

Friends of Darlington Railway Centre and Museum

Newsletter

Spring and Summer

80p (Free to members)



John Leng 1921 - 2012

The Railway Heritage Trust

Witton Park- Durham's Klondike

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Introduction Usual Apology

These pieces have changed from introductions to apologies for late Newsletters but, while you will have noticed it is late, you might also spot that I have written a lot of it. These facts are connected- I am not a writer and find a blank screen very daunting. The thinning out of the Committee (p.8) has exacerbated matters as meeting reports are usually written by its members but there is no compelling reason for this- it's simply that when the matter arises at a Committee meeting there is no-one else there to ask. If you are going to attend a talk, especially one on a subject you are interested in, please consider offering to write it up. This is, after all, your Newsletter- I am just looking after it at the moment.

Tim Ruffle, Editor

Front Cover: K1 62005 *Lord of the Isles* on the Three Dales Tour in 2007. *Photo David Newby (Black Hat Railway Pictures).* John Leng in 2011. *Photo': Vic Branfoot.*

Contacts

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

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

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Bob Whitehouse is the Community Rail Officer for the Bishop Line, as the route to Bishop Auckland is known and gave a comprehensive description of its running and prospects. Report by Tim Ruffle.

Oscar Wilde described a cynic as “a man who knows the price of everything and the value of nothing”. Today the quote is usually applied to economists but appears equally appropriate when considering the way railways seem to be treated strictly as a business. That railways are a national asset with a worth beyond their strict monetary value does not seem to occur to people who think they can be run by anyone who can manage an office. Of course such a “them and us” attitude is simplistic. No doubt there are many people working within this environment who cherish railways. In fact one of them spoke to the Friends on 5 January. Bob Whitehouse's railway connections go back at least two generations, his grandfather and both parents having worked for the GWR (which I am sure nobody in the Friends will fault- Western Region born and raised Editor), and volunteers as a guard on the Wensleydale Railway so his business-like presentation was pleasingly accented by enthusiasm.

Bob's subject is, naturally, familiar to many members of the Friends. In business terms the “product” is a railway linking two major centres of population and adjacent to smaller centres. It is an historic route (to put it mildly) but a modern railway with clean, tidy stations all of which are seeing increasing use and present an excellent overall corporate image. Sadly it is North Road Station that is the poor relation. 'Bus stop style shelters barely count as new facilities, disabled access is poor and there is no CCTV coverage. It is also the only station on the line not to benefit from a station adoption scheme (hint hint).

The line itself has been rationalized which means, in this context, singling sections to make it marginally cheaper to maintain but more complicated to actually run trains of which there are ten a day with five on Sundays. Finding paths can be tricky and minimal maintenance in the past has seen speed limits introduced reducing trains to 35mph in places but it is to be hoped that Hitachi's arrival and freight and occasional rail-tour traffic generated by the Weardale Railway and Locomotion at Shildon will prompt improvements. A journey from Darlington to Bishop Auckland still takes half the time it does on the 'bus for a comparable fair and, in spite of all conventional wisdom, the trains are much used by shoppers- especially travelling from Shildon where there is a housing estate near the station. (A difficulty facing the line is that most of the stations are near industrial units rather than houses and on the outskirts of the communities they serve.)

Service trains are typically class 142 “Pacer” units. These are favourites of few rail enthusiasts being based on 'buses with a reputation still tarnished by protracted teething troubles from their introduction getting on for 30 years ago but they are now reliable, seat over 100 passengers and, importantly, cheap to run. It might be noted that the Weardale Railway simply could not run a regular service without their similar class 141 unit. The Pacers will be around for a few years yet but cannot meet new disability access standards and will have to be withdrawn by the end of 2019.

There have been various activities to promote the line such as conducted scout and school parties for whom train travel may be a novel experience, the station adoption schemes and, of course, tying in with the museums and Weardale Railway. Such initiatives from Bob and those like him must encourage interest in the Bishop line and railway heritage in the area.

Information about the Bishop Line, including time-tables and fares, can be found on a dedicated website: www.bishopline.org.

TALK: The Rise, Fall and Rebirth of Bishop Auckland Railway Station. 7 June 2012

Andrew Everett's talk may have been the focus of the June Meeting but it seems wholly appropriate to move it next to Paul Whitehouse's talk on the Bishop Line. Andrew is a Member of North Eastern Railway Association and the Bishop Line Partnership. This is his own summary.

My aim was threefold- to focus on Bishop Auckland:

- a) as a place of historical importance,
- b) as a railway town with an unusual triangular railway station (one of only six nationally), how it came to be, what its functions were,
- c) how it declined and what is being done about revitalising it as a town facility.

