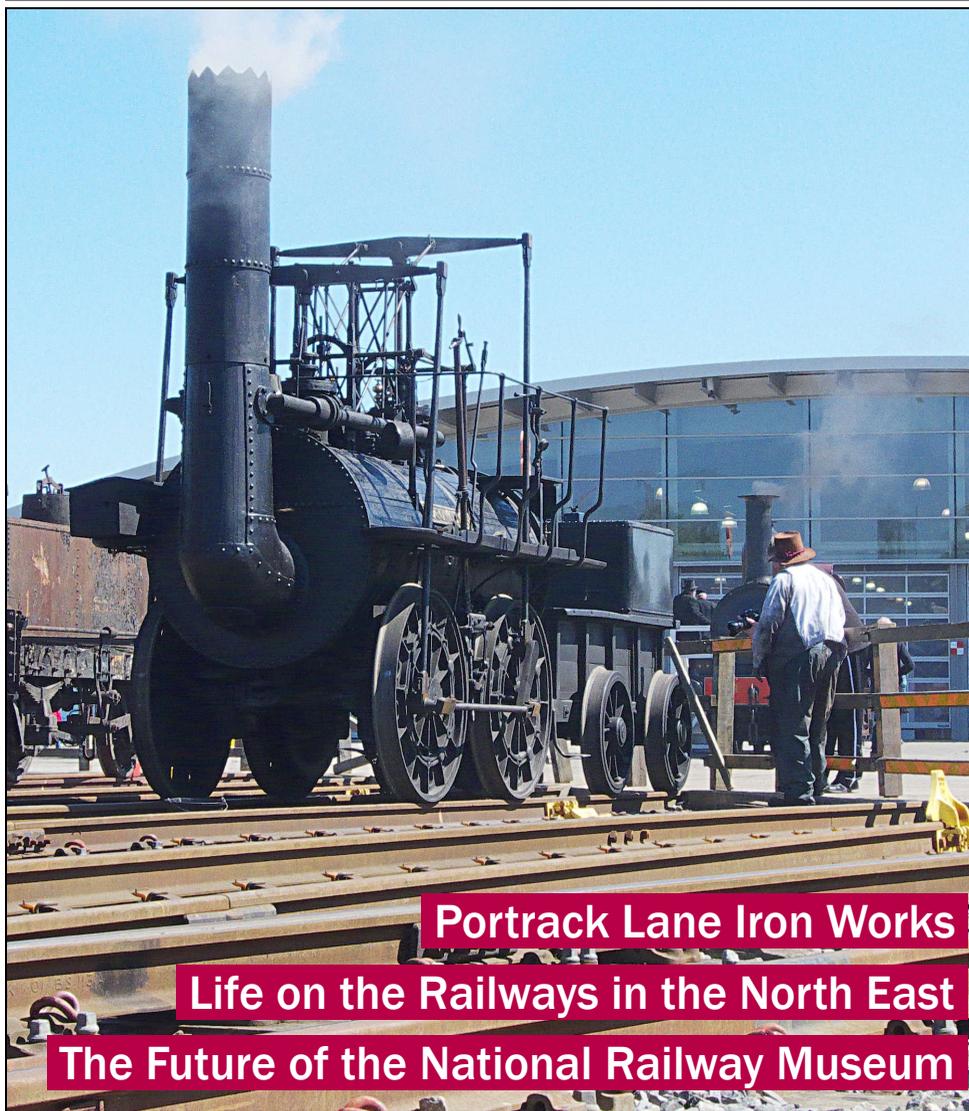


Friends of Darlington Railway Centre and Museum

Newsletter

Summer 2011

Free to members



Portrack Lane Iron Works

Life on the Railways in the North East

The Future of the National Railway Museum

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Introduction

This issue has been released later than hoped but earlier than I feared. The usual printer for the Newsletter (Festival Digital Print) has had to close unexpectedly for renovations. Happily, Atkinson Print in Hartlepool has come to the rescue. Atkinson's has quite a record in railway circles doing all of NERA's work for them as well as printing their own books some of which you may be familiar with. Thanks are due to Atkinson's and particularly Adrian Liddell there for taking on a job too small for most outfits to bother with.

Tim Ruffle, Editor

Front Cover: The replica of *Locomotion* made for the 1975's Railway 150 celebrations mentioned in last issues excerpt from Derek Reeve's autobiography. Usually at Beamish it was in steam, though not running passengers, alongside reproductions of *Rocket* and *Sans Pareil* at Locomotion (museum not loco) Steam Gala on the first weekend in May.
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.

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After the AGM, reported in the last Newsletter railwayman and Friends member Ray Goad presented a selection of photographs from his collection. This report is by Bill Ferguson.

The first part of Mr. Goad's presentation was devoted to photographs taken by the late Howard Bertram, a fellow railwayman and long time friend of Ray.

Locations were mainly in the North, ranging from the Alnwick Branch to Carlisle and down to Yorkshire, although there were interludes featuring the GWR at Buckfastleigh and the Great Central in Derbyshire.

As expected, steam locomotives were prominent including the *Flying Scotsman* undergoing one of its overhauls and other well-known classes V2, J27, A4,

Howard Bertram

Ray first met Howard Bertram at Darlington loco' works in the early 1960s when he was a toolmaker and Ray worked in the Drawing Office. Howard gave some very good advice when Ray bought his first 35mm camera. From then on they shared a common interest in photographing the fast disappearing steam locomotives.

Together they visited such diverse places as Carlisle and Consett and various locations on the Settle to Carlisle line. They continued their friendship long after the works closed resulting in them giving combined slide presentations to various organisations using the title Double Headed Steam. Fortunately Howard's slide collection was passed on to Ray by his widow and family.



A4 60034 *Lord Faringdon*, on an up express at York. Photo: Howard Bertram.

Black 5 and others. It would appear that Bertram had taken full advantage of his position with several views of working sheds and even a shot of *Locomotion* and *Derwent* being cosmetically restored in North Road Works.

It wasn't all engines; there were many stations in the North East, all now either gone or drastically changed; the Tees Viaduct at Barnard Castle; Shildon coal drops and a notable gas lamp there as well as the Gentleman's Coach as seen in the Railway Children film.

