disaster planning proved to be effective and we managed to remove priceless objects off display before they became damaged. The Museum Team has just won the Outstanding Team category at Darlington Borough Council's All Star Awards held on the 7th November. Thanks to Sarah Gouldsbrough, Leona White, Kelly McStravick, Gill Hamer, Stef Woodcock and Les Harman for being the best museum team I've ever worked with!

Can I take this opportunity to thank all the Friends for their continuing support of Head of Steam, Darlington Railway Museum. I wish you all a Merry Christmas and a Happy New Year!

Dave Tetlow - Museum Manager

Changes Lie Ahead!

The Chairman (in a piece repeated from the interim Newsletter) writes: This is the last edition of our Newsletter for 2011, so I would like to express my gratitude to all members of the Committee for their commitment to the Friends over the past 12 months- without their efforts and help there would be no Newsletter or lecture programme. I am sure that you, the members, will wish to join me in saying "thank you" to them.

There is a complete programme of lectures arranged for 2012 and the Newsletter will continue to appear as usual. However, there will be some changes in personnel on the Committee at the forthcoming AGM in April 2012 and the Friends needs some volunteers from the membership to take on the roles that will become vacant. I shall not be seeking re-election either as Chairman or committee member; Vic Branfoot will be standing down as Committee member responsible for membership, and Brian Denham, who has been our

lectures arranger, also wishes to leave the Committee. The position of Secretary has been vacant for some years and it would be good if that could be filled, too. Please think seriously about putting yourself forward for one of these positions- I should be very happy to talk to anyone who would like further information.

The changes to the timing of our lectures, caused by the fact that financial cutbacks make it impossible for the Museum to provide for a staff member to be present at all our evening meetings, are already in effect. From January 2012, meetings in the winter months of January, February, March, October, November and December will be in the afternoon starting at 13.45 (1.45pm); meetings in the summer months of April, May, June, July and September will continue to be held in the evening at 19.15 (7.15pm). I hope that this will not cause too many problems for you. I am grateful to the Museum for continuing to allow us free use of the premises for our meetings.

So members will continue to get "normal service" (lectures and Newsletters) throughout 2012 but we need new personnel to come on the Committee to ensure the survival of the Friends into the future. I wish you all well for the coming year.

Richard I Wimbury - Chairman

The Data Protection Act

*The Friends keeps personal records about its members and, like all such organizations, it must do so responsibly and in compliance with the Data Protection Act. Since this issue is probably the first that any members joining in 2012 will see it seems like a good time to repeat Friends' Membership Secretary **Vic Branfoot's** notes on this important piece of legislation.*

The Act seeks to protect the interests of named or identifiable individuals in respect of data which is held about them by electronic means- on a computer in other words. There is something of a grey area as to the extent to which the Act also affects data held on paper however, the data I hold on paper does not add to that which I hold on computer. There are exemptions which affect, for example, matters relating to national security and the Police. However, these exemptions are clearly irrelevant to us.

The areas of the Act which affect the Friends may briefly be summarised as- Information must be held securely, must not be kept for longer than necessary, must be kept up to date and must not be divulged to third parties without the subject's knowledge and permission. I am satisfied we fulfil all those criteria. But there is one more: we must inform our members as to what information about them is being held. It is that criterion which has led to the writing of this article.

The information about our members which I hold on computer (and on paper) comprises, quite simply, members' contact details and the date to which their current subscription payment takes them. Names and addresses are repeated in a second file in a format which enables me to print self-adhesive labels for the distribution of our Newsletters. (*note: Vic sends those labels to me to post the Newsletter and I too have a few addresses on computer to cover members who have joined or moved since the labels were printed-Editor.*) A third file is virtually a repeat of the above first file except that in place of subscription details I record members' telephone numbers and/or e-mail addresses, when known. This is obviously to members' benefit should they need to be contacted urgently.

