



**FRIENDS OF DARLINGTON  
RAILWAY CENTRE AND MUSEUM**

# Newsletter

**January 2010**

**Head of Steam  
(Darlington Railway Centre and Museum)**

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**Friends of Darlington Railway Centre and Museum**

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*The current Friends' Newsletter editor writes:* Vic Branfoot, the Newsletter Editor before me, kept his files and kindly sent them to me to add to the on-line back numbers. This is one and, if you are a member and have a printed copy, you may notice some differences- apart from this introduction of course.

I produce each issue of the Newsletter as a single document which is converted to PDF for printing. The PDFs are uploaded to the website as the online version untouched unless corrections are needed. Vic's approach was quite different- he produced each Newsletter item as a separate file and collated the print outs. I make no claim that his method was any worse (or better) than mine but it has necessitated some basic editing before his Newsletters can be presented here as single files. In the process I have assumed that these will probably be read on screen so I have ensured a fairly large minimum font size- should you wish to print this it could probably be read comfortably as an A5 sized booklet if your printer driver supports that. I have not included pages that have dated such as lists of "forthcoming" events now long past (I *could* do the same for my issues incidentally but those pages take up little actual file space and I already have the PDFs to print from so basically I can't be bothered to re-edit them). Finally Vic uses Microsoft® Word where I use Open Office and the process of importing the files can go awry.

Really finally the website and contact details above have been updated reflecting the current make-up of the Committee.

Timothy Ruffle

## **Editorial and Membership Secretary's Statement**

Members will be much relieved to learn that there will be no lengthy Editorial this time. But three things need to be said:-

1. I am most grateful to those members who kindly answered my call in the October 2009 Newsletter to renew their memberships for 2010 in such a way that I could deal with renewals in one sitting. To do so would ease my double workload of being Newsletter Editor and Membership Secretary. That sitting took place on 10 / 11 November when I was able to process numerous renewals thereby largely clearing the decks for me to work on this issue of the Newsletter ... and to undertake my own private pre-Christmas tasks. I was sorry to receive, amongst the renewals, two resignations from membership. Although my Committee colleagues and I are sorry to lose members, I was grateful that those (former) members went out of their way to let me know their position.

My great gratitude for the kindness of the vast majority of our members is to an extent tempered by the fact that some renewals remain outstanding. I propose to undertake another 'membership renewal sitting' soon after mid-January. Please may I ask the small number of members from whom I haven't heard kindly to send me their subscriptions within the next fortnight ... or to let me know that they wish to resign their memberships? Many thanks!

Meanwhile, if you have sent your 2010 subscription during recent weeks and are surprised not yet to have received your Membership Cards, it may be that I received your payments after the above-mentioned 10 / 11 November sitting. In that case, thank you for your payment ... and it will be processed during my above-mentioned mid-January sitting.

2. One of our members has brought to my notice a shortcoming in recent issues of the Newsletter: a lack of Points of Contact to enable members to get in touch with the Friends or, indeed, with North Road. This has been a major oversight on my part and I apologise if these omissions have caused any problems. As will be seen, this matter has been put to rights at the top of the front page.
3. It being the end of the year, I should like to thank those kind members and Committee colleagues who have made much-valued contributions to the Newsletter since I temporarily resumed the Editorship at the AGM in the spring. As the Chairman makes clear in his statement later in the Newsletter, it has been a struggle to cover all the tasks which the Committee must undertake and, certainly, the Newsletter could not have continued without the contributions which I have received. Many thanks!

## News from the Museum

*Museum Manager David Tetlow brings us up to date with recent and forthcoming developments*

Everyone at the Museum hopes Members are well and, by the time you read this, have had a Happy Christmas and have recovered from the Festivities.

Improvements continue at the Museum and I am delighted to have this opportunity to discuss some of them in this issue of your Newsletter.

Sarah Gouldsbrough continues to encourage younger visitors to the Museum. In November, she held a week of forensic science workshops within the Museum's main gallery and education room. The workshops were aimed at primary school children and 230 children attended the workshops over a four-day period. The children had to use various scientific skills in order to investigate a 'crime'.

Earlier, in October, Sarah held some design technology workshops which attracted 300 children over five days. These workshops looked at the principles behind moving vehicles, such as porters' barrows, and geared machinery.

