

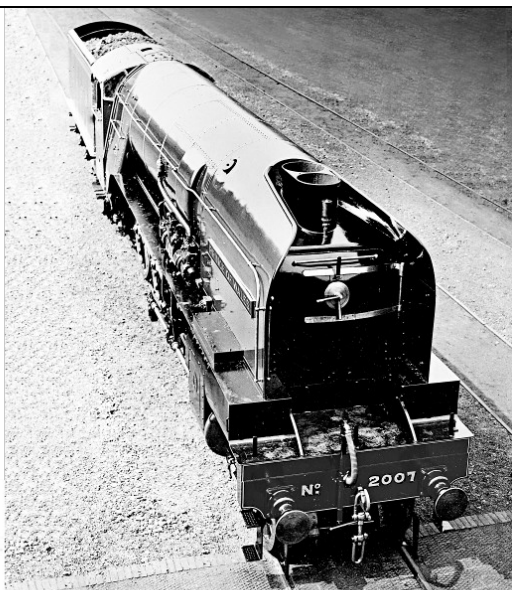
# Newsletter

Spring 2015

Free

The shape of things to come. An impression of improved Gresley P2 2007 *Prince of Wales* under construction in Darlington. *Furnished by David Elliot and the P2 Steam Locomotive Company. See [www.p2steam.com](http://www.p2steam.com).*

*Below:* Look again. One-upping even a P2 for novelty value Raven A2 2404 *City of Ripon* with a Gresley A1 boiler rests at York. Both loco' and boiler had required modification for the fitting and the experiment was not repeated. The A2s needed new boilers by the '30s and, although fitting A3 boilers was considered, the small class was withdrawn. *Furnished by Chris Nettleton.*



### Index

Feature	Christmas get-together and quiz	3
Mixed Goods	Announcements and Miscellany	5
Diary	Friends talks programme and Museum events	8
	Quiz Answers	10

### Introduction

Well here is the new Newsletter and you cannot help but notice that it is late and thin. I apologize but there have been issues. This has been a difficult introduction to write and none of it is meant to sound like blame or wingeing.

Preparation of the last issue began while the previous one was at the printers and it came out three months or so later having taken much of the intervening time because I had written a great deal of it. I fear that attempt to maintain momentum actually burned me out because the task of writing *all* the reports for the next issue seemed so insurmountable that I just did not do anything for a long time. I also have other things to do- not least looking for a job which has become more urgent. Finally I had to conclude that I cannot write the reports so I have not. This issue has the news, it is the Newsletter after all, and the quiz which I prepared much to the dismay of those at the Christmas meeting.

I continue to record the talks so they could still be written up- just not by me. Not any time soon anyway. If you would like to take a crack at a report please e-mail (you will need a PC to play recordings) and I will send the material to work from. You need not worry about page layout or illustrations- presentation is the easy bit.

It is noted in the Diary but I would like to highlight that there is now a complete programme for 2015 with someone from Hitachi booked to speak at the S&D anniversary meeting on 24 September. How appropriate.

Tim Ruffle, Editor

### 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. 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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# Quiz:

## The 2014 Christmas get-together and stinker quiz

*Report Tim Ruffle.* The Friends' Christmas get-together on 10 December 2014 was the usual relaxed affair. The main feature of the film show outlined the history of the North Yorkshire Moors Railway from its construction to preservation. The intermission saw the quiz below and a valiant effort by those present to devour of as much of the refreshments (laid on by the Museum and some members) as possible before the Newsreel- a short report from the BBC's Look North featuring our own Don Whitfield remembering a wartime incident in his childhood involving an unsettling encounter with some Military Police.

But the quiz... Recently the quiz has been set by John Dodds but, by terrible misfortune, this year it was entrusted to yours truly and it seems to be generally agreed that I misjudged the difficulty a tad. So much so in fact that John has already agreed to return as quiz-master this year. How difficult was it? Well here is the chance to judge for yourself. The 25 questions are in six categories and each is worth two points for a total of fifty (for some a close or partial answer is worth one point).

### Early Railway History

1. We all know about Timothy Hackworth but another Timothy brought a locomotive to the Rainhill Trials. What was his surname and what was his locomotive called? (one point each)
2. Who was Chairman of the Stockton and Darlington Railway when construction started?
3. When was the first recorded use of the word "Railway"? (One point for getting within five years.)
4. This question was subtitled *Very Early Barely Railways*: What was the purpose of the paved, grooved track-way called the Diolkos (Δίοικος) built by the ancient Greeks? The Greek letters are delta iota omicron lambda kappa omicron sigma.