The above phrase that data "must not be kept for longer than is necessary" might, on the face of it, cause problems in respect of us meeting the provisions of the Act. I maintain in a fourth file a record of former members who may have resigned their memberships or allowed their subscriptions to lapse. I do so in case such former members wish to rejoin and ask how much they owe us in unpaid subscriptions. This rarely happens but it has happened and I therefore contend that such data is indeed necessary to our functioning.

Of course, all the above data is kept up to date- for example, when members inform us of changes of address- and we would not entertain any requests by third parties to have

access to our records.

Individuals can demand a copy of data held about them for which a reasonable fee (no more than £10) may be charged however that is discretionary and anyone getting in touch simply to be sure information is up to date need not fear a bill.

Comprehensive information about the Act, including its complete text for insomniacs, can be found on the Information Commissioner's Office website at www.ico.gov.uk. Remember if you don't have internet access your library does.

Shooting at the Museum

In November a group of TV and Film Production students from Teesside University was given the run of the Museum to gather material for their project about the Stockton and Darlington Railway. Producer Mark Oxley writes:

'1825 The Year of the Railway' is the title of the film we are making to fulfil an assignment on our course- a five minute documentary on a local topic of interest. After much debate our group looked into the history of the Stockton and Darlington Railway. This lead us to the National Railway Museum at Shildon, where *Locomotion No1* started its first journey, and of course to Head of Steam at Darlington. We finally decided to cover the railway as, through research, we were unable to find any substantial video documentation on the subject. While it is a local story it also of much wider interest.

We set about contacting Darlington Museum's manager David Tetlow, and he agreed to let us film in the Museum and, more importantly, *Locomotion No1* itself which is on loan to the Museum. David was also kind enough to contact Richard Wimbury, Chairman of the Friends on our behalf to give us an interview for the film describing the railway's history and heritage to Darlington, and the surrounding areas. The Museum staff and members of the Friends were very helpful, even contributing content and ideas to our film, and we cannot thank them enough for their assistance.

The film was completed in December and is available to view on YouTube. The link is www.youtube.com/watch?v=yMFrr_TGPw though it is best found by typing "1825 railway" into YouTube's search box or looking in the Links page of the Friends' website.



"Yes- thank you Mr. Wimbury, we've got 15 minutes on that fish you nearly caught. Now about the Stockton and Darlington Railway...". From left to right Director Sean Lister, Co-cameraman Ian Orwin, Producer Mark Oxley and Co-cameraman Robin Pepper.

The *Tornado* Story Exhibition Opening

The exhibition, about new-build A1 Pacific 60163 *Tornado* constructed by the A1 Steam Trust at the new Darlington Locomotive Works (housed in part of the former S&D Carriage

Works a stone's throw from the Museum) opened to the public on 3 October. Mark Allatt, Chairman of the Trust, and David Elliott, Director of Engineering were amongst those at a formal opening/preview, which was open to the Friends, on the evening of September 29.

"I think the Museum has done a fantastic job to pull together this Exhibition," said Allatt. "I can't believe it has been 20 years since we actually started the project. We're actually creating our own history as well with an exhibition about us recreating history. A lot of people here have put an awful lot of effort for a long time into putting together what we now see out on the main line and some of that you'll see in the exhibition."

David Elliott said, "it has been just a wonderful experience and one of the key things is the welcome in Darlington. It's been fantastic, by far the best place to have bits made and to get things done. Equally importantly this support lasted through thick and thin since we moved here in 1997. Now we are discussing our future and there's no question about staying here, it's just the terms we stay on. We are ear-marking that building for the next project. It's going to be a few years before there are any big bits of metal in there but I very strongly hope that this relationship with Darlington lasts because we have had fantastic support from here. This exhibition is really a coming together of everything we have done here and I hope you enjoy it."

The next project Elliott referred to is a new-build P2, a Gresley designed Mikado originally developed for Edinburgh to Aberdeen expresses. This small (only six) short-lived class was not without problems, mostly associated with the front pony-truck, which were not properly addressed before Gresley's successor Edward Thompson rebuilt them into ungainly Pacifics. The project will not proceed without a solution to the riding problem which is the Trust's first priority.