The Museum's Meeting Room goes from strength to strength and, on average, receives some 150 visitors per week. Again, it is great to see the Museum being used by new audiences in the hope of boosting visitor figures.

It has also been a great year for events with over 1000 people coming to the Vintage Vehicle Rally, 600 to the Romans at the Railway Museum event and over 300 to our Halloween event in November. At the time of writing, the seven Santa events scheduled for December look like being fully booked.

"All this is well and good," I hear you cry, "but what is the Museum doing to attract and develop railway heritage in the north east?"

Well, my colleagues at the Museum are now focusing on the very issue of railway heritage. Leona White is keen to put back on display many artifacts which were taken down during the refurbishment. It is expected that most nameplates, number plates and station signs will be back on display by the end of 2011.

The Ken Hoole Study Centre is now fully operational again and receiving visitors. As you may be aware, the Study Centre was closed for several months whilst essential repairs were carried out on the roof above. We wish to thank members of NERA (North Eastern Railway Association) and, in particular, their Librarian, Mr Robin Coulthard, for their assistance in keeping the archives accessible during the recent refurbishment. Leona White is now busy reorganising the Centre to make more effective use of the available space and reassessing the material which is stored in the Research Room in order to improve access to the collections.

Also, I am developing closer links with Locomotion at Shildon and it is expected that a joint marketing venture will take place during 2010 to encourage visitors to the north east to visit both Museums.

Thanks to the Council's Street Scene gardening team, extensive work is taking place within the Museum grounds. It is the intention to make sure that the Museum grounds are as pristine as the platforms of yesterday's railway stations!

Museum staff are also working on a new project to create an Edward Pease Memorial Room. This would be dedicated to the *Father of the Railways* and include most of our fine paintings and furniture.

There are many other projects underway including a new and improved Events and Temporary Exhibition Programme. We would encourage those Friends who have not visited North Road of late to visit and support the Museum in any way they can.

My colleagues and I wish you all a Happy New Year.

## **Chairman's Thoughts**

December 2009

Over the past year we have offered the members of the Friends a full programme of monthly lectures and a regular Newsletter containing articles about our activities and matters of general interest. This has been achieved despite the fact that the Committee has been reduced to the absolute minimum and Officers have been “doubling up” responsibilities.

Gillian Wetherell has done a superb job over the past years arranging our lecture programme and we now have lectures arranged until December 2010. However, Gillian understandably feels that she has undertaken this responsibility for long enough, so at the AGM in April 2010 we need someone to come forward to join the Committee and carry on from where she has left off. If the post of Speaker Organiser cannot be filled, no more lectures will be arranged after December 2010.

Vic Branfoot has been acting as both Membership Secretary and Newsletter Editor for the past 12 months. It is too much to expect one person to continue in this dual role, so at the AGM we need someone to offer to take on the position of Newsletter Editor, otherwise no further Newsletters will be produced after the Spring 2010 edition.

From the above, you will see that without some new volunteers to the Committee, the two main activities of the Friends will cease; we will then have to reflect as to what form and function we will take on in the future. Whatever happens, it will always be possible to volunteer to help the Museum in various activities (guiding, special events, archiving etc.) by contacting the Access Officer (Sarah Gouldsbrough) directly.

I hope you will give these matters some serious thought – please do not “hide your light under a bushel”. Your help and skills are needed if we are to survive.

I would like to thank all members of the Committee for the generous help and support they have given over the past year - and I wish you all the best for 2010.

### THE PEASE HOUSE, NORTHGATE, DARLINGTON

The Pease House in Northgate, where Edward Pease met George Stephenson in 1821 and decided that steam locomotives would be the form of traction on the S&D – a momentous decision – has been falling into an increasing state of disrepair over the years. The ground floor is used by various pizza and takeaway outlets while the upper floors are largely disused

and given over to pigeons and their mounds of droppings. This is not a fitting state for such an historic building.

Charles McNab, of Darlington Civic Trust, has done some detailed research from which he has been able to pinpoint the room where Pease and Stephenson met and show that the commemorative plaque is, in fact, on the correct part of the building (It had long been thought that it was incorrectly sited). The frontage of the building has undergone many alterations over the years and it is difficult to appreciate that the various frontages were once one building.