The first part traced its development from pre-history, via Roman, Anglo-Saxon and Danish times, to the Middle Ages. I continued on through the Stuart royal progresses of James I and his son Charles I, looking at the post-Restoration Bishops of Durham and beyond to the beginnings of the Industrial Revolution.

The second part gave an account of the occupational, commercial, religious and cultural heritage of the town and how the station came to take the shape it did. I looked at some of its interesting features, the horse-box siding, its three-storey signal box and magnificent signal gantries, as well as the diversity of lines radiating around it.

The third part traced the decline and the indecision about what to do with the site until it was reduced to a single platform at the end of a branch line. I concluded with a review of what is being done to revitalise the area. *Durham County Council* and *Bishop Auckland Town Council* are providing the money. It is working in partnership with *Northern Rail* and *Network Rail*. They in turn collaborate with *Bishop Line Rail Partnership*, *Weardale Railway* and '*Locomotion*' Railway Museum.

The platform side has been repainted and tubs with flowers set out, timetabling has been improved, but pressure is being exerted to make it even better. Shoppers use the train as it is cheaper and quicker than the 'bus'. There are a number of charters and trains for events.

There is to be a new frontage and eventually some staff on site (it is unmanned at present). Two other enterprises bode well for the future. Weardale Railway has developed heritage passenger services and freight passes through once again. Hitachi and its new factory at Heighington will add much needed activity and other benefits on the line.

'Hope springs eternal'

Andrew Everett MA 19-06-2012

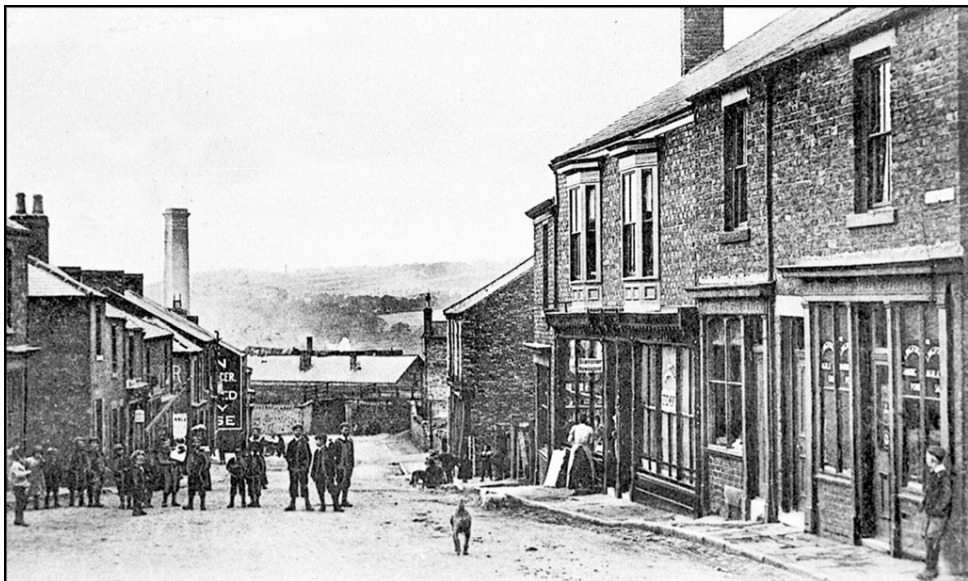
Keith Belton, with his colleagues, Ken Biggs and Dale Daniel of the Witton Park History Group presented a very interesting talk to a large audience of members at an afternoon meeting. Report by Gill Wetherell.

Witton Park was the western terminus of The Stockton and Darlington railway, from the time when the line was only used to carry coal from The William Pit, past Etherley, Brusselton and Shildon and down to Stockton. Bolckow and Vaughan were established in Middlesbrough with an Ironworks, but did not have a suitable site for a blast furnace and rolling mills, so this site was where they chose to put one, although there wasn't too much iron ore, and they had to bring it in from Grosmont, via Skinninggrove. The station building was designed by Mr. Peachey a leading architect of the time.

The business, a Limited Company run by a consortium of Manchester businessmen, led by Henry David Pochin, in 1864 was worth £2,500,000 and workers came from all over the country to work at Witton Park, lured by very high wages. At the height of production it was possible to earn £1,000 per week in today's terms. The whole development, which supplied iron for all manner of items required by the mining and shipping and rail industries, as well as cannon for the military, sat in the middle of lovely countryside and was rather like The Wild West, with a pub to every 250 people, including three pubs right in the Ironworks themselves, as the workers drank a huge quantity of beer. The workforce was always striking and rioting, with pitched battles regularly in the streets, but, even so, was considered to be more productive than Middlesbrough.