The subjects of the photographs selected by Ray were:

| | |
|---|---|
| <i>Princess Elizabeth</i> passing Penrith | <i>Flying Scotsman</i> , Darlington Station |
| Carlisle Station (two) | Unidentified class V2, York Station |
| Unidentified LMS 5MT entering Carlisle | A4 <i>Lord Faringdon</i> , York Station |
| Royal Scot <i>The Girl Guide</i> passing Upperby | Unidentified B1 passing Croft |
| <i>City of Coventry</i> passing Upperby, Carlisle | Unidentified V2 on a down freight, Aycliffe |
| Unidentified J36 on freight passing Upperby, Carlisle | V2 60809 on a down freight, Aycliffe |
| <i>Flying Scotsman</i> and K1 62007, Darlington Works | Buckfastleigh Station |
| A4 <i>Kingfisher</i> ex-works, Darlington Works | GWR auto-tank 1435 |
| B16 61472 in snow, Darlington Works | 5MT 45212 leaving Keighley in 1971 |
| B16 61472 ex-works, Darlington Works | WD 90773, Haworth (KVVR) |
| V2 60963 ex works, Darlington Works | L&Y Officer's Saloon, Haworth |
| J25 65696 North Road scrap yard | GWR pannier tank 6430 |
| <i>Locomotion</i> and <i>Derwent</i> Darlington Works | Gainford Station |
| Q6 63446 leaving Shildon tunnel | Winston Station |
| Unidentified Class 31 Diesel leaving Shildon Tunnel | Barnard Castle Station |
| Gas lamp, Shildon Station | Tees viaduct, Barnard Castle |
| S&DR coal drops, Shildon | Tees Valley Junction |
| Bishop Auckland Station (two) | Bromilaw Station |
| Richmond Station interior | 3BR 77003, Romaldkirk |
| LMS 2P 40646, Darlington Shed. | J27 63859, Romaldkirk |
| 7MT 70000 <i>Britannia</i> , Darlington Station | Romaldkirk Station |

With a little time still available Ray was able show some of his own photo's of the NRM's Locomotion museum being developed at Shildon. He started with shots of the ground clearance and early construction then the opening day and a large range of locomotives which had been in steam there. *Duchess of Sutherland*, *Black Prince*, *Oliver Cromwell*, *Duke of Gloucester* and his own favourite, *Green Arrow*. The show ended with a photo of *Mallard*.

An appreciative audience warmly congratulated him on a splendid presentation.

TALK: The Future of the National Railway Museum

5 May 2011

Steve Davies MBE is the Director of the National Railway Museum. His talk to the Friends was well attended and covered the same territory as this article which he wrote for Japanese Railway sin June. It is reprinted here with thanks to Mr. Davies.

It is a little while since my predecessor, Andrew Scott CBE, wrote an article on developments and philosophy at the National Railway Museum (NRM), and I therefore welcome this opportunity to contribute a short thesis on the current situation at York. It also gives me the chance to explain some of my own thinking on how we are to take forward this amazing institution, and to provide some detail on our plans for the next five+ years.

Against this background, many will recognise that the NRM, like many other railway museums around the world, finds itself in the midst of fundamental change. A challenging national economic situation cannot be ignored. But this does not mean that we must limit our ambitions, indeed money will always be available for stunningly exciting projects which capture the imagination of our public. So, from that clear start-point, we must look beyond the immediate challenges which the economic situation might bring, towards the development of a museum supremely well placed to compete for the attentions of an increasingly discerning audience.

The United Kingdom's Government pursues an enlightened policy of supporting free access to National museums. Free entry, however, is no longer the panacea it might once have been, despite economic uncertainty. The public have a choice. A fundamental desire to be stimulated, educated, engaged, entertained and excited, often collectively as a family, will feature highly in deciding how they spend their leisure time- and their money. The salient point here is that the NRM of the future must position itself at the very high quality end of the visitor experience spectrum. This is not just about galleries, bricks and mortar. It is about the whole experience, in-museum and online, from initial awareness, through inquiry, arrival, experience, eating and shopping, underpinned with positive personal engagement with the collections and our staff, all resulting in high levels of personal giving and spend, repeat visits and recommendations to friends. We must give our staff the tools to do the job, and a museum they are proud to be a part of.

NRM MISSION, VISION AND BRAND VALUES

The NRM needs to bring greater focus and substance to our relationship with the contemporary and future railway story. We tell the story of the past well; we must get better at engaging with the present and the future. This sits naturally and comfortably with existing broader museum objectives, and provides the firm *what's-in-it-for-them* basis for a successful and collaborative, financial and sponsorship relationship with the modern rail industry.

At any one time, a single railway museum somewhere in the world lays legitimate claim to being the premier establishment amongst its peers. In this context "premier" means that museum which has the best *balance* of offer, given that no single railway museum is likely to be able to claim that *everything* it has on offer is the world's best. The NRM is quite rightly viewed as an excellent institution by many in Japan, but we cannot allow ourselves to become complacent if we are to legitimately lay claim to have achieved, on balance, world premier status. We must not be too proud to learn

from our international partners, and it is noteworthy that the NRM derives much inspiration from its Japanese colleagues. But we know what we have to do, and our plans will get us there. And it is worth emphasising at this point that when we discuss the NRM we mean both at York *and* Shildon. A little appreciated fact outside the United Kingdom is that we are in fact two museums. *Locomotion* is the NRM at the historic railway town of Shildon, inextricably linked with the Stockton & Darlington Railway of 1825, and of course the famous early railway engineer, Timothy Hackworth.

The above analysis therefore gives context to the NRM's new mission and vision:

Mission: A museum that enables people to explore the story of railways and of how they fit into that story. Through life enhancing experiences, the visitor will gain greater appreciation of railways as a form of transport through an exciting, educational and memorable series of complementary galleries, interactive, web and learning experiences, telling the story of railways past, present and future.

Vision: The NRM will become the World's premier, most exciting railway museum, achieving national and international acclaim, and a must-visit reputation.

It can therefore be seen that our mission and vision combined provide a crisp, clear, focused and achievable set of guidelines for our future journey, hand-in-glove with the simple yet effective Brand Essence and Values. The latter are critically important to the way we shape our business, and for completeness sake they are reproduced below:

NRM Brand Essence:

Connecting Generations - connecting generations through the wonderful stories of railways and how they shape our world.

NRM Brand Values:

① ***Exploring*** - we don't just 'tell', we let you explore the story of Railways, immersing you in a journey through the past, present and future.

① ***Confident Fun*** - you will learn many fascinating things about railways and we always start from the principle that learning should be fun for all our visitors.

① ***Drive*** - railways don't stand still and neither do we. We move with the times to bring you new insights into the world of railways.

① ***Make it Live*** - we bring railways to life, setting all our railway stories in the wider context of people's lives.

① ***Big Wows, Little Wows*** - we'll wow you with the big stories and the little stories of the railways in big and little ways.

① ***Custodianship*** - we actively preserve both our collection and knowledge to ensure we remain one of the world's leading authorities on railways, and act as a connection between past, present and future generations.

OUR PHILOSOPHY

A key thread to note in our mission and vision, and brand essence and values, is the emphasis on past, present and future. We have, I believe, a part to play in *promoting* railways, and our audience should at the very least gain a greater appreciation of railways as an efficient form of transport. This is a central pillar in promoting a relationship with the contemporary railway industry. Guided by a clear understanding of our audiences, we must also ensure that our collections tell coherent and compelling *stories*, that they are visually stunning, engage the mind, and are fundamentally entertaining. In this respect, we must focus on the family audience, and also overcome any sense that we are a 'static' attraction. An operational experience -

both live and simulated - is therefore a key element of our strategy. We must also meet people's expectations about where, when and how they want to connect with our collections and stories - making full use of web, mobile and other emerging technologies to extend our reach, capture new audiences and engage them in new ways. The focus on the family audience and the exciting interaction of our visitors with our collections must not, though, be allowed to undermine the fact that we are a serious museum with equally serious purpose as guardian of our Nation's priceless railway heritage and knowledge. In other words, everything we undertake must not upset or offend the fundamental dignity of our purpose.