NRM Steam Shuttles

The shuttle trains run by the National Railway Museum between York and Shildon on the weekends of 17/18 and 24/25 September 2011 attracted a great deal of interest evinced by the crowds at Locomotion (especially the second weekend which coincided with their Steam Gala), plenty of spectators on the platform at North Road and any number of films on YouTube including the editors.

Things did not go entirely smoothly. Having arranged for members of the Friends to



Locomotion's regular workhorse Manning Wardle 0-6-0 *Sir Berkeley* and LMS 6201 *Princess Elizabeth* run alongside each other on their respective shuttle duties in Shildon on Sunday afternoon 18 September. Video grab Tim Ruffle.

man the platform at North Road the long stops scheduled there to allow passengers a quick look in Museum were abandoned and even at Locomotion no-one seemed sure about the timetable which drew some complaints as did the on-line booking. The rostered locomotives were BR Britannia 70013 *Oliver Cromwell*, SR 30777 *Sir Lamiel* and GWR 5972 *Olton Hall* but all developed problems with only *Olton Hall* appearing (still in costume as *Hogwarts Castle*) and proving unreliable. LMS locomotives 6201 *Princess Elizabeth* and Black Five 45305 (perhaps an honorary NE loco having been built on Tyneside) filled in admirably with vintage Diesels 47798 *Prince William* and West Coast Rail's Class 37 37706 working some legs.

The shuttles must surely be counted a success. Visitors were drawn to all the museums. Over 50% of passengers surveyed were making their first visit to Locomotion (including 20% of those starting from Shildon!) and around 9% of the passengers got off at North Road to see the Museum in spite of the altered time-table. More than 90% of those questioned hoped the event would be repeated.

Happy Birthday John Leng

Richard Wimbury writes: John Leng, the President of the Friends, celebrated his 90th birthday this summer. In honour of the event, he was invited to a birthday tea at the Museum along with some 30 other members of the group. A presentation of a picture of Darlington Bank Top station was made to him in recognition of his long service to the Friends group. The event was recorded by an article and picture in the Northern Echo on 1 August.

John joined the Friends group 30 years ago when the Museum was just beginning to get established. He has seen it grow from comparatively modest beginnings to the excellent collection that it is today. He has spent most of his life involved with railways in one way or another - he served his apprenticeship with Stephenson's and was mobilised during WW2 to work as a railway engineer and then spent the rest of his working life in Darlington.

It was a great pleasure to have the opportunity to thank John for his long-standing commitment to the Friends and we wish him well for the future.



John Leng and Richard Wimbury in the Museum with the picture presented by the Friends and with family, friends, Friends and Museum staff in the activity room responding to media interest.

Photo's: Vic Branfoot and Tim Ruffle

Correction

The title of last issue's item about Nesham and Welch's ironworks suffered from typographical thrombosis (the typist is a clot). It was correctly spelled in the article (which the editor did not type) and index.

Vintage Traction on the network in the North East

This information is taken from www.uksteam.info, www.railtourinfo.co.uk and various railtour operators own websites. How much information there is available about rail-tours varies from operator to operator. The information here is repeated in good faith but do check nearer the time. There are links to uksteam and railtourinfo in the Friends' website.

Saturday 3 March. UK Railtours' *Cumbrian Mountain Express* will run from King's Cross to York, double back through Leeds to Carlisle via the S&C and Newcastle via Hexham returning to King's Cross on the ECML. Mostly unspecified Diesel but York to Carlisle will be behind BR 71000 *Britannia*.

York departures 10:50 and 19:00.

Saturday 17 March (TBC). UK Railtours hopes to run from King's Cross to Berwick on Tweed and return. No timings are available.

Thursday 29 March. Steam Dreams' *Cathedrals Express* will run from King's Cross to York and return behind 60163 *Tornado*.

York a. 13:00; d. 17:30.

Saturday 7 March. Statesman Rail's *Edinburgh Easter Statesman* will run from Ely to Edinburgh and return with two Class 47s. Times only available for York.

York north. 09:10; south. 19:30.