Sadly, only 50 years later, after the demolition of the ironworks in the 1920s, Witton Park was one of the poorest areas in the country, and now there is almost nothing left to show that this was one of the leading industrial sites in the country.

Mr. Belton has written a book on this subject, well illustrated with the maps, plans and photographs, which he had brought with him to show the members.



Witton Park's main street c. 1901.

The Friends are hugely grateful to Gordon Reed for stepping-in at short notice to fill our March 2012 slot when the scheduled speaker had to withdraw due to a family illness. Report by Vic Branfoot.

Gordon disarmingly entitled his talk Reedy's Rambles although his presentation was very much not a ramble in terms of improvisation and disorganisation. Rather, Gordon provided a well-planned and copiously illustrated description of his life and career in railways. He spent his early days in the North Tyne village of Bellingham and showed a fascinating selection of black & white photographs taken yesteryear in the area. For example, we saw views from the Riccarton Junction to Hexham line, the Waverley Route from Riccarton into Scotland and the Wansbeck Valley line to Morpeth.

In 1948 Gordon left school and became an apprentice boilermaker at Darlington Works after which his career progressed to his being District Welding Inspector based at Leeds. Gordon's presentation continued to be liberally illustrated with photographs of the locomotives of the era and one sensed the good-sized audience appreciated seeing memory-jogging photographs of familiar past favourites.

Gordon produced some interesting opinions *en passant*. For example, he said that the B1s were "quite the equal of the Black 5s, really", that the A8s which worked passenger turns - (we saw 69867) - were "big impressive engines" and that the Standard Class 2 2-6-0 locos - (an example which we saw illustrated was 78030) - were "neat smart engines".

A quotation which Gordon once heard and which he gave against himself was that "boilermakers are fitters with their brains knocked out". He also observed, perhaps rather mischievously, that, at Darlington, "we had the last laugh" because the last repair of *Flying Scotsman* during BR days had taken place in the town.

On 5 July 1954, Gordon was told that his "services were no longer required" at Leeds and, the same year, he was called up to the Royal Engineers and was posted to the Marchwood Military Railway near Southampton as a boilermaker. Not



Left: Gordon Reed on the left c.1959. Right: 63398 (probably) passes Bishop Auckland East and its impressive signal gantry. Both loco's are Darlington built Q6s dating from the late 1910s.

for him any adventures in such far-away places as Aden or Kipling's "Fuzzy-Wuzzy Sudan". Marchwood Military Port was the location for the final assembly and launching of the floating bridge spans for the Mulberry Harbour.

After National Service, Gordon applied for a boilermith vacancy at West Auckland shed ... and got the job. Gordon observed that, at West Auckland, "you really had to earn your keep" as a fireman because of the steep inclines when the shed's locos were required to work. He noted that Belah Viaduct, near Stainmore, was the highest viaduct leading to the highest railway summit in England. In fact, said Gordon, West Auckland shed had provided the last steam loco to work over Stainmore summit. The last ever loco to work out of West Auckland was Type 2 diesel D5174 when the shed closed in 1964

Gordon said that some people made fun of West Auckland shed, quite unjustifiably so. One shed foreman who did not want his hard-working firemen to do themselves an injury because of the arduous nature of the work used to tell them, "Now lads, go steady; I don't want any candidates for the Luton Girls' Choir".

In retirement, Gordon has worked as a volunteer at Haworth shed on the Keighley and Worth Valley preserved railway line and he closed his presentation with a series of photographs showing the work he has been doing at Haworth.

Gordon had provided a most interesting presentation which brought back many memories in the minds of an audience which much appreciated his having stood-in so effectively at the last minute.

Meanwhile, for those of our members interested in such listings, amongst the locos which we saw on Gordon's slides in addition to those already mentioned were 770011, 62771 *The Rufford*, 62747 *The Percy*, 76021, 60888, 72005 *Clan Macgregor*, 64848, 65062, 65064, 63347, 77011, 41241, 69021, 65078, 77003, 76049, 63343, 76045 and 62496. The most common shed plate which we saw was 51F which, of course, represented West Auckland.



BR standard class 4/2's (left) at Stanhope in 1962 and (right) on shed date unknown. Both loco's were built at Doncaster, 76021 originally allocated to York North, 76046 to Gateshead. Both worked from West Auckland (51F) when these photo's were taken and both bear small white circles around the smokebox door handles- a Gordon Reed trademark apparent in many of the photo's that illustrated his talk.

Report by Tim Ruffle: The Annual General Meeting took up the first half of the evening. The usual reports were read showing that the Friends is in good shape financially and that membership numbers remain pretty constant. A question was asked about the spending figure for publicity mentioned in the Treasurer's report the lion's share of which was accounted for by the guide book which the Friends will recoup as it sells. The writing and printing of the guide book was the major project undertaken by the Friends last year. The book is selling quite nicely and its production, the first new guide to the Museum for many a year, attracted some publicity earning the Museum a mention in local newspapers.