SO WHERE ARE WE GOING?

A number of developmental threads will shape our business over the coming years. Some are a natural consequence of our audience research; some reflect business-in-hand; others are a product of the Director's well-trailed personal judgment in determining how we are going to achieve enhanced national and international acclaim. Collectively, they amount to a vision of a museum which gives the public genuine

Steve Davies MBE

Steve Davies MBE joined the Army in 1975 at 16 and entered officer training at Sandhurst in 1978. He began his career as an officer with the 1st Battalion Queen's



Lancashire Regiment and served in Cyprus, Northern Ireland (twice), Canada, Norway, West Germany and Sarajevo. Steve then returned to the 1st Battalion in 1998 as a Lieutenant Colonel to become the Commanding Officer. The Battalion was serving in Omagh and Steve spent a significant amount of time administering support to the local community in the wake of the Omagh bomb of 1998. His final tour as Commanding Officer was to command the Battalion on a six month tour in South Armagh, Northern Ireland.

Promoted to full Colonel in 2004 Steve went to West Africa for a year as Advisor to the Sierra Leone Ministry of Defence. Whilst in Sierra Leone he pursued his railway and industrial history interests by establishing from scratch the Sierra Leone National Railway Museum, in his spare time, which he continues to visit and support. Steve's final military appointment was as Chief of Staff Headquarters 2nd Division, based in Edinburgh.

Steve retired from the Army an MBE for his work in Sarajevo and with a Queen's Commendation for Valuable Service (QCVS) for his time in command of 1 QLR in South Armagh at a particularly sensitive time for the peace process. He left to become Director of the Museum of Science & Industry, in Manchester, in August 2008 (having been an original member of the Liverpool Road Station Society, which campaigned to save the current museum site in the late 1970s) and was appointed Director of the National Railway Museum in February 2010.

He is not and never has been a professional snooker player.

choice in deciding how to spend its leisure time, offering a broad range of activity, a genuine family experience, an experience that extends well beyond the physical visit via the web, and a reputation for academic, intellectual and cultural excellence. The individual policy objectives designed to help shape our journey to those goals are therefore outlined in the following paragraphs. Every single department in our museum is involved in delivering a range of cultural programmes for all of our audiences - exhibitions, events, talks, tours, workshops, shows, etc. We must exploit the full synergy that comes from working together to exploit the expertise of our learning, cultural planning and exhibition teams. The Cultural Planning Group within the NRM ensures that coordination takes place across all departments, but we must nevertheless strive to identify ever better ways of delivering a programme which fully incorporates, and takes into account, the needs and contribution of all departments, and significantly the needs of our audiences. Key to this is the articulation of our cultural programme many years ahead so that planning is structured and timely, and not short term or reactive.

SIMULATION

Simulation and digital interpretation must be a feature of our future offer. We have already begun a dialogue with Japanese counterparts, including Mr Araki at The Railway Museum in Omiya, with a view to developing a steam locomotive driving simulator, the eye-catching central feature of a driver experience gallery which would also include modern traction driving simulators. There would be a commercial return on this investment. In addition, we seek to better interpret the sectioned Pacific Merchant Navy Class locomotive *Ellerman Lines*. This facility is the product of an earlier technological age (sectioned in the early 1970s) and requires interpretation by explainers to bring it to life for a modern, non-expert, audience. Digital projection methods, perhaps including modern audiovisual technology, will be investigated to bring this important feature up to today's standards.

RAILWAY OPERATIONS

The NRM will continue to play a full part in mainline operations, both steam, diesel and, potentially, electric. But this will only occur when we know we have a sound business case, and that the NRM is in a position to reap full credit for what it does. This means that we will increasingly focus on locomotives which have unique appeal, in order not to duplicate already crowded markets (the UK main line steam operation is very busy). The South Yard operational location will feature in our future ambition to allow the public closer access to the spectacle of locomotive servicing. We will also continue to loan locomotives for operation on preserved railways, but under increasingly tight contractual conditions to ensure that engines are not irreversibly damaged during the period of loan. We will also further develop the standard gauge train ride experience, and introduce a new 2ft narrow-gauge system, as described in the section on South Yard. We will also maintain a miniature railway.

ENGINEERING AND CONSERVATION CAPACITY

We have developed an outstanding engineering and conservation facility, whose capacity has been recently enhanced to ensure the successful on-time delivery of *Flying Scotsman*. It is our intention to maintain this capacity, and to move on to other projects beyond *Flying Scotsman's* completion. Our engineering facility must be primarily justified on the basis of the statutory responsibility placed upon us to maintain the National Collection in good condition: preserved railways have a choice in this respect; the NRM does not.

ACADEMIC

We are guardians of the Nation's priceless railway collections and knowledge. There is therefore very serious purpose to what we do, and we already give unparalleled access opportunity to the general public and specialist alike in a number of ways, the *Search Engine* archive retrieval facility being notable in this respect. We also promote academic understanding of railway history through our partnership with York University. The Institute of Railway Studies and Transport History (IRS & TH) delivers high quality academic and research facilities, and is an integral element of everything that we do. It also has a major role in singling out the NRM for special recognition internationally. Two policy strands must therefore be pursued: first, we will ensure that the IRS & TH is absolutely central to everything the NRM does, including being in at the very beginning of all project and event planning, in order to help underpin accuracy and interpretation, and to ensure intellectual rigour in the face of very discerning academic audiences; second, we will work hard further to develop its national and international reputation.

LOANS & PARTNERSHIPS

We traditionally loan items and rolling stock from our collections both in recognition of the lack of display space available at NRM sites, and as an active element of outreach objectives. If one considers the NRM to be as much a national and international concept as it is a fixed geographical location then it is in our continuing interest to



Look who's black! A3 Pacific *Flying Scotsman* newly overhauled in LNER wartime black and numbered 502. *Photo' furnished.*

reach out to a broader audience through an active loans policy. However, we must do this in a way which achieves public recognition for the NRM given, for example, that many people travel behind one of our engines on a preserved line but have absolutely no idea that it is in the National Collection. We currently have 43 locomotives on loan, spread over 21 locations, the majority being distributed as a single item. Four locations have four or more of our engines, and are thus better placed to give us the brand recognition we deserve. Therefore it is our objective over time to reduce the number of loan locations, but to increase the number of vehicles placed with those partners we continue to do business with, thus enabling greater NRM recognition opportunities. This will be achieved in a carefully managed way, with redistribution coinciding, where possible, with the end of existing loan agreements. In a small number of cases, we will develop particularly strong partnerships, and seek to establish formal footprints across a broad range of locations further to spread the NRM brand. As described earlier, we will continue to engage in main line operations. This is an excellent way of contextually interpreting the operational prowess and history of the principal members of our fleet. However, we must recognise that access to the main line may one day cease or become prohibitively expensive to maintain. This may be an unduly pessimistic outlook, but we must nevertheless, in my judgment, consider alternatives to the main line to allow a number of our locomotives to operate in an appropriate setting, context and at realistic velocity.