The Friends of Darlington Railway Museum, together with Darlington Civic Trust and Darlington Historical Society, has approached the Borough Council in an attempt to get the physical state of the building improved. Consequently the Council has put pressure on the landlord to carry out repairs and it is good to report that some improvements have now taken place – vital roofing repairs have been carried out, new windows fitted and the frontage painted a more suitable colour. The building should now be protected from the weather but in the long term it would be good if a more appropriate use could be found for a building that is so important in the history of railways and the town's heritage.

Richard I Wimbury.

# **Thomas Temperley Pailor**

an Appreciation by Vic Branfoot

It has, mercifully, been a rare occurrence since I became Membership Secretary for me to have to record the passing of one of our members. Alas, this task did confront me earlier this year when Mrs Madge Pailor, of Wolviston, contacted me with the sad news that she had lost her husband, Tom.

We send our condolences to Mrs Pailor, their son Andrew and his wife Emma, grandson Thomas and grand-daughter Libby ... especially so at this time of year when 'the empty chair' will doubtless strike home all the more. I should also like to thank Mrs Pailor for her thoughtfulness in letting me know that her husband had passed away.

That Tom Pailor should be a member of the Friends is no surprise because of the family connection with the railway industry. I refer to the Hartlepool firm of precision engineers, J.J. Hardy & Sons. The firm was established as a brass foundry by John James Hardy in 1856 and was sold by the Hardy family to Thomas Henry Pailor in 1937. Mrs Pailor's husband became Managing Director in 1963 and Andrew succeeded him upon Tom's retirement in 2002.

The J.J. Hardy business has a fascinating history which is too lengthy to detail here but, in respect of the railway industry, it may be observed that the business has evolved presently to manufacture train parts and rail spares for the Eurostar and many other rail applications.

Tom was a man of many interests. As well as being very much a family man who was obviously also at the heart of the family business, he was a passionate cyclist - he was a Past President of Hartlepool Cycling Club - and an enthusiastic member of The Rotary Club of Hartlepool. He was the driving force behind Rotary's *Cycle4Life* event which was first held in 2003. He was also a member of Hartlepool Music Society, a cricket enthusiast and a keen follower of Leeds United Football Club.

# Christmas Get-together

## Railway Quiz set by Richard Wimbury

A feature of a most enjoyable Christmas Get-together was a Railway Quiz kindly compiled and presented by our Chairman, Mr Richard Wimbury. It has been suggested that the wider membership might find the Quiz to be of interest and that it might be included in the Newsletter. So here it is. [I have slipped-in a couple of bonus questions – Editor] There are no prizes available: it's 'just a bit of fun'. The answers appear later in this issue of the Newsletter.

1. In which towns or cities would the following stations be found either now or in the past?
  - (a) Werneth, Glodwick Road, Mumps
  - (b) St James, Lansdown, Malvern Road
  - (c) Monkhill, Tanshelf, Baghill
  - (d) Millbay, Friary, North Road
2. What do the following nicknames represent?
  - (a) Rattler
  - (b) Big Bertha
  - (c) The Drain
  - (d) God's Wonderful Railway
3. The Arts
  - (a) Who played Colonel Chinstrap?
  - (b) Which two Agatha Christie titles refer to trains?
  - (c) From which King's Cross platform did the Hogwarts Express depart?
4. Things technical
  - (a) What was Brunel's 'broad gauge'?
  - (b) Which public railway has a gauge of 0' 0"?
  - (c) Glasgow's trams ran on a gauge of 4' 7<sup>3</sup>/<sub>4</sub>". Why?
5. People
  - (a) Who was known as The Railway King?
  - (b) Where would we find Sir Topham Hatt?
  - (c) What was the profession of distinguished railway photographer Eric Treacy?
  - (d) Who links the East Kent, Shropshire & Montgomeryshire, Weston, Clevedon & Portishead and Kent & East Sussex Railways?
6. What is the significance of the following dates?
  - (a) 19 April 1821
  - (b) 5 July 1841
  - (c) 1 January 1923
  - (d) 3 July 1938
  - (e) 22 February 1947
7. Miscellaneous
  - (a) About what was Queen Victoria reportedly "Quite charmed"?
  - (b) Between which two stations does The Watercress Line run?
  - (c) Which York terminus served the Derwent Valley Light Railway?
  - (d) Hull's main passenger station is often known as 'Hull ..... ?
  - (e) What is a gricer?