And then there were the elections...

No new candidates stood for any of the Committee posts which is a shame since three members of the Committee resigned at the meeting: Chairman Richard Wimbury, Membership Secretary Vic Branfoot and Programme Secretary Brian Denham. This was expected, all three had made their intentions clear well in advance, but the collective reluctance to fill their places was disappointing.

Gillian Wetherell remains Vice Chairman- effectively Chairman at the moment, John Carter Treasurer, Don Whitfield Archivist and Tim Ruffle Newsletter Editor with Derek Reeves as a floating member. It should be noted that, although absent from the Committee, Vic Branfoot continues to organize the membership and has pledged to do so for the rest of the year unless replaced sooner whilst Brian Denham oversees the programme he arranged for this year.

Get Involved

Since the resignations the Friends may appear to be carrying on without hindrance but it is in a perilous state. The Committee was reduced to six, now five sadly with the passing of John Leng, and needs new members not just to save those left from doubling up on jobs but to keep it representative. A programme of talks is in hand for next year thanks to Gill but if the Committee is not up to strength by the end of 2013 the Friends will be suspended.

Committee meetings take up a morning every month or so, none of the posts is anything like a full-time job and the role of Programme Secretary may be seen as an opportunity to skew the meetings towards one's own area of interest not that anyone would of course! (...would ten talks about Deltics be going too far?)

If you want the Friends to keep going please consider joining the Committee. You can contact Gill at meetings of course or by e-mail at vicechairman@friendsofdrcm.org

Black Hat Railway Photographs

As usual the business of the AGM was dispatched fairly quickly leaving time for something else- this year David Newby presented some of his railway photographs. David can often be seen at railway events and venues wearing his distinctive black hat which has become something of a trade-mark.

Unfortunately technical problems prevented David from showing his photo's in the order he had intended but, to a great extent, it was the pictures that did the talking anyway and they presented a pleasing cross section of the modern railway scene and preserved traction, both steam and Diesel, at various museums and heritage railways.

David was able to discuss the pictures as they appeared of course and his comments covered not just location and dates etc. but his approach to photography- trying to get a picture right in-camera rather than rescuing it in Photoshop®, attempting to find striking compositions rather than the usual three-quarter view and the thinking behind what might be called the more arty photo's with unusual lighting or juxtaposition- or both. He also



professed a fondness for “Pacer” DMUs but nobody's perfect. His top tip in the question and answer section was disarmingly simple- buy a small spirit level that can attach to your camera's accessory shoe or tripod mount point. For a few pounds you need never be bothered by Dutch tilts again... unless you want to be.

David's website is www.blackhatrailwaypictures.co.uk. Of course this site includes a great many pictures making a broadband connection almost essential.



Obituary:

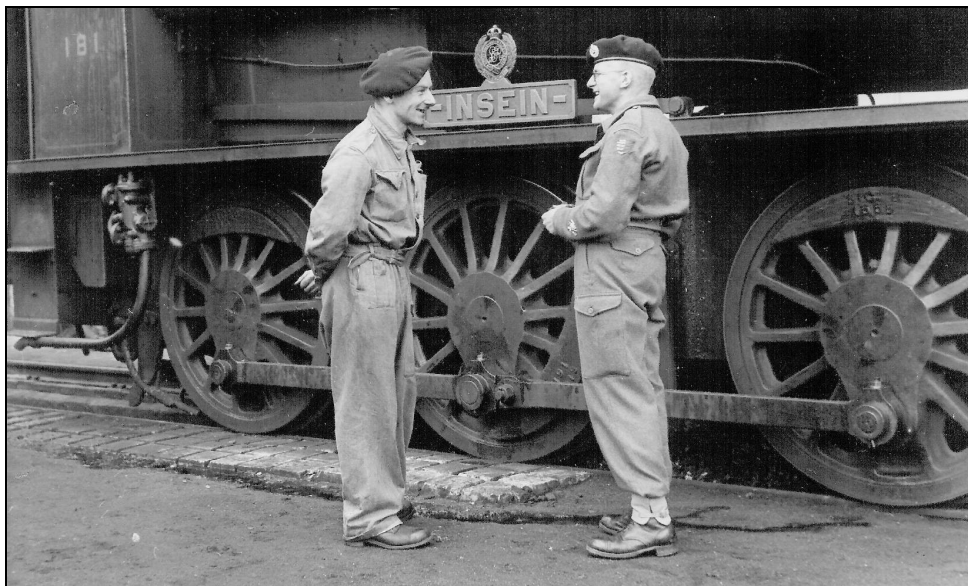
John Leng
1921 - 2012

John Leng, the Friends' President and a gentleman much involved with the Museum and Friends' activities over the years, died in May following a stroke. This tribute was prepared by Ray Goad, Arthur Peacock, Don Whitfield and Bill Ferguson.