Finally on partnerships, we should be clear about the enduring strength of our association with the Friends of the National Railway Museum (FNRM), the support group of some 2,000 members who actively support the NRM. Given the NRM's subject matter, ours is an especially close friendship, born of mutual trust and respect, and a significant record of support to the Museum. In fact the depth and breadth of our relationship is possibly unique within the United Kingdom museum sector. We will therefore ensure that FNRM are appropriately integrated into the business of the NRM and are enabled to make their voice heard, so that they might make fully informed investment decisions, and that they may act as ambassadors on our behalf.

INTERNATIONAL RELATIONS

As the Country that invented the railway, and gave it to the World, I need hardly reinforce the point that we deserve a strong international profile. This will be fostered through reputation, as well as the active pursuit of international policy objectives, the principal one being the development of formal relations with a number of our international contemporaries. We are in great demand to be associated with a significant number of museums and preserved railway operations across the world, but we must be particularly focused on limiting the number of partners with whom we develop relationships in depth. Japan features highly on our list of priorities. It is my intention that a broad range of staff should be engaged with such international partners, and that this does not become viewed as the privilege of senior management. There is much we can learn practically from each other in our quest to become the World's premier railway museum, and we should not be afraid or too proud to adopt some techniques we find elsewhere.

NRM SITE DEVELOPMENTS

Planning for the refreshment of Station Hall, a former freight warehouse displaying trains in an authentic station setting, is ongoing. The Royal Trains will receive greater prominence, potentially through re-positioning of the display, and the opportunity will

be taken to improve visitor flow paths and vistas. Station Hall will be developed with the intention of providing an even better main line station feel and experience. We will ensure that the space is optimised for events and commercial gain. This work is intended to ensure that Station Hall does not require additional attention for at least five years.

The South Yard is a major external space and deserves a significant facelift and we now have an opportunity to generate something operationally spectacular. The Great Hall has had much alteration and modification since it closed as an operational steam locomotive servicing facility in 1967 and this makes it difficult to interpret it as a former engine shed. Add to that the observation that we are viewed as 'static', and the opportunity therefore presents itself to develop a major operational feature in South Yard. Illustrative designs and artist's impressions are at an advanced stage which will see the following elements potentially contribute to a major family and enthusiast-focused experience:

- ① A half roundhouse, served by a brand new turntable, potentially incorporating tiered seating. This facility will enable close access to our operational fleet of locomotives, and those visiting for servicing. It will provide support facilities for main line operations. The seating feature would enable shows - science, railway and theatrical performance - to be conducted in conjunction with regional and city partners. This would be the principal central feature of the South Yard development.
- ① The Station Hall would be rail-served by a new traverser, able to be demonstrated to visitors.
- ① A closed loop 2ft narrow-gauge railway, some 900m in length, would provide an exciting large scale ride. This would be capable of being operated by 'guest' engines, such as from the Welsh Highland/Ffestiniog Railway.
- ① An extended standard-gauge ride, potentially reaching to the main line connection with the East Coast Main Line. A new station would be required. This line would need to be capable of handling main line rail tours.
- ① Exciting public realm spaces, and play areas.
- ① Commercial, retail and hotel facilities.

Such a development will need to have a major commercial focus but its achievement will undoubtedly be a major complementary element to our offer, and would give us real competitive edge within the leisure sector. It would also expunge what is currently a grim post-industrial eyesore in favour of a high quality experience, in keeping with where we want to be.

SUMMARY

The NRM values highly its partnerships and sisterhoods with Japan, and I therefore feel it important that your readers have a broad understanding of where we are going over the next five+ years. Last year marked the 10th anniversary of our Sisterhood with the West Japan Railway Company, and of course this year marks the 10th anniversary of the arrival of the Series 0 Shinkansen power car at the NRM. It is therefore doubly fitting that I extend the NRM's warmest and most sincere greetings to its Japanese friends and we look forward to a further period of prosperous partnership.

TALK: Nesham & Welch, Portrack Lane Iron Works

2 June 2011

Report by Vic Branfoot.

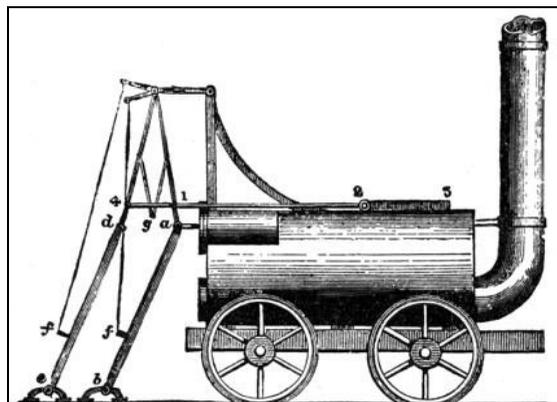
A beautiful Summer evening, rendered all the better by the lack of humidity, encouraged a near capacity audience to venture to North Road for a most interesting presentation by Mr Alan Bettenev. Alan, who is a retired ICI researcher, has published a number of books dealing with a range of regional historical issues such as the Castle Eden Railway, shipbuilding in Stockton, past and present postcards of Stockton, views from the Tees Valley, Stockton brickworks and Norton Iron Works.

The Nesham and Welch Iron Works may be a little-known undertaking with a lifespan of about ten years but that does not preclude it from embracing a most interesting story, a story which includes an element of locomotive building.

Alan placed his story into context by providing an account of the family history of one of the joint proprietors of the Iron Works, David Nesham, who was born in 1805. Nesham's family had built the Town House in Stockton in approximately 1795 and the family had owned a number of collieries in the Newbottle area near Houghton-le-Spring. The coal owners had used a number of primitive locomotives in order to transport coals to Nesham's Coal 'Spouts' on the River Wear at Sunderland. This operation had rendered a number of keelmen redundant and they rioted in protest during 1815.

One of the locomotives which the coal owners used was Brunton's Traveller of 1813 (illustrated). Before anybody shouts, "This cannot be- the Hetton Colliery Railway in 1822 was the first undertaking to provide viable and successful industrial locomotive workings", it must be pointed out that locomotives such as the Brunton Traveller did not function as 'proper locomotives'. The Traveller pushed itself along the track using legs (at about 2.5mph!) since it was not heavy enough for the wheels to gain much adhesion on the rails!

Alan described a number of accidents which occurred in the pits or on the railway. The worst was a boiler explosion on 18 August 1815 when 57 people were either killed or wounded. In fact, 1815 was a particularly tragic year seeing four accidents and Alan suggested that it was this which provoked the Nesham



family to put the pits on sale during December 1815. In the event, they did not sell until 1822, for £70,000, whereupon the Neshams moved to Stockton.