Thursday 24 September 2009

## **The Vanishing Locomotive**

**Presented by Ray State**

Report by Don Whitfield

The Vanishing Locomotive was exported from Robert Stephenson's Newcastle upon Tyne Forth Street workshops to the United States in 1829. It was the first Stephenson loco to be exported to the USA and was a 4'3" gauge 0-4-0 built for the Delaware & Hudson Railroad.

Coincidentally, another locomotive was at much the same time also exported to the USA from the Foster, Rastrick & Co works at Stourbridge in Worcestershire. The Foster Rastrick loco, the *Stourbridge Lion*, ran for the first time on 8 August 1829, two months after the *Pride of Newcastle* had arrived in the USA. However, the *Stourbridge Lion* was the first locomotive actually to run in the USA. Relics from the *Stourbridge Lion* are now on view at the Baltimore & Ohio Railroad Museum, on loan from The Smithsonian Institute, Washington DC.

The Stephenson loco, the *Pride of Newcastle*, however, seems to have disappeared. Mr State's extensive research has revealed that attempts to fire the *Pride of Newcastle* with Pennsylvanian anthracite did not produce sufficient steam ... but that the problem was suppressed in order not to provoke financial backers from withdrawing their investments in the then embryonic United States railways. Mr State's research further revealed that parts of *Pride of Newcastle* were recovered in the 1880s and are now to be found in the Smithsonian Institute.

The true story of the fate of the Stephenson loco only came to light when a commemorative box was found in 1981 which recorded the events which had taken place at Honesdale, United States, in 1829.

A full description of these events and their discovery may be found in *Railway History*, issue number 199, Autumn 2008, and issue number 201 of Autumn 2009 which are published by the Railroad and Locomotive Historical Society of America.

Thursday 1 October 2009

## **William Barningham: Pioneer of the Cleveland Iron Trade**

**Presented by Charles McNab**

Report by Don Whitfield

William Barningham was born in Langthwaite, Arkengarthdale, in 1826 and he lived until 1882. After experience at Rouen, in northern France, constructing railways, Barningham returned to England and located a railway developer in Manchester who had a pile of bent railway lines. The deformed nature of these lines was delaying the development of the business. However, Barningham soon located the equipment, and a suitable site at Pendleton, near Manchester, where he could solve the problem whereupon he went into the manufacture of wrought iron railway lines from iron ore using puddling furnaces.

Whilst based in the Manchester area, Barningham married a Pease girl. However, she was not from 'our' Pease family but was the daughter of a Pontefract publican.

Later, in 1858 at Darlington, Barningham began operating a blast furnace using Cleveland pig iron at Albert Hill, together with his business partner, John Harris. From this grew the Darlington Forge Company Limited. Part of the Crystal Palace Exhibition building was purchased by Barningham and incorporated into the Albert Hill offices.

Barningham provided railway lines to many of the world's developing countries including the United States, Japan, India and South America. Mr McNab felt that Barningham followed Robert Stephenson's locomotive sales contracts. Whilst selling railway lines around the world, Barningham often accepted payment in the form of shares in the developing railways thereby accumulating quite a fortune.

Robert Stephenson & Company relocated their locomotive works from Newcastle upon Tyne to the Springfield Works, Darlington, in 1901 and Barningham had established a manufacturing unit on that site.

Barningham kept a close eye on the world price of pig iron and he sold his U.K. shares at the peak of pig iron prices thereby increasing his fortune.

Meanwhile, Barningham's personal family story appears to have been quite colourful and, following the conclusion of Mr McNab's current research into these matters, it would appear that there will be a most interesting story to be told.

Thursday 5 November 2009

## **There's more to Railways than Locomotives**

**Presented by Dr Win Stokes**

Report by Richard Wimbury

Dr Win Stokes, Chairman of Durham County Historical Society, gave us a fascinating talk on the above subject. Dr Stokes has a long-standing interest in industrial railways, particularly the Clarence Railway.

Tyneside saw the development of railways but it was in County Durham that railways were widely used in the exploitation of the area's natural resources. The modern heritage industry tends to promote the individuals who were behind the development of steam locomotives, but there are many other people and factors which are crucial to the successful development of a railway. For example, the successful development of rails was as important as the development of locomotives. Steel rails knocked the bottom out of the iron industry but they enabled great technical advances to be made.

The terrain of County Durham was not conducive to canal construction, so routes suitable for railways had to be surveyed and planned, and the suitability of alternative modes of traction – for example, rope haulage as opposed to locomotives - had to be evaluated.