### The Permanent Way

5. How much does each span of the Royal Albert Bridge weigh? Each was assembled and lifted over 100ft using hydraulic jacks. One point for getting within 50 tons.
6. In which county was the highest standard-gauge railway tunnel built in Britain? (It still exists but is no longer in use.)
7. Which was the only British railway company to be rolling its own rails at the start of the 20th Century?
8. What was "Beaumont's Egg" for? It was used at the Wormit Foundry in the 1870s.

### Locomotives

9. What do these LNER locomotives have in common (LNER/BR numbers)?  
4485/60026, 4487/60028, 4488/60009, 4494/60003, 4903/60034.  
Be *very specific* for both points. Different forms of this question might have included: 4462/60004, 4466/60006, 4469, 4489/60010, 4495/60030, 4496/60008, 4499/60002, 4500/60001 or 4901/60005 so all these have something in common but for the first five it's something in particular. Yes they are all A4 Pacifics- no points for that.
10. How many engines did the 2,000hp Diesel-mechanical locomotive No. 10100, also known as the Fell Diesel, have?

11. Foster Yeoman employed BR class 56s before buying its its own locomotives from General Motors. When the four new class 59s began operation in 1986 how many class 56s did they replace?
12. In what way was the locomotive originally numbered 18100 by BR a prototype twice?

#### Might Have Beens

13. In the 1860s how did James Samuel and John M. Heppel propose to build a railway in London without extensive demolition?
14. In the 1900s how did the GER block construction of the proposed City and North Eastern Suburban Electric Railway protecting its lucrative commuter business?
15. The first serious proposal for a Channel Tunnel was put forward in 1802. In what year did the first serious attempt at construction begin? One point for five years either way.
16. Hitler dreamed of the Breitspurbahn rail network for the post-War Nazi Grossdeutschland Empire. What gauge was proposed? (You can answer in Metric or Imperial but you will find Metric a lot easier.)

#### Thursday Afternoon at the Movies

A few credits from films all of which feature railways prominently. Just name the film.

17. From 1951. The director is the give-away here. Stars: Farley Granger, Robert Walker, Ruth Roman, Leo G. Carroll. Writers: Raymond Chandler, Czenzi Ormonde (story Patricia Highsmith). Director: Alfred Hitchcock.
18. From 2010. Stars: Denzel Washington, Chris Pine, Rosario Dawson. Writer: Mark Bomback. Director: Tony Scott (his last film very sadly).
19. A British Gaumont film from 1932. Stars: Esther Ralston, Conrad Veidt, Joan Barry, Muriel Aked, Finlay Currie, Cedric Hardwick. Writers: Clifford Grey, Sidney Gilliat. Director: Walter Forde.
20. A mostly silent film made by Gainsborough from 1928/29. It was a British-German co-production which might explain why there's some vagueness over the release date- most sources list 1929. Stars: Carlyle Blackwell, Benita Hume, Joseph Striker, Winter Hall, Gordon Harker. Writers: Angus MacPhail, Benno Vigny (play: Arnold Ridley and Bernard Merivale). Director: Géza von Bolváry.

#### Miscellany

21. Which railway did Jones the Steam, Dai Station and Ivor the Engine work for? (One point for the initials.)
22. Three companies imported a total of 80 "Yankee Moguls" from the USA in 1899. Name any two for a point each.
23. Who opened the Dart Valley Railway (now part of the South Devon Railway) on 5 April 1969?
24. In what year were horses last used for shunting in Britain by a railway company? (That's as distinct from heritage lines, museums, industrial settings and so on.)
25. Gresley's experimental "*Hush Hush*" (W1 10000/60700) was withdrawn in 1959. Her original marine boiler was used for pressure-testing at Darlington before being cut up in 1965 but where can you still see her corridor tender?

#### Tie-Break

The LNER built six P2s numbered 2001-2006. Give yourself one minute to name all six for a point each and, for another point, number each one correctly.

### Get Well Soon Don

The Friends' Archivist and Librarian Don Whitfield has suffered a couple of minor strokes. At the time of writing he is making a good recovery but will not be at large for a while.