Maps of the day reveal that there was much Nesham-owned land in the Stockton area- including in the Portrack area- and, also, in the Blackwell area of Darlington. The Portrack land was adjacent to the then 'old' River Tees and close to the

town's shipbuilding undertakings. It was in this neighbourhood that the Portrack Lane Iron Works was established in the mid-1830s by the partners David Nesham, Humphrey Welch and Daniel Hawthorn of Newcastle upon Tyne.

Welch had been born in 1789 in Houghton-le-Spring and the 1841 Census had him recorded as living in Seaton Carew. Hawthorn moved back to Newcastle not long after the founding of the firm and gave up his partnership of the Portrack Lane Iron Works.

Alan provided details of seven locomotives which were built by Nesham and Welch between 1837 and 1840. The first, of May 1837, was 0-6-0 No. 5 *Gordon* which was built for the Clarence Railway. It had a vertical cylinder with 4' 0" driving wheels. Alan reported that there have, in fact, been doubts as to whether Nesham and Welch did actually build locomotives. Were they merely agents? Or did they, perhaps, only assemble the locomotives on their site? One cannot be certain but Alan himself is satisfied that the firm did build the locomotives.

Building locomotives was, of course, only one part of Nesham and Welch's range of undertakings. Alan described, for example, the Lifting Bridge which the firm built between West Hartlepool and Hartlepool Docks for the Hartlepool Dock and Railway Company. Alan described how this bridge was to collapse in 1865. However, this was caused by weaknesses in the stone abutments and not because of faults in the work undertaken by Nesham and Welch.

During April 1843 Nesham and Welch ceased trading and the firm was put up for sale. Welch, who was a number of years older than Nesham and was seemingly something of a 'sleeping partner', had become ill. On the other hand, it appears that Nesham had, quite simply, become tired of business.

In 1844 the firm was sold to Andrew Brown and Sons and, over 130 years later, it went into receivership in 1978. At the time of its closure, the firm employed only 44 workers which was a fraction of the number it had employed during its heyday.

The site was purchased by Stockton Borough Council and, because it was considered dangerous, it was, as somebody recorded it at the time, "wiped off the face of the earth". There was resistance to the demolition and one local Conservative politician, Stephen Smailes, said those responsible had "knocked down part of Stockton's history". In fact, not all was lost as some machinery found its way to Preston Park Museum between Stockton and Eaglescliffe.

But to return to the mid-nineteenth century, Humphrey Welch died in Stockton in 1848 whilst David Nesham, following the 1844 sale, had moved to Haughton-le-Skerne where he took over his wife's farm. Successive Censuses reveal that, in 1861, Nesham was recorded as being a road surveyor and Commissioner for Taxes whilst in 1871 he was living at Gainford Hall as a road surveyor and "farmer of 330 acres employing six men and five women". In 1881, Nesham- by then aged 76 years- had scaled down to be a "farmer of 130 acres" and in 1885 he gave up farming and sold all his animals and equipment.

On 1 November 1889, Nesham passed away aged 83 and the following year his wife Eleanor died. In 1936, their daughter, who never married, passed away. All are buried in Gainford churchyard.

The degree of interest generated by Alan's presentation- which had been supported by a number of illustrative slides and graphics- was demonstrated by the range of questions and talking points raised by a most appreciative audience.

FEATURE:

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

This final excerpt from Derek Reeves' professional autobiography it's back to Earth with a bump after the Railway 150 celebrations at Shildon in 1975. Another Deltic fails to stop at Darlington, he becomes the "Asbestos King", HSTs are introduced and deals with his biggest derailment ever.

After the parade, it was back to normal work, visiting depots and dealing with problems that arose, such as one at Gateshead where the staff were not happy with their conditions of employment. Mr Clothier had had several meetings which did not come to any conclusion, and he asked me to take the next meeting to see what I could do. During this meeting, although I knew the circumstances, I let them start again at the beginning, and it became clear to me that the complaints were about the way the Depot Manager managed, and it appeared we would never solve the problem until he left. I adjourned the meeting and reported back to Mr Clothier. He said that we could not remove him. I said why not- my assistant Jack Wandless was wanting to retire and his job is on the same grade as the Depot Manager. I felt we could let Jack go and bring the Depot Manager over to us so we could appoint a new Manager at Gateshead.

Mr Clothier said he would consult with the Divisional Manager, who must have agreed, because one month later Jack retired and Bill Gilpin from Gateshead became my assistant. This solved the problem at Gateshead.

Another incident I had to deal with concerned a Deltic named *Durham Light Infantry*- a Gateshead loco. We had allocated it to a Royal Special where the Queen was visiting the DLI at Durham, and had specially cleaned it up and painted the buffers and wheels etc. On the day before the special, we were short of Deltics, and it was agreed to use the cleaned one on a Newcastle-Kings Cross-Newcastle diagram. When the southbound train arrived at Darlington, it did not stop in the platform but ran through to the derailer at the south end and derailed on all wheels.

I was called out and arrived about an hour after the incident. It was obvious that the brake pipe of the loco was coupled to the feed pipe on the train and vice versa. Everybody said it was impossible to do this, because the coupler head on each type of pipe were designed differently and air would leak and the brakes would not function. Subsequent tests enabled me to prove that enough air pressure could be maintained in the feed pipe to keep the brakes released so that only the loco brakes would apply, and this is why the train ran onto the derailer.

At the Joint Enquiry, it was established that the fireman was a passed cleaner, that the driver had not checked his coupling up, and that the brake test before departure was not carried out.

Mr Clothier and I agonised that afternoon whether we should rename and renumber 'Northumberland Fusilier' for tomorrow's Royal Special, but in the end decided not to!

Although my job title was 'Traction Maintenance Engineer' the fact that DMUs and HSTs incorporated coaches meant that I got involved with the carriage work, and our C&W Engineer was quite happy to concentrate on the wagon side of his job. This meant that the whole of the carriage work became my responsibility. One result of this was that I became the Blue Asbestos King, with a team of protected men from the Thornaby Breakdown Squad. We had several sites where vehicles with blue asbestos inside had been broken up that we had to deal with. The locomotive scrapyard at

Darlington was dealt with by the Civil Engineers who took 12" (30 cm) off the whole site. I was walking around Simonside with the AME when I spotted a blue blob on the ground and asked him what it was. He said that it was one of those blue cloths. I said that it wasn't, it was blue asbestos, and asked where it had come from. He only dealt with wagons at Simonside, so he couldn't explain where it had come from. I suddenly remembered that in the 1960s, in the sidings now disused and overgrown, we had burned a lot of old carriages. We went over and padded through the thick grass and found large amounts of blue asbestos hidden where the coaches had been burned. My asbestos team filled 18 large sacks clearing it all away!