John Leng was born, and lived most of his life, in Darlington attending Alderman Leach Infant and Junior Schools. He was apprenticed to Robert Stephenson and Hawthorn's locomotive builders in Darlington starting as "tea-boy" to Andy Whitfield, foreman of the Erecting Shop and father of the Friend's Don Whitfield. After his apprenticeship John became a fitter at "Stivvies" striking up a life-long friendship with John Pinkney with whom he exchanged voluminous correspondence which continued up to his death.

John joined the Territorial Army as a member of 50th (Northumbrian) Division Signal Regiment but transferred to the Royal Engineers at the outbreak of war and went to Longmoor Military Railway. Later he was sent to Cairn Ryan Military Port at Stranraer to maintain their locomotives. He was featured in the definitive history of that little known wartime venture and later met its author. At was also at this time that John met Joyce, his future wife, also serving at Cairn Ryan but a Middlesbrough girl.

By the end of the War John was a Corporal. He remained in the TA Royal Engineers and went to a number of Annual Camps at Longmoor as an NCO. On his return to civilian life John married Joyce and they had a daughter, Pamela, in 1947. He told the story about how she was not able to be taken out in her pram for about two months because of snow. He joined BR as a locomotive fitter at Darlington Motive Power Depot at Bank Top. Whilst there he went out to Bleath Gill in 1955 as part of a team sent to rescue a freight train stuck in a huge snow drift. "We left the sheds at Bank Top with a couple of brake vans filled with paraffin, old rags and cotton waste- anything to build a fire around the cylinders," he recalled. "It was a cloudless sky- you would have thought you were in Switzerland." The



John Leng at Longmoor as an SSM. 0-6-0 saddle tank No 181 was named *Insein* to commemorate a place in Burma near Rangoon important to RE transport operations.



With family, friends and well-wishers at his 90th birthday celebrations in the Museum's Activity Room last year. Right: Working on frozen valve gear in *Snow Drift at Bleath Gill*.

recovery operation is the subject of the famous British Transport Films short *Snow Drift at Bleath Gill* in which John is seen attending to the frozen valve gear.

In 1957 he went to work at the new DMU depot after attending a Diesel course at Derby but left BR when this depot closed. Sadly his wife died in 1984. After BR John became the Workshop Manager with a TV aerial firm but left this to work at Cummins Engines in Darlington until his final retirement.

John was a long-term member of the Friends, Committee member and, eventually, President. He helped set up Jackson's Corner to try and preserve the mountains of railway memorabilia left when Chairman Geoff Jackson died in 2000. Helped by Bill Ferguson he gave numerous talks to local organizations on the history of North Road Station. His colourful anecdotes were much appreciated. John visited relatives in Australia and gave talks to the Friends about rail journeys he had made there including the famous Ghan route. He was also a Covenanter with the A1 Steam Trust and followed the progress of 60163 *Tornado's* build with close interest.

In later years his health, particularly impaired hearing and faulty knee joints, restricted what he could do physically but he remained positive and always supported any events organized by the Friends and the Museum. We will remember him for his unflinching courtesy, cheerfulness, helpfulness and his interest in others. John was a true gentleman who will be greatly missed.

Jack's Trip on The Ghan

Derek Scafton writes: In April and May 1987, during the southern hemisphere Autumn, Jack Leng visited Australia, primarily to spend time with his cousin who lived in Melbourne. As part of his holiday, Jack visited Ayers Rock and the 'red centre' of Australia, returning south on 'The Ghan' train from Alice Springs. My daughter and I travelled north the 300 or so kilometres from Adelaide to Port Augusta to meet The Ghan, as I had arranged for Jack to ride in the cab of the lead locomotive for part of the journey south. He did so from Port Augusta to Coonamia, the station for Port Pirie. The locomotive was GM 19, built in the mid 1950s for Commonwealth Railways, and in 1987 part of the Australian National Railways' fleet. For the rest of the journey from Coonamia to Adelaide we all enjoyed a late lunch in the dining car. For Katherine and I it was an enjoyable couple of days out, and for Jack the cab trip topped off his holiday.

Jack Leng was a friend of the Scafton family from way back, having served with my grandfather, Harry, at RS&H, and with links to my parents at Longfield Road. He will be missed by many, and time spent with him at Middleham Road, at the Museum and in Australia has left me and my family with many happy memories.

Derek Scafton. Adelaide, 14 May 2012.