### A.G.M.

Part of the next meeting on 9 April will be the A.G.M. Members are encourage to attend and particularly to join the ever shrinking Committee especially as Darlington, the Museum and the Friends gear up for the S&DR's 200th anniversary. The agenda is on the website at [www.friendsofdrcm/downloads-](http://www.friendsofdrcm/downloads-) if you do not have Internet access your library does.

### Any Other Ideas?

The "three miles, 821 chains long" canal, mentioned in Chris Lloyd's *Rockcliffe and the Railways* talk and highlighted last issue is still causing puzzlement. To remind you no-one noticed at the talk but 821 chains is just over 10¼ miles. The digitized plan Chris worked from was fairly low resolution and not that clear. I speculated that the heading on the list of distances might be "Cl" rather than "Ch" for Chain-links rather than chains. There are 100 links to a chain so 1,000 to a furlong but the figures still did not quite add up correctly so either whoever drew up the plan made a mistake or we are missing something.

Anyone who looked at NERAs Ticket to Teesdale exhibition at the Museum will have seen a copy of the same plan which is much clearer. It does little to solve the puzzle though revealing that the questioned heading definitely reads "Ch" but also that whoever added up the distances appears to have made *two* mistakes (which would surely do little to encourage anyone to buy a canal from them).

The "Ch" could still stand for Chain-link and that still seems to come closest to making sense of the numbers but if you have a better idea please get in touch.

### Spread the Word

To help publicize the Friends' talks some posters have been created to go in libraries, shops, community centres, post offices and anywhere else obliging enough to accept them. If you live in or near Darlington and know somewhere that would take a poster or even wish to put one in your own window that would be most helpful.

Mailing posters is not really a sensible option given the price of a stamp these days but there are two ways to get one. You can collect some at a meeting but please arrange this beforehand by contacting either the Editor or Chairman ([chairman@friendsofdrcm.org](mailto:chairman@friendsofdrcm.org)). You can also download the posters file from the Friends' website and print one yourself. The document has been set up to be as cheap to print as possible and can be found at [www.friendsofdrcm.org/downloads](http://www.friendsofdrcm.org/downloads).

### New Toy- New Home Wanted

The Friends has a new laptop. This obviates any need to borrow a computer from the Museum for meetings and it can be taken to events elsewhere. Since it is in the care of your Editor it is also being used to prepare the Newsletter.

The new machine replaces a venerable Dell Inspiron 1000 which languished unused for some time and for which a new home is sought. It is a basic model about ten years old but in good working order except that it will not run with the battery in even on mains power. No Wifi but that could be added by USB. The specifications are meagre by today's standards but is has been brought as up to date as it will ever be running Windows XP and has new security software but I would recommend wiping the disk and installing a

lightweight Linux distro several of which are freely available, regularly updated and well supported. One would then have a decent machine for basic office, Internet or server tasks or for someone who wants to try Linux without worrying about breaking their main system.

The laptop is now back in the hands of the Chairman who has no use for it whatsoever. If you do or know someone who does or can think of some useful employment for it, especially something that would benefit the Friends or the Museum, please get in touch. Yes- some charities do collect old hardware but not this old.

## 18100/E1000/E2001 Information Please

The photograph of Western Region prototype 18100 in the Amstrong's Alternative Alphabets item prompted Steve Spalding to e-mail asking if anyone could provide more information about the locomotive in which he has a consuming interest. For those who have yet to check their quiz answers 18100 was a gas-turbine/electric prototype rebuilt as a 25kV AC electric No.E1000 for trials and development on the WCML. During this time she visited the Beyer-Peacock works in Stockton so it is entirely possible that someone reading this will have memories of her in the silver-lined black livery she carried all her life.

She was pictured on the Stockton line with electrical equipment on the roof but still numbered 18100. At a second look the photo' becomes more intriguing since, compared with other pictures, the electrical gear is either incomplete or partially covered. She also appears not to be coupled to anything so is either parked on points, thus blocking the main line and siding, or moving under her own power.

If you have pictures, memories or information you can share please contact the Editor.