Saturday 7 March. Railtourer's *Settle-Carlisle Tyne Valley* tour will run from Scarborough to Settle and return via Carlisle and Hexham with two Class 47s. Times unavailable.

Compass Tours' *Roses Express* will run on Wednesdays from Southport to York and return on 4 April, Barrow in Furness to York and return on 11 April and Hooton (Lancashire) to York and return on 18 April. Steam hauled (loco's TBA), no times available.

Saturday 14 April. The Railway Touring Company's (RTC) *East Riding* will run from King's Cross to Scarborough and return behind Britannia 70013 *Oliver Cromwell*.

Scarborough a. 13:30; d. 15:30.

Saturday 21 April. RTCs *Great Britain V* railtour will run up the ECML to York behind 60019 *Bittern* and continue north behind 60103/4472 *Flying Scotsman*. No times available.

Cruise Saver Travel's *Cruise Saver Express* will run from Edinburgh to Southampton on Saturday 21 and Thursday 26 April and Wednesday 2 May and back on Saturday 5, Sunday 13 and Friday 18 May with two Class 47s. Times unavailable.

Thursday 10 May. Steam Dreams' (SD) *Cathedrals Express* will run from Colchester to York and return behind 60163 *Tornado*.

York a. 13:00; d. 17:00.

SD's *Cathedrals Explorer* railtour will arrive in Durham on Friday 18 May (locomotive TBA) and depart on Saturday 19 (after spending the night elsewhere presumably) for Perth then Inverness behind 60009 *Union of South Africa*. Timings TBA.

Saturday 19 May. Carnforth Station and Visitors Centre's *Brief Encounter Steam Special* will run from Carnforth to York and return behind a steam locomotive TBA.

York a. 13:00; d. 16:00

Friends Meetings for 2012

As noted elsewhere there is a new schedule. Meetings will still be at the Museum in the Conference Room on the first Thursday of the month but times will vary with Winter meetings taking place in the afternoon allowing the Museum to save considerably on lighting, overtime, etc. There is no meeting in August and no second afternoon meeting in September now.

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. Non-members are always welcome to meetings but we do ask for a donation.

- 1 March, 1:45 **An introduction to the Railway Chaplaincy Service.**
Rev. Stephen Soeby
- 5 April, 7:15 **AGM then Black Hat Railway Photographs.**
David Newby
- 3 May, 7:15 **The work of the Railway Heritage Trust.**
Andy Savage
- 7 June, 7:15 **Bishop Auckland Station- Past, Present and Future.**
Andrew Everette
- 5 July, 7:15 **The National Railway Museum and Friends.**
Frank Patterson
- August No meeting
- 6 September, 7:15 **Museum update.**
David Tetlow
- 4 October, 1:45 **New thoughts on the "Hackworth blast pipe".**
Ray State
- 1 November, 1:45 **North Yorkshire Moors Railway: 1986 to 2006.**
Ian McInnes
- 6 December, 1:45 **Christmas Get-Together**

Museum Programme

See the Museum's own programme or website for details and updates.

Exhibitions

The Tornado Story. Currently to 31 March 2012. An account of the building of the Peppercorn class A1 60163 Tornado. With artefacts on loan from The A1 Steam Trust.

The History of North Road Station. Currently to 30 December 2012. A fascinating history of North Road Station, now the Museum, from its opening in 1842.

Hot Coals and Ash. Saturday 7 April to Saturday 19 May. Railway art by local artist Steven Fox.

A Speck of Light. Monday 2 July to Friday 28 September. Paintings in watercolour and gouache by Andy Taylor and some items by his Fine Art students.

***Titanic* Honour & Glory.** Wednesday 3 October to Sunday 31 March 2013. Marking the centenary of the maritime disaster. Associated events including talks, presentations and activities for children. Touring exhibition.