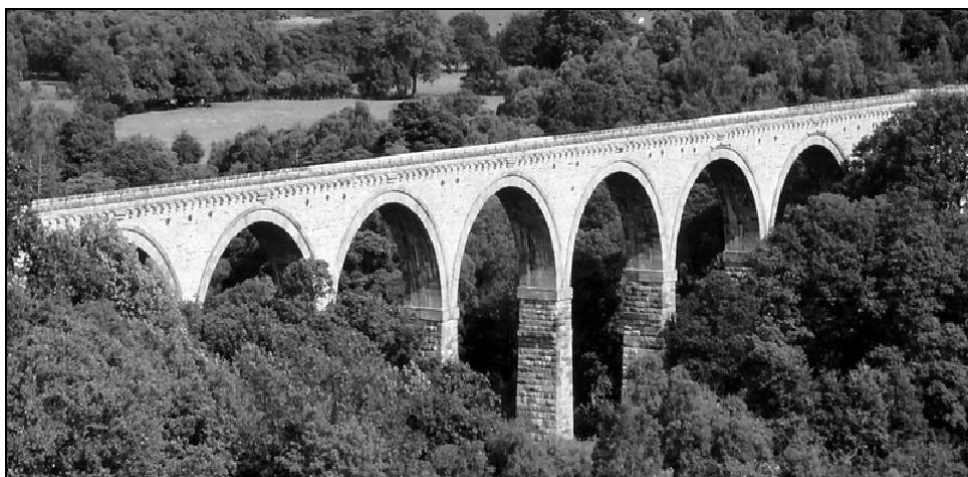
Andy Savage is the Executive Director of the Railway Heritage Trust, a Fellow of both the Institution of Civil Engineers and the Permanent Way Institution, a Chartered Member of the Institute of Occupational Safety and Health, and of the Chartered Institute of Transport. He joined the railways from school training as a civil engineer and becoming Deputy Chief Inspector of the Rail Accident Investigation Branch of the Department for Transport. He is also much involved with the Ffestiniog and Welsh Highland Railways. Report: Tim Ruffle.

The Railway Heritage Trust was set up by British Rail in 1985 to assist in the preservation of the listed railway buildings and structures in Britain many of which remain in use as part of the infrastructure under BR then Railtrack and Network Rail, some standing as monuments to lines that no longer exist. (Non-operational railway property is overseen by the British Railways Board- Residuary one of the last vestiges of British Rail.)

British railway companies built 9,000 stations, 60,000 bridges, 1,000 tunnels and innumerable track-side buildings including engine sheds, signal boxes, warehouses and cottages along 19,000 miles of track at their greatest extent. Andy might be accused of preaching to the converted with his introduction making the case for the Trust's existence. He described the development of railways in Britain, their historic importance and gave examples of not just the beauty of some of the structures such as the Royal Albert Bridge at Saltash but the innovation that they represent.

The Trust's remit is "the conservation and enhancement of railway buildings and structures which are listed or scheduled, and are of special architectural or historical interest and to act as a catalyst between outside parties and owners on the conservation and alternative use of non-operational property, including the possible transfer of responsibility to local trusts or other interested organisations". This specifically excludes heritage railways which are operational but no longer any part of the national system.

The Trust has been involved in the wholesale restoration of great stations, bridges and other buildings such as St. Pancras. Kings Cross and Liverpool Lime Street have had



Lambley Viaduct built for the Haltwhistle to Alston branch. Neglected since closure in 1976 the RHT oversaw (and contributed nearly £160,000 to) a £800,000 restoration project which removed vegetation, repaired the structure and drainage, added parapet rails and resurfaced the deck before handing it over to the North Pennine Heritage Trust.



The destruction of the Doric arch at Euston is often cited as a typical example of BR vandalism. In fact by the 60s the rebuilding of Euston had become essential and BR looked into relocating the arch. Its demolition was sanctioned by the Prime Minister Macmillan unwilling to spend any more than absolutely necessary in spite of a huge outcry. The stone cladding was torn from the metal structure and much of it sold to British Waterways who used it to fill a chasm in the Prescott Channel. It was traced by Dan Cruickshank in 1994 who has located some 60% of the stone. (Other stones are to be found in the house and garden of the demolition contractor Frank Valori who had offered to store the stone at his own expense whilst a site to re-erect the arch was found- an offer "disdainfully rejected" by the Government.) The iron gates were saved for the NRM

This sorry episode does seem to have galvanized a movement to preserve railway heritage which, with John Betjeman as its figurehead, very publicly (and, of course, effectively) resisted the demolition of St. Pancras. One might earnestly wish that the RHT had existed in the 60s to save the arch but perhaps the passions aroused by its destruction can be credited with a change in the attitude of Governments and BR over the next 20 years culminating in the Trust's founding.