## Have You Seen the Proof?

It may come as a surprise but when the Newsletter looks finished I print a copy at home to read through for errors. It never is finished of course and the printed copy soon gets covered in corrections- it really is amazing how much one can overlook on screen. As it happens I cannot find last issue's proof which makes me wonder if I posted it to someone instead of the finished item. If so I have yet to hear of it but if you did get the proof please let me know and I will send a proper copy. You can keep the original which may be valuable one day or useful for lighting a fire. Probably the latter. *Editor.*

## Corrections

Speaking of corrections of the various spellings for Queanbeyan in *Rails Over the Monaro* in the last Newsletter this is correct.

In the item about the Advanced Passenger Train it was stated that the driving cab doors were the only doors on any of the E-Train vehicles with the rest built into the joint modules when actually each power-car has a second set of doors. It was also mentioned that each of the E-Train's gas turbines consumed about 1.5 gallons of fuel per mile which seemed pretty unlikely but then so does much of the APT saga. In fact this seems to be the overall figure for the train as a whole. Had I thought further on this perhaps it would have occurred to me to wonder where the 1,000 gallon fuel tanks necessary for a 100mile journey were.

The A8T pictured on page 22 is 69864 not 69861 but the description is correct.

## Rail Tours in the Region

This information is taken from [www.uksteam.info](http://www.uksteam.info), [www.railtourinfo.co.uk](http://www.railtourinfo.co.uk) and the various rail tour operators own websites. No locomotive movements are listed- although websites do list some movements they tend not to be arranged as far ahead as tours and are much more subject to change. This list is not claimed to be comprehensive and, although the information here is repeated in good faith, you are advised to check nearer the time. How much information there is available about rail-tours varies greatly from operator to operator.

Saturday 4 April. The Railway touring Company's (RTC) *Wansbeck* will run behind Diesel from York to Newcastle Heaton Sidings where K4 61994 *The Great Marquess* and either K1 62005 or

B1 61264 will be attached top and tail thence to Morpeth and on the freight lines to Newsham, Lynmouth Colliery, Blyth, Bedlington and back to Newcastle reversing several times to do so before going down the ECML onto the freight line at Tursdale for Middlesbrough, on to Boulby and back to Tees Yard from where 61994 will take the train back to Newcastle via Darlington. Few timings are listed.

York 06:40, Newcastle a.08:15, a.20:20 (behind steam), York 22:10

Monday 6 April. RTC's *Hadrian* will start from Leicester, hand over to Royal Scot 46115 *Scots Guardsman* at Hellfield thence to Carlisle (a. 13:10, d 16:00- no other times listed) via the S&C, along the Tyne Valley line to join the ECML at Gateshead to York and back to Leicester handing back to Diesel at Hellfield.

Monday 13 April. Compass and West Coast Rail's (C&WC) *North Yorkshire Moors and Heartbeat Explorer* will run from Chester to Whitby topped and tailed by Class 47/57s.

Grosmont 13:15, Whitby a. 13:40, d. 17:00, Grosmont 17:45

Saturday 18 April. Pathfinder Tours' *York and North Eastern Explorer* will run from Westbury to Newcastle and return behind a Class 67. Timings for stops northbound/southbound:

York 11:45/18:00, Darlington 12:15/17:30, Durham 12:30/17:15, Newcastle 12:45/17:00

Tuesdays 5 May to 23 June, Tuesdays and Thursdays from 30 June to 27 August. West coast Rail's (WCR) *Dalesman* will run behind steam (TBA) from York across to Skipton thence to Carlisle and return. York d. 08:30, Carlisle a. 13:45, d. 16:30, York 21:45.

Saturdays 9 May **and** 30 May. RTC's *East Yorkshireman* with 46115 or Jubilee 45690 *Leander* in charge will run from Manchester to Scarborough via Hull and the Yorkshire Coast line returning via York and the ECML. Scarborough a. 14:07, d.15:50.

Saturday 16 May. RTC's *Hadrian* will run from York to Newcastle, Carlisle, south on the S&C, to Leeds along the Aire Valley then back to Newcastle along the ECML behind A4 60009 *Union of South Africa*.

York 8:30, Darlington 09:00, Newcastle 09:30, Carlisle a. 14:55, d. 16:55,

York 18:35, Darlington 19:30, Newcastle 20:00.

Thursday 21 May. Steam Dream's (SD) *Cathedrals Express* will run from Kings Cross to York and Scarborough behind a vintage Diesel and returning with A4 60007 *Sir Nigel Gresley* in charge. York 12:00, Scarborough a. 13:00, d. 16:15, York 17:15.