During 1976, the Metro was opened half way round the coast circle, and sharing of Gosforth began. The staff had now been told what their conditions would be if they transferred to the Metro and the blacking had been resolved. No serious problems resulted, and dual occupancy worked quite well. The rebuilding of Heaton Depot had started and work was gradually transferring there. All the work at Heaton was completed towards the end of 1977, and the new depot was opened by Mr Peter Parker in November.

1976 saw the introduction of the HST. The introduction went well, although we had some teething troubles and our Technical Riding Inspectors, of whom we had three, were kept very busy out on the road diagnosing faults, etc. We benefited a great deal from the experience gained in the Western Region who had introduced the first HST sets. Early in 1977 I had the job of announcing on the Press and Introductory Run from Newcastle-Kings Cross when we first reached 125mph after leaving Darlington.

Early in October 1977, Mr Clothier told me he was going on a six-month secondment to Transmark in Egypt and I was asked if I would be happy to act as DME while he was away. Naturally, I said I would be very happy to do so. On 8 November 1977, I became Acting DME and moved into his Office. In reality, I suppose I was actually doing both his job and my job, although my assistant, Bill Gilpin, was to take over some of the things I used to do.

Each Monday morning, the Divisional Manager, Mr Thompson, held a meeting at 09:30 with the heads of all sections to review performance and deal with any problems etc. Of course, now I had to attend. I soon learned that you did not argue with the DM in the meeting because he always liked the last word to show that he is boss. The technique when you were told to do something you couldn't was to say: "Right, Mr Thompson", and then go away and prepare your reasons why not, and then the next day ask for an appointment to see him in his office alone. He would then listen to your case and discuss it with you- and usually agree with you in the end.

Another difficulty I found was that I had to chair some LDC meetings. Although you knew the main subject at the meeting, they always started with the staff side saying: "Before we come to the main subjects, could we discuss so and so ..." This would be something you did not know about. The solution to this was to insist that the Traction Running Assistant was always present, because he always knew about the points they were raising.

Simonside was a wagon repair depot and the Wearside Area Maintenance Engineer had his office there. After the Christmas holiday, it was reported that on 27 December the Police had stopped a lorry loaded with 19 sets of wagon wheels on the M1 near Sheffield because one of the lorry mudguards was hanging off. When stopped, the driver admitted that the wheels had been stolen from Simonside and that he was taking them to a scrap merchant. Investigations at Simonside revealed that on

Christmas day, when everything was quiet, one of the supervisors had come in and used the fork-lift truck to load the lorry, and it had been driven away on 26 December by an accomplice. If the mudguard had not been hanging off, they would have got away with it. The investigation at Simonside also revealed that there was no proper recording of outgoing scrap.

The supervisor was immediately suspended and eventually sacked from the railway. He appealed against his sacking, and, of course, I had to hear the appeal. He was represented by his Union Organiser who tried to come with a story that his wife was ill and that he had three children to see to etc. I listened to it all, but, of course, at the end I had to dismiss the appeal and confirm the sacking. Afterwards I bumped into the Union Organiser whom I knew, and he said, "I had to try, didn't I? But I knew it was hopeless!"

At the end of the 6 months, Mr Clothier came back to England but was taken straight to hospital with a severe abscess which took another 6 months to heal. Near the end of the second six months, I was told that he would not be coming back to Newcastle as DME, and that the job would be advertised on the vacancy list. Naturally, I applied and was one of those interviewed. It seemed that I would have a good chance of being appointed. However, two weeks passed with no word, and then I heard that an additional man was being interviewed. A few days later, the Divisional Manager sent for me, and I was told that I was too old at 57 to be appointed DME, and that a Philip Crosby would be appointed. I later heard that he had a relative at HQ and that he had put pressure on for him to be appointed. A great disappointment to me, but I am not the type who holds grudges against people, and I resolved just to carry on as before in my 'proper job'. Philip Crosby, whom I knew, arrived, and I resolved to be a faithful No 2 in his organisation.

Life went on as usual, but it was beginning to develop in a sad way, because all the decisions coming down from on high were to save money. A blanket instruction would arrive saying 'You will save 10% next year. It doesn't matter how you do it, but it has to be done'. The result was that all the labouring-type jobs were left unfilled, one secretary had to serve two people instead of a secretary each etc. Cleaning and maintenance were suffering due to lack of staff.

In 1981, I became Traction and Rolling Stock Engineer, having taken in the C&W Engineer's job when he retired. This was a logical step really, as I was already doing the carriage part. The change did not increase my salary, though. Somehow we kept the trains running and did not just cancel them, which is what is done now.

On August Bank Holiday Tuesday in 1982, the biggest derailment I ever had to handle occurred at about 16:10 in Northallerton. We had Monday and Tuesday off work, but I was on call, and the DME was away on holiday. It was a fine day, and because we did not have mobile phones, if you went out, you called in from a phone box every hour. I debated whether to call from Redcar, as we had decided to go to the coast for a trip, or whether to wait until we got home in about 45 min. I decided to wait until we got home, set off with the radio on, and after about ten minutes an announcement of the derailment came on the radio. My wife asked me why I was suddenly driving at 90mph! She hadn't heard the announcement! As soon as I got home, I rang Control and was told that a northbound HST had derailed in Northallerton Station at 90mph. "I'm on my way" I said, grabbed my wellies, Bardic and overcoat and set off to Northallerton. I arrived at about 17:30 and was met by the Area Maintenance Engineer who had been on the site since 16:45 as he lived at

Eaglescliffe. He said that he had ordered the Thornaby and Gateshead cranes: Gateshead to come in crane-first on the up line, which had not been damaged, and Thornaby crane leading from the south on the up line. A perfect start: he was a young man who would go a long way. He then said he would show me what had caused the derailment, and took me up to the front bogie of the leading power car and said I should look at the leading wheel. It had an 11-inch (280 mm) flat on it, and a false flange on the outside of the tyre. At the trailing crossover at the south of the station, the false flange had turned the rail over so that the wheels ran along the web until they reached an insulated joint which broke out and caused the wheels to spread the track, and the train ended upright and coupled up with no rails beneath it. Luckily, no-one had been hurt during the bouncing about on the ballast as the train slowed down.

While we were looking at the site, the York Breakdown Train arrived. This was only a jacking and packing van and had been sent by York Control. The supervisor came over to me and said: "I don't think we can do much with this lot, we might as well go back". I said no, I wanted them to stop now that they were there. This job was going to be an all-night job and your men can spell my men, because I wanted each man to have an hour's break every four hours for a meal and smoke, etc. I said we would feed his men and we would have two men trained to drive on each crane. When they arrived, he should get together with the other two supervisors and work out a plan so that every man gets breaks.

The AME and I went back to the front power car and we managed to get underneath sufficiently to look inside the gearbox of the leading wheel with the flat. We found that it had lost all its lubricating oil and that this was probably the reason that the wheel had locked and skidded along the track, which had caused the flat. These gearboxes were only examined monthly, and I felt that they should now all be examined overnight, in case there were any others about to fail.