Railways offered employment and career opportunities to large numbers of young men, often of humble origin, who became involved in constructing and later running the railways.

Finance was also vital. Building and running a railway required money, huge investment needing to be raised before any income could be earned. Changes in the law agreed by Parliament which allowed the formation of 'incorporated joint stock companies' and 'joint stock banks' enabled finance to be more widely available and investment more popular. There was a consequent wide spread of shareholding amongst the public and many people became wealthy as a result.

Railways required effective promotion in Parliament if they were to obtain support. To survive economically, railways also needed to be multi-purpose and not just relying on the transport of one commodity. Diversity was the key to success as was continuity of traffic along the line.

By way of an effective combination of philosophical considerations and practical examples, Dr Stokes provided an interesting and revealing insight into many aspects of railway promotion and construction that are all too often overlooked. Her presentation was much appreciated by all present.

## **Life on the Railways in the North-Easter Region: 1939-1984**

*A Move to York ... and I stop 64 vehicles because of fire* **Derek Reeves** continues his fascinating professional autobiography

Early in 1961, a reorganisation was proposed which meant that a North Eastern region would be formed with HQ at York. All the main works would be grouped together and run from an HQ at Derby. Many of the jobs would be advertised although some occupants would be given the jobs automatically. Mr Farrington had reached retirement age and decided to go, so his job was advertised. Of course, I applied for it, even though it had been dropped one grade, and I was fortunate enough to be appointed Outdoor Carriage and Wagon Engineer North Eastern Region on 22 May 1961. Despite the drop in one grade, I did get a small pay rise. I was now earning £1800 per annum!

My office was in Hudson House, York, and my area covered the whole of the North Eastern Area from Shaftholme Junction to Berwick, east of the Pennines, and up to Petteral Junction at Carlisle on the west of the Pennines. Mr. Scutt, the Chief Mechanical Engineer, insisted that we move to York, so we had to move from Darlington to York. Luckily our children, Lesley and Alistair, were not at the important exam years at school and could change to new schools in York in September 1961 without too much disruption to their education.

My Job Description at York was: *Responsible for all carriage and wagon activity outside the main works in the North Eastern Region British Rail. Supervision of seven District C&W Foremen and two minor works undertaking light wagon repairs.* The two minor works were at Hull, which was the former Hull and Barnsley works, and at Stourton, Leeds, which was the ex-LMS wagonworks for the Leeds and Wakefield area. There was also a large wagon repair yard at Simonside near Tyne Dock where they undertook light repairs to coal wagons, etc., working in the Tyneside area. They also scrapped wooden-bodied coaches in the yard by setting fire to them.

The District Foremen were located at Newcastle, Simonside, Darlington, York, Hull, Leeds and Stourton. At the York HQ, I had three inspectors (one Senior Inspector, who was brilliant at solving derailment matters, and two Inspectors), who checked working standards and passed out wagons repaired by private firms.

The job entailed a lot of travelling around, and I aimed to visit each area at least once each month. I was provided with a personal brake van pass so that I could also travel on goods trains as well as passenger trains.

Another activity which was interesting was the rewriting of the 'Green Book'. This was the Private Wagon Repairs 'bible': it defined all the standards and work to be done during repairs and main overhauls. The present copy had been written many years before and urgently required bringing up to date. The team rewriting the book consisted of the Outdoor Carriage and Wagon Engineers from all of the regions, and was chaired by Mr Cartledge of the Southern Region. We met once a month and dealt with as many pages as possible in one session of four hours. Most meetings were held in London at Mr Cartledge's office, but all the OC&WEs hosted one meeting in their area each year.

I was on call for derailments and other incidents, but had no responsibility for clearing the line. The main reason for my presence, of course, was to see if a C&W vehicle had a fault that had caused the derailment or incident.

The most serious incident which I had to deal with fortunately did not injure anybody neither did it cause a derailment. One evening at about 22:30, Control rang and reported that one of

the Birmingham C&W railcars had suffered a vehicle burn-out at Littleborough in our area near Todmorden. They said there were no injuries as the guard had been able to move the few passengers into other vehicles before the train stopped in the station. Control said there was no point in my going out in the dark as the burnt-out vehicle had been put into a siding to clear the line. I said I would go straight there in the morning. However, at 05:00, the phone rang, and Control said that a second Birmingham C&W Railcar had burnt-out at Hammerton Street Depot, Bradford, during preheating, just before being put into service.