Events and Activities

Prices vary- most of the events and activities are free but most of those taking place inside the Museum will be subject to the usual entrance fees. The Museum's varied programme of activities for schools, created to tie in with key stages, has been omitted due to lack of space. Contact the Museum's Access and Learning Officer Sarah Gouldsbrough (01325 734128 sarah.gouldsbrough@darlington.gov.uk) or, again, see the Museum website or programme for information.

Easter Activities. Easter Sunday, 8 April, 11am until 3pm. Easter themed arts and craft activities for all the family in the Northern Rail Activity Room.

Vintage Vehicle Rally. Sunday 20 May, 11am until 3pm. Rare and unusual vintage vehicles from across the North East and Yorkshire regions gather together again for this popular event. Mini' train ride, fairground rides, children's entertainer. £1 entrance fee for Museum and Rally.

Kidzone- Spring/ Summer Arts & Crafts. Tuesdays, Thursdays and Fridays April to end September 1-3pm in School Holidays. Drop in for a variety of fun arts and crafts activities in the Northern Rail Activity Room.

Summer Fun Day - week one. Wednesday 25 July, 1pm until 4pm. Library Learning and Arts and Crafts Day. Meet Deefor Dragon, listen to the storyteller and have your face painted.

Summer Fun Day - week two. Sunday 12 August, 10am until 4pm. Sporty Summer Sunday. Have a go at a variety of different sport activities including essential bicycle-skills, archery and football.

Summer Fun Day - week three. Sunday 26 August, 10am until 4pm. Discover the wildlife in your own back garden. Make a habitat box or bird feeder and find out which animals live around us! Fun based activities with the Durham Wildlife Trust.

Darlington Model Railway Club. Saturday and Sunday 1 & 2 September, 10am until 4pm. The Club, which is based at the Museum, will exhibit their working layouts for this very special weekend. Also watch demonstrations, buy from traders and, if you wish, tour the club rooms located on the museum site.

Heritage Open Days. Saturday and Sunday 8 & 9 September, 10am until 4pm. Free access as the Museum participates in the national Heritage Open Days! Guided tours and a chance to meet some of the Museum's partners including the A1 Steam Locomotive Trust, Darlington Model Railway Group, North Eastern Railway Association, North Eastern Locomotive Preservation Group, Darlington Railway Preservation Society.

Little BOO! Spooky Fun Day. Sunday 28th October 2012, 11am until 3.30pm. Children can come in their favourite Hallowe'en costume and encounter owls and creepy crawlies! There will also be a magician, arts and crafts, a treasure hunt and a storytelling.

Kidzone Autumn/Winter Arts & Crafts. Thursdays and Fridays from October to the end of March 2013 1-3pm in School Holidays. Fun arts and crafts activities.

Santa at the Station. Sunday 9, Saturday 15, Sunday 16 and Saturday 22 Dec, 10am until 4pm. Children can meet Santa in our magical grotto and receive a Christmas present. Mini' train ride, arts and crafts and face painting.

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.friendsofdrmc.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



This 1850 painting by John Lucas, tersely titled *Conference of Engineers at the Menai Straits Preparatory to Floating one of the Tubes of the Britannia Bridge*, evinces the high regard Robert Stephenson was held in during his lifetime. Stephenson (centre) holds court with a group involved with the Britannia Bridge and others. Standing: Admiral Moorsom, Secretary London & Birmingham and Chester & Holyhead; Latimer Clark, assistant; Edwin Clark, Assistant Engineer Chester & Holyhead; Frank Forster, engineer; G.P. Bidder, engineer; Mr. Hemmingway, masonry contractor for the bridge; Captain Claxton who floated the tubes out; unidentified and Alexander Ross, engineer. Seated: Charles H. Wild, Stephenson's secretary; Joseph Locke and I.K. Brunel. Kneeling: unidentified. Locke and Brunel in particular seem to have been thrown in to add importance to the event which probably never took place



GWR 5972 *Olton Hall* a.k.a. *Hogwarts Castle* arrives at North Road on Saturday afternoon, 17 September with one of the NRM steam shuttles. Fans of all ages awaited the film star who showed great presence and poise but was too pressed for time to sign autographs.

Photo' Brian Denham.