Tuesday 2 June. *The White Rose* run by the A1 Steam Trust (A1S) and UK Railtours (UKR) will run from King's Cross to York behind Deltic D9009 *Alycidon* and return in the care of A1 60163 *Tornado*. No timings for York.

Saturday 13 June. RTC's *Hadrian* will run as 6 April except with 60009 from Hellfield and leaving Carlisle at 14:40.

Saturday 20 June. UKR's *Lindisfarne* will run from King's Cross to Berwick on Tweed and return behind a Diesel or electric yet to be decided (a DBS Class 66, 67 or 90). The same appears to be the case for the schedule north of Peterborough so good luck with that.

Saturday 4 July. 60009 will bring RTC's *Yorkshireman* from Ealing Broadway along the Midland Main Line to Kettering then to Doncaster via the Midland Railway line and on to York returning behind Diesel. York a. 13:45, d. 17:10

Sunday 5 and Tuesday 7 July. SD's *Cathedrals Express* will run from King's Cross to Edinburgh on the ECML behind 60007 and return on the Tuesday handing over to another steam loco' (TBA) at York. No timings,

Wednesday 8 July. C&WC's *Forth and Tay Express* topped and tailed by Class 47/57s will run from York to Dundee taking the Durham Coast Line with many stops coming/going including:

York 06:45/23:30, Darlington 07:45/22:40, Stockton 08:00/22:15, Newcastle 09:20/20:55

Sundays 19 July to 6 September. RTC's *Waverley* will run from York to Leeds, Skipton and Carlisle (via the S&C naturally) and return behind Jubilee 45699 *Galatea*, 45690 or 46115.

York 09:30, Carlisle a. 14:20, d. 16:15, York 21:20.

### Friends Meetings for 2015

Meetings are at the Museum usually taking place in the Conference Room on the first Thursday of the month. Due to changes in the way the Museum is managed and to reduce the expense the Museum incurs as host *all* meetings for the foreseeable future will take place in the afternoon allowing it to save considerably on lighting, overtime, etc. Meetings commence at 1:45pm with the talk starting after announcements to members.

All the dates listed are Thursdays but note that there are exceptions to the usual first Thursday schedule. The April meeting will be on the second Thursday (the 9th) avoiding the Easter weekend. The second September talk near the anniversary of the S&DR is on the 24th which pushes the October meeting back to the 8th avoiding meetings on consecutive weeks and the December meeting is also on the second Thursday (the 10th) nearer Christmas.

- 9 April **A.G.M.** (The agenda is on the website.)  
then **Steam in and Around York- Part 2.** Chris Nettleton.
- 7 May **The Quintinshill Disaster of May, 1915.** Ray State.
- 4 June **The North Yorkshire Moors Railway.**  
Philip Benham, Managing Director.
- 2 July **...and D. is Another Railway Town.** Paul Talbot.
- August **No meeting.**
- 3 September **Grand Central Rail since 2009.** Sean English, Chief Operating Officer.
- 24 September **Hitachi Rail Europe: Back Where it all Began.** Speaker unnamed.
- 8 October **Steam in and Around Darlington- Part 2.** Chris Nettleton.
- 5 November **The Hackworth Brothers.** Jane Hackworth-Young.
- 10 December **Christmas Get-Together.** Christmas quiz and film show.

This list is offered in good faith but errors can creep in and plans can change. The Events page of the Friends' web-site will be updated to reflect any changes to the programme.

**Apologies** to anyone who came to the May meeting hoping to hear Darlington's MP Jenny Chapman. Mrs. Chapman was taken ill and had to cancel at very short notice- too late even for the website to be changed. Thanks go to Ian McInnes for filling in with photo's from his collection- few of those who attended were disappointed for long.

### Museum Programme

See the Museum's website ([www.head-of-steam.co.uk](http://www.head-of-steam.co.uk)) or call 01325 460532. For details of the Museum's educational workshops for schools contact Sarah Gouldsbrough (01325 734128 [sarah.gouldsbrough@darlington.gov.uk](mailto:sarah.gouldsbrough@darlington.gov.uk)) the Museum's Access and Learning Officer or, again, see the Museum own website or programme.

### Exhibitions

**Full Steam Ahead: The Railway Art of Frank Henry Mason.** Saturday 21 March to Sunday 31 May. Railway posters and carriage prints by the renowned artist.