I immediately got dressed and set off for Hammerton Street depot, and arrived there at about 06:15. Looking at the vehicle, it was obvious that the fire had started with flames coming out of the heating ducts along each side of the vehicle at floor level. This pointed to the fire starting in the Dragonaire heater which was oil-fired. The heater had a rotary drum at one end of the heat exchanger, and diesel oil was sprayed off this drum to mix with air for combustion. The hot mixture then went along the inside of the heat exchanger and out through an exhaust pipe. Air was drawn in and passed along the outside of the heat exchanger and into a plastic heating duct, which then branched into two ducts along each side of the coach. The heater had a small oil drain at the drum end to allow any unburned oil to drain safely onto the track. The heater was supposed to be hung on a slight slope with the lower end where the oil drain was. Close examination revealed that the heater on this vehicle was hung the wrong way with the lower end away from the drain. This led to a pool of oil and fluff (from the heating air) building-up in the heat exchanger, until it touched the red hot interior and caught light. This fire was then blown into the vehicle.

On examining the rest of the fleet in the depot, we found that every Birmingham C&W had the heaters hung the wrong way. Indeed, several of them already had holes burned in the plastic splitting ducts.

Here was I, responsible for the safety of passengers in 64 vehicles, with two already completely gutted. I could either stop them all with red cards or I could let them run and hope nobody got killed. I decided to rush back to York and went straight to Mr Bramworth, the Regional C&W Engineer, told him what I had found, and that I was proposing to stop the whole fleet immediately. "You can't do that!", he said. I said that if he decided they could run, I wanted him to say it with a witness present, because in my opinion the entire fleet was not safe. He thought for a minute, and said, "Wait, while I go to see the CME." After about ten minutes he came back and said I should go ahead and stop them all. The word went out that each set had to be stopped at the end of the journey they were on. The General Manager and Operating Superintendent also agreed that they must be stopped.

The above multiple-stoppage occurred at a time when there happened to be available some spare coaches and steam locos, and I understand that no trains were cancelled. Many trains ran with fewer coaches and somewhat late, but they all ran.

It was a Friday, and I suggested that Mr Bramworth speak to the York Works Manager and we put a set in as soon as possible. The works arranged to hang the heaters correctly and to install a metal splitting duct. The works worked all weekend and completed the first set by Sunday teatime. It was arranged that two sets per day would be modified until they were all done.

The incidents were, of course, reported to the Railway Inspectorate, and there was an inquiry by a Ministry of Transport Inspector, but he decided that because no-one had been injured, he would make it a Technical Enquiry and not a Public Enquiry. He fully endorsed our swift action in his report.

Another new experience for me was the taking over of the small wagon repair shop at York Carriage and Wagonworks. This repair shop was a separate building adjacent to the Carriage Works buildings in the Works Yard and undertook fairly light repairs to wagons working in the York and Leeds districts. It was also responsible for running gear and brakes, etc., on the engineer's vehicles at York. It employed around forty men and was part of the York C&W Works until the Carriage Works went under Derby. The Wagon Shop Foremen and all the men were to be transferred to my organisation. Before the transfer, I interviewed the Foreman and found that he was a good, enthusiastic man who had a good reputation as a top-class foreman.

We agreed that, on the take-over on Monday, all the men would be assembled in the canteen at 07:30 (starting time), and I would present a short account of their new work state, etc.. I would say that, for the most part, nothing would change in the type of work, payment and seniority, etc.. I would then say that I would like them to elect three members of a Works Committee with whom I could meet to discuss and resolve any complaints and suggestions for changes, etc.. I would meet these three representatives and the Foreman at 09:00 for an initial meeting. This strategy seemed to work very well, and I rarely had any problems to solve at the York Wagon Works.

This was not the case at the Springhead Works in Hull (the former Hull and Barnsley works), where there were more problems than in all the other areas put together. This was caused by the different grades of staff carried-over from the early days when the works did locomotives, carriages and wagons, with the result that four separate unions were involved. Thus, to get anything agreed, all four had to agree. When any change was put forward, usually one union would agree and the other three would not, and I used to sit at meetings listening to them fighting amongst themselves. After long arguments, we usually came to a compromise, but it was hard work.