I decided I ought to let the CME know what had happened, so that he could arrange for all the HSTs to be examined. I rang Control and asked them to get hold of him about 18:30 on Tuesday evening. I apologised for disturbing him and told him what I thought. He said I had done the right thing to advise him. It was Mr Sourbutt, and he had been playing the organ in Southport when they found him! Several were found to be low on oil.

About 18:00, the cranes arrived, and the two supervisors and the AME and I had a conference. My plan was accepted: to site the Gateshead crane at the north end with the Thornaby crane at the south end to do a two-crane lift on each vehicle and rerail it between the cranes, then move the Gateshead crane back so the rerailed vehicles could be pushed down the Low Gates branch and then reset the cranes for the next vehicle. This would have to be repeated 10 times during the night.

The supervisors soon worked out a rota so that each man had a break after four hours. By 19:00, the cranes were set and packed for the first lift, which was the leading power car. It was my practice for a two-crane lift to position each supervisor by his crane where he could see me and I would take the whistle in charge of the lift. We started to lift, and the front end rose up and the rear end did not move. The lift was stopped, and we found that the buckeye coupling had a ledge which engaged with the catch to stop it overriding in a collision. The supervisors wanted to burn the couplings off, but if we did that on each coach, 20 buckeyes would have been destroyed. I said we should try a steel cable. We had a kelbus in the van, so we fastened the cable to the leading bogie on the power car and the other end to the bogie of the Gateshead crane engine. I told the driver exactly what I wanted him to

do, then made sure all the staff were on the opposite side to the cable, pulled the uncoupling chain, gave him a green light on the Bardic, and very slowly, the power car moved forward two feet. Red light. He stopped, and moved his loco back to take the tension off the cable. After the coupling had uncoupled, the lift was quite simple, and with the power car some two feet off the ground, both cranes swung it round and rerailed it between them.

The cranes were unpacked, and the Gateshead crane moved north to clear the points to the Low Gates line. A skate was put under the wheel with the flat, and Thornaby crane gently pushed the power car down the Low Gates line, where several wheel chocks were put under the wheels. Some two hours had passed. The cranes were then reset for the first coach. Again, the cable was used to pull it clear of the next coach, and the lift was simple and the coach rerailed between them. The Gateshead crane moved back, to allow the coach to be run down to the power car on the Low Gates line.

This procedure continued all night. When we were doing the second coach, I said that the AME would take charge and that I would only intervene if he did something silly or dangerous. He did a good job and took about as long as I had taken for the first one. I left him to it for the third one, and went off to the van for something to eat and drink.

By about 08:00 next morning, we had reached the last coach, and around 11:00 the rear power car had been rerailed. By 11:30, the entire HST was ready to be driven away at slow speed to the works for overhaul.

I left at about 11:00, and as the DME was away, I went back to the office in Newcastle. I was walking off the platform when a driver I knew was coming the other way. I said: "Hello Harry, how are you?". He said: "I am b***** mad. I was the driver yesterday, and the papers are making me out to be a hero. There was nothing I could do but wait for it to stop. I was just going to play hell with the boss about it!". I said: "No you're not. You're the very man I'm looking for". I took him to the office, sat him down, plied him with coffee and biscuits, and told him to tell his story as it happened.

He had had a normal run to Newark, where he lost power from the front power car. He carried on to his next stop, York, where he asked for the fitters. We were having problems with wheelslip detectors which caused loss of power, and to get the train to its destination you could disconnect wire 204 to get power back. York only had fitters on duty and they would not disconnect wires, so he was sent forward on one engine to Newcastle, where there was an electrician. He got up to about 90mph by Thirsk and was going along quite happily, when there was a loud bang, and he realised he was derailed. He applied the brake but the train was rapidly slowing and stopped at the junction of the Low Gates line. He looked out and saw that all coaches were upright and appeared coupled. The back end of the train was still in the station, and the people were being got out through the normal doors. I asked him if he had heard any peculiar noises during the journey from York, but he said he hadn't, just normal cab noise. I said to him that if I told him that the cause of the derailment was an 11-inch flat on the wheels under his cab would he believe me, and he replied that he would believe me, but not if anybody else told him. After assuring him that his driving was perfectly good and in no way could he be blamed, he was vastly relieved. Then I said, I had some bad news for him. There would be an MOT inquiry into this derailment and he would be one of the key witnesses. I said he should not be afraid about it and just tell his story as he had told me and answer any questions truthfully, and everything would be OK. I said I would be there and would have a much harder time than him!

On the day, he travelled with me, and he said I was right and that the Inspector had been charming with him.

Subsequent investigations revealed that all the gearbox oil was lost before Newark and around Newark, when he lost power, the traction motor cog wheel had disintegrated and the broken teeth had dropped to the bottom of the box. As the two fitters at York said they checked the wheels were turning as the train left when the power car went over the points just outside the station, some of the debris jammed between the big wheel and the bottom of the box and caused the wheel to skid from there to Northallerton.

At the inquiry, we broke for lunch, and a lady reporter came over to where the CME Rep, who witnessed the stripping of the gearbox, and I were talking, and said she was a reporter from the Newcastle Journal, and she had not understood what we two were talking about during our time in front of the Inspector. Could we please put it in plain English for her after the enquiry was over? We did, and next day in the paper there was a true account of what happened. For many other derailments, I often wondered whether I and the newspaper reporters had been at the same place!

During 1983, we were told that there was to be a reorganisation of the Maintenance Department which would make the Depot Managers directly responsible to HQ at York with the result that the Divisional Maintenance Engineers organisation would disappear. There would be one Northern Maintenance Engineer at York, and one for the South. All the other present Divisional Staff would be redundant.

Nobody would be forced to retire, but people were encouraged to retire with the offer of a substantial lump sum. This would be paid in full up to the age of 62 years, and would reduce monthly to zero at 65. The reorganisation was to come into effect at the end of 1983, and we had the right to work for six months after being made redundant, so I could stay until the end of April 1984. It so happened that on my birthday on 4 May 1984, I had been in the pension scheme for 40 years, and so was entitled to the full amount each month, and as I would be 62, I could have the full lump sum. I would have been a fool if I had not accepted redundancy.

Before the above broke, we had been told that we must close Darlington Diesel Railcar Depot. We did not agree, but were made to do it. After some consideration, it was suggested that one road at least at Thornaby currently used for wagon repair could be converted to enable the local DMUs to be serviced and cleaned etc. I was given the job of designing the change. After consultation with the Depot Manager, we agreed on a plan to modify the road by installing fuelling and engine oil fillers etc., and after October 1983, my sole job was to see the plan and alterations through. I retired on 4 May 1984, one week before the DMUs were transferred to Thornaby.

I had really enjoyed my whole working life of 45 years and felt that the LNER training was an excellent precursor to prepare an engineer to be on top of his job so that he could work happily and without succumbing to stress at work. Monday mornings held no terror for me- many times I was glad to go to work.

I would also like to make it clear that the sort of experiences I have described above were not peculiar to the Newcastle Division. There were other engineers in the same job in the other divisions who were trained as I was, and used their training and authority in the same way to keep the railways running. This training and organisation is missing in today's railway, with the result that when things go wrong, it takes much longer to solve the problem and get the trains running again.