There is hope in some quarters that the arch could be reconstructed but it would be an ambitious project. The stone is quite impermeable and little affected by being underwater for 50-odd years but the demolition and being dumped into the Channel is bound to have caused considerable damage. Recovering the stones, replacing those lost and rebuilding would cost the thick end of £10m.

thoughtless later additions inside and out removed to recreate their original grandeur. Similar work is ongoing at Newcastle Central with particular attention being paid to the water-tower at the moment. There are smaller projects that the Trust is involved with too. Fencing has been extended at Darlington and Newcastle using new cast iron components provided by the Trust- the sort of thing that might go unnoticed unless done badly.

The Settle-Carlisle line is the focus of much attention and has received over a million pounds from the Trust. The whole route is a conservation area meaning little can be done without negotiation but a new shelter at Dent looks as if it has always been there, BR(LMR) colours have been applied along the route and MR style lighting has been installed at Dent and Horton-in-Ribblesdale- an unusual step since new lights should meet new standards but passengers on the line almost all travel by day. The Trust does not usually fund maintenance but an exception was made for Ribbleshead Viaduct where the line between maintenance and restoration was blurred.



Many stations deteriorated in BR ownership as the bare minimum was done to keep them usable. Aylesford Station in Kent built from Kentish stone with Caen stone dressings by the SECR looked very sorry for itself by 1980 with teetering chimneys removed rather than repaired and boarded up doors and windows. It's 80s restoration was an early success for the RHT then working with Network South East.

It is important to note that the Trust's aim is certainly not to pickle railway buildings in aspic- an approach that would be wholly incompatible with their continued use. For example electrification often arouses local opposition from groups who fear it will ruin a landmark bridge or embankment. Durham Viaduct attracted particular attention. As was typical opponents suggested that all locomotives using the ECML could be fitted with a third rail system just for use on bridges or that trains could coast across. Precisely how a south-bound train, particularly one which had just started from the station, could coast uphill all but a quarter of a mile was never made clear by the objectors. Certainly it would be difficult to argue that electrification masts improve any view (although Andy used a picture of the High-Level Bridge to illustrate that they are not as obtrusive as one might expect) but it would be impossible to argue that electrification is not the way forward- indeed British main lines could be considered behind the times in this respect. The Trust's concern in such cases is that bridge structures will accept electrification equipment.

Andy's talk gave a much appreciated insight into the conflict between preservation and progress and the way both interests may be served. For much more about the Trust visit their website: www.railwayheritagetrust.co.uk. There is a link from the Friends' site.



It was not just BR that treated buildings unsympathetically. Boston Station in Lincolnshire opened in 1848 with a five arch portico over the entrance. In 1911 the Great Northern knocked through a new entrance, demolished two of the arches and walled the rest in. The RHT, local authority, Regional Railways and Regeneration Group restored the building in the 90s.

Memorial Bench

A bench in memory of John Leng has been given to the Museum by the Friends. Its construction was organized by Don Whitfield with legs painted "Tornado Green". It was in the meeting room for the September talk when this photo' was taken but is now in the main body of the Museum where the best position will be determined for it in due course.



Vintage Traction

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 6 October. The Railway Touring Company's *Hadrian*, due to run north on the ECML, has been cancelled.

Saturday 13 October. The RYTC's *Wensleydale Railway* tour will run from Newcastle north to go around the Blythe-Tyne loop through Morpeth and back to Newcastle then south around the Stockton loop into Darlington behind 7P 70013, *Oliver Cromwell*. It will continue Diesel hauled to Northallerton and the length of the Wensleydale Railway then return (by steam) directly to Newcastle.

Newcastle d. 09:00, Leyburn 13:00, Redmire 14:15

Redmire d. 15:25, Leyburn 15:45, Newcastle 18:45

Saturday 20 October. Two class 47's will take the RYTC's *Weardale Railway* tour from Carnforth to York. 70013 will take charge to Darlington, along the Bishop Line and the length of the Weardale Railway. The loco' will run round in Stanhope to return to Darlington, run round again and head north to Newcastle, around the

Blyth-Tyne loop to double back to York handing back to Diesel for the run to Carnforth.

York 10:20, Stanhope a. 12:20, d. 13:45

Newcastle 14:15(!), Morpeth 16:00, Newcastle 16:30, York 18:30.

NB: These are the timings as listed on the RYTC's website but half an hour from Stanhope to Newcastle is clearly wrong. My guess is that arrival in Newcastle should read 15:15 but enquiries have gone unanswered. Editor.