The Simonside Depot was an old disused railway goods yard quite near Tyne Dock and South Shields which had a building formerly used for imported Elephant Grass. Most of the site was in the open air. There were several disused sidings where the burning of wooden coaches had taken place, but by this time this practice had been stopped by the local council. Another siding was provided with merry-go-round bottom-door actuators so that a rake of wagons could be shunted through to make sure all the doors worked properly after repair. Wagons were also broken up at the depot, and I am sure the Foreman sold various items as scrap, especially wood, as an aside. It was done very skilfully, and I was never able to catch him!!

Early in 1965, rumours of a reorganisation again circulated, and, sure enough, we learned that a Divisional Maintenance Engineer's Organisation would be set up in each of several Divisions. They would be set up each with a Divisional Manager who would have a Divisional Operations Manager, Divisional Maintenance Engineer and a Divisional Commercial Manager, with supporting personnel sections. The North Eastern and Eastern Regions were to be combined with the HQ at York.

*To be continued*

# Christmas Get-together

## Railway Quiz ... ANSWERS

- In which towns or cities would the following stations be found either now or in the past?
  - Werneth, Glodwick Road, Mumps *Oldham*
  - St James, Lansdown, Malvern Road *Cheltenham*
  - Monkhill, Tanshelf, Baghill *Pontefract*
  - Millbay, Friary, North Road *Plymouth*
- What do the following nicknames represent?
  - Rattler *The "Marsden Rattler" was  
The South Shields, Marsden & Whitburn Colliery Railway*
  - Big Bertha *The 0-10-0 Lickey Incline banker*
  - The Drain *The Waterloo & City Line*
  - God's Wonderful Railway *Brunel's Great Western Railway*
- The Arts
  - Who played Colonel Chinstrap? *Jack Train on ITMA (It's That Man Again) ... "I don't mind if I do, Sir!"*
  - Which two Agatha Christie titles refer to trains? *4.50 From Paddington and  
Murder on the Orient Express (and The Mystery of the Blue Train. TR.)*
  - From which King's Cross platform did the Hogwarts Express depart? *9¾*
- Things technical
  - What was Brunel's 'broad gauge'? *7' 0¼"*
  - Which public railway has a gauge of 0' 0"? *Listowel and Ballybunion  
Railway in Ireland, 1888 - 1924 a.k.a. The Lartigue Monorail*
  - Glasgow's trams ran on a gauge of 4' 7¾". Why? *To permit standard  
gauge railway wagons to be operated over parts of the system  
using their wheel flanges running in the slots of the tram tracks*
- People
  - Who was known as The Railway King? *George Hudson*
  - Where would we find Sir Topham Hatt? *He is The Fat Controller in the Thomas the Tank Engine books*
  - What was the profession of distinguished railway photographer Eric Treacy? *Bishop of Wakefield*
  - Who links the East Kent, Shropshire & Montgomeryshire, Weston, Clevedon & Portishead and Kent & East Sussex Railways? *Colonel Holman Fred Stephens*
- What is the significance of the following dates?
  - 19 April 1821 *Act of Parliament passed authorising the Stockton &  
Darlington Railway Company to build a horse railway linking the  
West Durham collieries, Darlington and the River Tees at Stockton*
  - 5 July 1841 *Thomas Cook chartered train from Leicester to  
Loughborough for a Temperance Fair – his first ever railway excursion*
  - 1 January 1923 *Grouping. The 1921 Railway Act took effect the country's*

*railway companies becoming 'The Big Four' (LMS, GWR, LNER, SR)*

(d) 3 July 1938

*Mallard's record-breaking run at 126mph*

(e) 22 February 1947

*The Editor's birthday*

## 7. Miscellaneous

(a) About what was Queen Victoria reportedly "Quite charmed"?

*On 13 June 1842, a young Queen Victoria travelled from Windsor to London with the Great Western Railway and declared herself to be "quite charmed" by the experience*

(b) Between which stations does The Watercress Line run? *Alton and Alresford*

(c) Which York terminus served the Derwent Valley Light Railway? *Layerthorpe*

(d) Hull's main passenger station is often known as 'Hull ..... ?' *Paragon*

(e) What is a gricer? *The late Alan A Jackson in his Railway Dictionary gave the following definition: "The most fanatical and extreme type of railway enthusiast. Often used in a derogatory sense to denote the notebook-carrying railway voyeur and collector of useless information."*