Museum Guidebook

The Friends made a high-profile contribution to the Museum recently by writing and overseeing the production of the new guidebook. A press release read:

Darlington Railway Museum has launched a new, up-to-date guidebook, the first to be issued since the one published by the original Museum Trust in 1982. The new book is proving popular with Museum visitors and is selling very well.

Richard Wimbury, Chairman of the Friends of Darlington Railway Centre and Museum, wrote the text and selected the illustrations, helped by other members of the Committee and the Museum Manager.

“Visitors to the Museum often asked me about the availability of such a book and I am now very happy to tell them that we have a brand-new one on the shelves in the Museum shop”, says Mr. Wimbury. “It was a very interesting and enlightening experience writing the text as I discovered a lot about the lives of the people who worked and travelled on the railways in those early years”.

The book tells of the reasons why the Stockton & Darlington Railway was constructed and describes the grand opening day on 27 September 1825. It then tells the story of the railways in Darlington and the changes that the coming of the railway brought about in the lives of ordinary people throughout the country.

The locomotives in the Museum highlight the advances in locomotive engineering that took place in the 100 years after the construction of *Locomotion No 1* which ushered in “the age of the train” in 1825.

The guide book was designed by Andy Taylor, Sarah Gouldsbrough's partner. I neglected to thank Andy for his help preparing the 'photo on page 14 of the last Newsletter (the Locomotion replica). Editor.

NRM Steam Shuttle

The National Railway Museum will be running shuttle trains from York to Shildon and return twice a day with a twenty minute stop at North Road Station on the weekends of 17/18 and 24/25 September- the second weekend coincides with Locomotion's Steam Gala. Tickets are still available at the time of writing.

It has yet to be confirmed which steam locomotives will be doing the honours but it will be two of these three: Britannia 70013 *Oliver Cromwell*, 30777 *Sir Lamiel* or 5972 *Olton Hall* (better known these days as *Hogwarts Castle*). With no turntable at Locomotion different steam loco's will run one leg each way sharing duties with 47798 *Prince William*.

The timetable is expected to be the same on all days. As with the rail-tour timings listed elsewhere the schedule is subject to change due to the reliability of old rolling stock and other factors.

| | |
|---------|--|
| Diesel. | NRM York 9:55; Darlington North Road 10:40-11:00; Shildon 11:30 |
| Steam. | Shildon 12:15; Darlington North Road 12:45-13:05; NRM York 13:45 |
| Steam. | NRM York 14:30; Darlington North Road 15:10-15:30; Shildon 16:00 |
| Diesel. | Shildon 16:45; Darlington North Road 17:15-17:35; NRM York 18:15 |

Help Wanted

As noted the NRM's steam shuttles will be stopping at North Road and passengers wishing to visit the Museum are to be allowed access straight from the station platform. Members of the Friends will be at the Museum on the steam shuttle days to help as marshals for this

unusual arrangement. The Friends will also have a stand at the Aycliffe Village Historical Society exhibition mentioned below. Our Chairman has already secured a great deal of help but extra volunteers would be welcome for the Aycliffe exhibition and on both the 17th and 24th (the Saturdays) at the Museum.

To offer your assistance at any of these occasions please contact Richard Wimbury on 01325 468737 or at riwimbury43@hotmail.co.uk.

Exhibition

Aycliffe Village Historical Society is putting on an exhibition about railways in the Great Aycliffe area including photographs, memorabilia and model railway layouts. Opening 10-4:30 on Saturday and Sunday 22 and 23 October in Aycliffe Village Hall. Admission is free and there will be refreshments.

The Society's website is at www.aycliffehistory.org.uk, call Secretary Brian Gargate on 01325 312090 or e-mail postmaster@aycliffehistory.org.uk.

Main Line Steam in the North East

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

The Railway Touring Company's (RTC) *Scarborough Flyer* will run from Crewe to Scarborough via York and return every Friday from 22 July until 9 September. Various Loco's.

York 12:00; Scarborough a.13:00, d.17:00; York 18:30.

RTC's *White Rose* will run from King's Cross to York and return on Saturday 24 September with mistress of disguise A4 60019 *Bittern* (currently dressed as 4492 *Dominion of New Zealand* and running with two tenders) in charge.

York a.12:50; d.16:40.

Steam Dreams' *Cathedrals Express* will run from King's Cross to York and return on Friday 30 September, arriving behind 4492 and returning with A4 60007 *Sir Nigel Gresley* in charge, and on Thursday 24 November behind 60163 *Tornado*.

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

Railtourer's *Scarborough Spa Steam Special* will run on Wednesday 28 September Skegness to Scarborough via York where a steam loco' will take over to Scarborough and return. There is no note of timings, apart from leaving Skegness at 06:20 and getting back at 21:50, or which kettle will be doing the honours so good luck with that.

RTC's Weardale tour will run from Newcastle to Stanhope on Saturday 15 October with LMS Jubilee 5690 *Leander* in charge. The tour will start north via the Blyth-Tyne line to Morpeth, doubling back through Newcastle, round the Stockton loop to Bank Top then pass North Road for the Weardale Railway. The leg back to Darlington will be tender first before running round again to go back to Newcastle.

Newcastle 09:00; Darlington 12:15; Stanhope 13:00

Stanhope 15:30; Darlington 17:50; Newcastle 18:00

RTC's *Tynesider* will run from Newcastle to Kings Cross and return on Saturday 26 November with 60007 *Sir Nigel Gresley*, 4492 and a Diesel sharing duties.

(60019) Newcastle 07:00; Durham 07:22; Darlington 07:45; York 08:55

(4492 to York then Diesel) York 21:10; Darlington 21:50; Durham 22:10; Newcastle 22:25

Friends Meetings

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

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

- 22 September (at 2:15) **The Art of Robert Stephenson: Images of the Man, Life and Works**, Michael Taylor
- 6 October **John (Paddy) Waddell, Railway Contractor**
Charles. McNab
- 3 November **The Construction of Durham Viaduct**
David Butler
- 1 December (at 2:15) **Christmas Get-Together**

Museum Programme

Exhibitions

The History of North Road Station

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

The Tornado Story

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

Events and Activities

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

Kidzone - Spring and Summer Arts and Crafts

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

Kidzone - Autumn and Winter Arts and Crafts

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

The Autumn Festival

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

Bird Boxes

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

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

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

Santa at the Station

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

Heritage Open Days

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

Activities for schools

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

Design and Technology Week

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

Forensic Science Workshop

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



5MT 45212 making sure everybody knows how steep the gradient is on the 14:35 Keighley to Oxenhope leaving Keighley on 7 July 1971. *Photo: Howard Bertram (page 3).*

Below: Princess Coronation class 6229 *Duchess of Hamilton* was returned to its streamlined form in 2009 and is on display at the National Railway Museum, York. *Photo: furnished (page 5).*