**Holiday Runabout.** Wednesday 1 April to Sunday 31 May. Day tripping down the Yorkshire Coast by train in photographs. Curated by the North Eastern Railway Association (NERA).



**Morning Campers: The British Holiday Camp.** Saturday 6 June to Sunday 19 July. Exploring the history of British holiday camps.

**The Games We Played: Childhood Board and Card Games.** Saturday 25 July to Sunday 6 September. Popular and lesser known games from the 1920s to the '70s.

**Off the Beaten Track.** Tuesday 1 September to Thursday 31 December. Manipulated digital images of locomotives by local artist Martin Thorpe.

**Lost Property!** Tuesday 8 September to Sunday 29 November. Photographs of Darlington's vanished railway Legacy. Curated by NERA.

**Rail Mail.** Saturday 12 September to Sunday 29 November. Family friendly touring exhibition showcasing the Post Office's Underground Railway. Produced by the British Postal Museum and Archive.

**The Haggerleases Branch.** Wednesday 3 December to Sunday 28 February. Photographs of the Stockton and Darlington Railway's "withered arm". Curated by NERA.

### Events, Activities and Other Talks

Where prices are not mentioned entry will be covered by the Museum's usual charges. Year pass holders or Friends of DRCM members are free unless otherwise noted.

**Family Arts and Crafts.** Tuesdays, Thursdays and Fridays, 1:00 to 3:00pm from 1 to 10 April. Fun activities for all ages.

**Easter Special.** Sunday 5 April. Includes egg hunt, face painting and arts and crafts. £1 entry per person- family members free.

**Vintage Vehicle Rally.** Sunday 31 May. Rare and unusual vehicles from across the region, mini-train ride, arts and crafts, juggling and balloon making. £1 entry per person- family members free.

**Family Arts and Crafts.** Tuesday 26, Thursday 28 and Friday 29 May, 1:00 to 3:00pm. Fun activities for all ages.

**Teddy Bear's Picnic.** Sunday 19 July, 10:00am to 4:00pm. Activities including arts and crafts and a teddy bear themed trail. £1 entry per person- family members free.

**Summer Arts and Crafts.** Tuesdays, Thursdays and Fridays 21 July to 31 August, 1:00 to 3:00pm. Fun activities for all ages.

**Darlington Model Railway Club Exhibition.** Saturday 5 and Sunday 6 September. Members and visiting layouts in various scales and gauges.

**Heritage Open Days.** Saturday 12 and Sunday 13 September. Free entry to the Museum including guided tours by the Friends.

**190th Anniversary of the Opening of the S&DR Gala Fun Days.** Saturday 26 and Sunday 27 September 10:00 to 4:00pm. Celebrate the 190th Anniversary of the Stockton and Darlington Railways opening day on 27 September 1825. Children's entertainment, dancers, guided tours, stalls and much more.

**Little Boo!** Sunday October 25. 11:00am to 3.30pm. Spooky fun day for children with a magician and treasure hunt. Bring the little horrors in costume.

**Family Arts and Crafts.** Thursday 29 and Friday 30 October, 1:00 to 3:00pm. Fun activities for all ages.

**History Wardrobe Presents: Gothic for Girls.** Friday 30 October, 7:00pm. Black in fashion and British supernatural stories with readings from Jane Austen, Charlotte and Emily Brontë and Mary Shelly to recent chiller *The Woman in Black*. [www.historywardrobe.com](http://www.historywardrobe.com)

**Santa at the Station.** Weekends 12 & 13 and 19 & 20 December, 10:00am to 4:00pm. Santa's grotto, arts and crafts and mini train ride. Booking essential.

# Quiz Answers

## Early Railway History

1. Timothy Burstall of Leith entered *Perseverance*. The loco' was damaged on the way to Rainhill and Burstall could not complete repairs. She only ran on the last day of the Trials and then at a mere 6mph but he was awarded a £25 consolation prize.
2. Thomas Meynell of Yarm.
3. The Pensnett Railway in South Staffordshire was the first to be called a railway in 1681 (one point for 1676 to 1686). The name also seems to have been applied to the Earl of Dudley's Shutt End Railway much later.
4. The Diolkos was built to port ships across the Corinth isthmus (though it is likely to have been used for moving cargo from ship to ship too). Calculations suggest that a team of about 120 men could move a 38ton trireme from sea to sea in three to four hours which made a decisive difference in ancient naval campaigns. The "gauge" was about 1.6m and it is not clear if the grooves were part of the construction or just wore in over time but, whatever the case, they do seem to have been used to guide vehicles once they formed.