Saturday 27 October. The RYTC's *Hadrian* tour will run by Diesel from Skipton to York handing over to 70013 which will run north along the ECML to Low Fell then take the Tyne Valley line to Carlisle, Skipton via the Settle-Carlisle and back to York.

York d. 09:00, Carlisle a. 13:45, d. 15:45, York 21:45

Wednesday 20 November. Compass Tours' *White Rose Festive Scotsman* tour will run from Stoke on Trent to Edinburgh and return with two 47's in charge.

York 9:00 and 20:30

Saturday 24 November. The RYTC's *Tynesider* behind A4 60007, *Sir Nigel Gresley* will run from Newcastle to King's Cross and return (Diesel hauled from York).

Newcastle d. 07:00, Durham 07:22, Darlington 07:45, York 08:55

York 21:10, Darlington 21:50, Durham 22:10, Newcastle 22:25

Saturday 1 December. The RYTC's *Christmas White Rose* will run from Cambridge to York and return behind 60007. Rescheduled from 8 December.

York a. 12:40, d. 17:00

Steam Dream's *Cathedrals Express* will run from Redhills to York, return (Thursday 6) and from Broxbourne to York, return (Wednesday 12) behind A1 60163 *Tornado*.

York a. 14:00, d. 17:30

Saturday 8 December. Railtourer's *Edinburgh Christmas Special* will run from St. Neots to Edinburgh and return in the charge of two 47s. No timings available at all so good luck with that.

Thursday 13 December. RYTC's *York Yuletide Express* will run from Norwich to York and return behind 60007.

York a. 12:50, d. 17:00

Saturday 22 December. Vintage Train's *Christmas White Rose* will run from Tyseley to York and return behind Castle 5043 *Earl of Mount Edgcumbe*. No timings available.

Saturday 22 December. RYTC's *Christmas Yorkshireman* will run from London Victoria to York behind 60007 and return behind a Diesel.

York a. 13:50, d. 17:30

Friends Meetings for 2012

Meetings are at the Museum usually taking place in the Conference Room on the first Thursday of the month. Times vary with Winter meetings taking place in the afternoon allowing the Museum to save considerably on lighting, overtime, etc.

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.

- 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**

2013

The 2013 programme has yet to be completely mapped out but if you wish to mark your diaries now the dates have been decided and speakers booked for the first few months. All the dates listed are Thursdays but note that there will be no less than *three* exceptions to the usual first Thursdays schedule. January 3 is too close to New Year so the talk will be in the second week. The second September talk near the anniversary of the S&DR is reintroduced on the 26th which, in turn, pushes the October meeting back avoiding meetings on consecutive weeks.

- 10 January, 1:45 **Tornado Now and in the Future and the A1 Steam Trust's New Project.** Tony Lord.
- 7 February, 1:45 **Rails Over the Manaro, New South Wales.**
Andrew Everett
- 7 March, 1:45 **The Tees Valley Metro.**
Jonathan Spruce B.A.
- 4 April, 7:15 **AGM then Talk- T.B.A.**
Chris Lloyd

Dates for the rest of the year are: May 2, June 6, July 4, August no meeting, September 5, September 26 (also the first afternoon meeting going into Winter), October 10 (second Thursday), November 7 and December 5.

You may have heard that Chris Nettleton was engaged to give his talk *Steam in and Around Darlington* in March but, just before the Newsletter went to print, he cancelled. This was solely due to a scheduling conflict arising with a family event and it is hoped to book him for another date.

Museum Programme

See the Museum's own programme or website (www.head-of-steam.co.uk) for details and updates.

Exhibitions

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.

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.

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.

Educational Workshops

The Museum's varied programme of activities for schools ties in with key stages. 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.

Workshops Week Six: Building Bridges. October. Discover more about bridges using the real and model ones as your inspiration. Compete in the bridge building challenges! For KS1 & 2.

Workshops Week Seven: Forensic Apprentice. November. Help the museum solve a crime! Students conduct a series of scientific experiments to narrow down the suspects. Suitable for Y 4,5 and 6.

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



Last year 55022 *Royal Scots Grey* earned some pocket-money, and attracted a fair amount of publicity, hauling Alcan freight trains. For some it was a welcome outing for a distinguished locomotive, for others a sign of the apocalypse but, as David Newby notes on his website, it was certainly unusual. Someone came from Canada to see this! *Picture Black Hat Railway Pictures.*

A striking night view of Sheffield Midland opened in 1870 by the MR. The Railway Heritage Trust contributed £430,000 to a twelve year project that illustrates its remit nicely- not just to preserve buildings but to recognize that they are part of a working railway system that serves the needs of passengers. The 1905 *porte cochere* now houses shops and is enclosed by glazing and the platform environment and catering have been improved, all accomplished with sympathy to the building. *Picture furnished by Andy Savage.*