## The Permanent Way

5. 1,060 tons. (One point for 1,010 to 1,110 tons.)
6. Torpantau Tunnel, also known as Beacons Tunnel, on the Brecon and Merthyr Railway was built in an area of Brecknockshire now part of Powys. Brecknockshire is also called Breconshire, or just Brecknock or Brecon. Points for any of those answers. The B&M was dubbed the Breakneck and Murder Railway- whether or not it was more accident prone than other companies its steep gradients meant accidents tended to be noteworthy.
7. The London and North Western Railway at Crewe.
8. Wormit Foundry produced castings for the first Tay Bridge and disguised their poor workmanship by plugging holes with Beaumont's Egg. It was a molten mix of beeswax, rosin, iron filings and lampblack which set hard and polished up to look like metal.

## Locomotives

9. For one point all were renamed. For two points the first five were renamed having originally been named after birds of prey. 4485/60026 *Kestrel* to *Miles Beevor*, 4487/60028 *Sea Eagle* to *Walter K. Whigham*, 4488/60009 *Osprey* to *Union of South Africa*, 4494/60003 *Osprey* to *Andrew K. McCosh* and 4903/60034 *Peregrine* to *Lord Faringdon*.

The rest were 4462/60004 *Great Snipe* to *William Whitelaw*, 4466/60006 *Herring Gull* to *Sir Ralph Wedgewood* (after 4469, renamed *Gadwall* to *Sir Ralph Wedgewood*, was destroyed in a air-raid), 4489/60010 *Woodcock* to *Dominion of Canada*, 4495/60030 *Great Snipe* to *Golden Fleece*, 4496/60008 *Golden Shuttle* to *Dwight D. Eisenhower*, 4499/60002 *Pochard* to *Sir Murrough Wilson*, 4500/60001 *Garganey* to *Sir Ronald Matthews* and lastly (the only one renamed by BR) 4901/60005 *Capercaillie* to Charles H. Newton.

10. Six but you can have one point for four since four were used for traction- they were fed by super-chargers driven by two 150hp auxiliary engines. Several small engines were lighter than one big engine and being able to swap out small engines was expected to ease maintenance. The mechanical transmission was also lighter than a Diesel-electric arrangement though she still weighed over 120tons.

11. Four Class 59s replaced eleven Class 56s! The 56s had to double-head trains that the 59s could handle alone and such was their reliability Foster Yeoman needed access to a pool of eleven to be reasonably sure that eight would be available. Though only 15 class 59s were ever built GM spent tens of thousands of man-hours on design work much of

which involved cramming everything into the British loading gauge. The development work still paid off handsomely since the design was developed into the class 66.

12. 18100 was a gas-turbine/electric prototype ordered by the GWR from Metro-Vick during the War but delivered to BR in 1951. In 1958 she was rebuilt as a 25kV AC electric No.E1000 (later E2001) for trials and development on the WCML electrification. Once production loco's became available in 1961 she was out of use again but remained in store until being sold for scrap in 1972- long enough to be classified TOPS class 80.

#### Might Have Beens

13. Messrs Samuel and Heppel proposed the Thames Railway Viaduct line which would have run down the middle of the Thames from London Bridge to Westminster Bridge on cast iron piers. They thought construction could be completed in just two years and leave only one road obstructed

14. The GER built the Decapod 0-10-0T to prove that steam could equal electric performance by accelerating a 300ton train to 30mph in 30 seconds. There is some question now as to whether she actually achieved that performance but the City and North Eastern Bill was defeated. At 80tons the Decapod was too heavy for service anyway and was extensively rebuilt as an unremarkable and short-lived 0-8-0 tender freight loco'.

15. Construction of a Channel Tunnel began in 1880 (one point for 1875-1885). Tunnel boring machines working from both sides had reached over a mile out to sea by 1882 when the Government called a halt due to military concerns.

16. Breitspurbahn means broad-gauge and they weren't kidding. Having been conceived as a 4m gauge network (13'1.5") all development worked to 3m (9'10.125"). Much more practical. None of the plans came to anything so points for either (one point if you used Imperial and got within two inches so 10' or 13' would be worth a point). The loading gauge would have been 6m wide and 7m high. Carriages would have been double decked and 42m long and trains would have had cinemas, restaurants and swimming pools.

#### Thursday Afternoon at the Movies

17. Strangers on a Train.

18. Unstoppable.

19. Rome Express.

20. The Wrecker. If you were wondering Arnold Ridley listed as one of the writers, is the same Arnold Ridley who played Private Godfrey in Dad's Army some 40 years later.

#### Miscellany

21. Ivor the Engine worked The Merioneth and Llantysilly Railway Traction Company Ltd. One point for M&LRTCL.

22. "Yankee Moguls" were bought by the Midland, the Great Central and the Great Northern. All were imported as kits mostly from Baldwin although ten of the Midland batch were from the Schenectady Locomotive Works. They were not a great success.

23. The Dart Valley Railway was opened by Dr. Richard Beeching of all people.

24. Charlie, the last shunting horse, worked for BR at Newmarket moving horse-vans appropriately enough and retired in 1967 (one point for 1962-1972).

25. The "Hush Hush" tender (number 5484) is attached to A4 60009 *Union of South Africa*.

#### Tie Break.

Gresley's six P2s were 2001 *Cock o' the North*, 2002 *Earl Marischal*, 2003 *Lord President*, 2004 *Mons Meg*, 2005 *Thane of Fife* and 2006 *Wolf of Badenoch*.

# ***THE FRIENDS:* Introducing the Friends and Darlington Railway Museum**

The Newsletter is given to all members of The Friends of Darlington Railway Centre and Museum but other copies circulate so it is possible that it has been your introduction to the Friends and even the Museum. If that is the case it is hoped that you have enjoyed reading it and that it has piqued your interest. Presumably your having read this far is a good sign.

## **Darlington Railway Centre and Museum**

The Museum, also known as "Head of Steam", is housed in the old North Road Station building the main part of which was built by the world famous Stockton and Darlington Railway in 1842 and much expanded over the following 30 years. The S&DR marks the point in the history when industrial wagon-ways trundling from mines to the nearest canal or harbour became modern railways and the Museum tells the line's story with George Stephenson's *Locomotion*, built for the Railway's opening in 1825 and the first steam locomotive to haul a passenger train, taking pride of place. She stands with three Darlington built locomotives surrounded by interactive displays, artefacts and vintage photographs illustrating the history of railways and Darlington.

Visitors unfortunate enough not to have a consuming interest in railways, perhaps accompanying those who do, will discover much about the general history of Darlington, a varied programme of exhibitions on non-railway subjects and can enjoy refreshments. The Museum's facilities include the Northern Rail Activity Room, a children's play room, a meetings room with A/V equipment and the Ken Hoole Study Centre with its extensive archive of railway records, books, papers and magazines and other media.

## **The Friends of Darlington Railway Centre and Museum**

The Friends is a non-profit organization existing to help promote and support the Museum. It presents a year round programme of talks principally for members but which all-comers can attend although we do ask non-members for a donation. The programme is varied so whether you are interested in the history or future of railways, their engineering or operation it is likely to have something for you. Benefits also include this Newsletter and free entry to the Museum and you do not have to visit very often for it to be worth joining for that reason alone. There are rates for senior citizens and the unwaged and joint memberships for couples and families.

If you think you might be interested in joining the Friends you can download an enrolment form from the website listed below or contact the Membership Secretary June Palmer at [membership@friendsofdrbcm.org](mailto:membership@friendsofdrbcm.org).

## **The British Association of Friends of Museums (BAfM)**

The Friends of Darlington Railway Centre and Museum is itself a member of the BAfM, an independent organization for friends groups and individuals supporting not just museums and galleries but anything of historic interest including preserved railways, ships, parks, bridges and castles.

The BAfM has links with organizations including The Museums Association and the Department for Culture, Media and Sport, holds national and regional events and publishes handbooks and pamphlets full of useful information as well as a thrice yearly magazine. It can also arrange public liability insurance for organizations that may need it.

To find out more about the Museum, the Friends or the BAfM please visit one of the websites listed below. Remember if you do not have Internet access your library does.

[www.head-of-steam.co.uk](http://www.head-of-steam.co.uk) [www.friendsofdrbcm.org](http://www.friendsofdrbcm.org) [www.bafm.org.uk](http://www.bafm.org.uk)