

Friends of Darlington Railway Centre and Museum

Newsletter

Summer 2016

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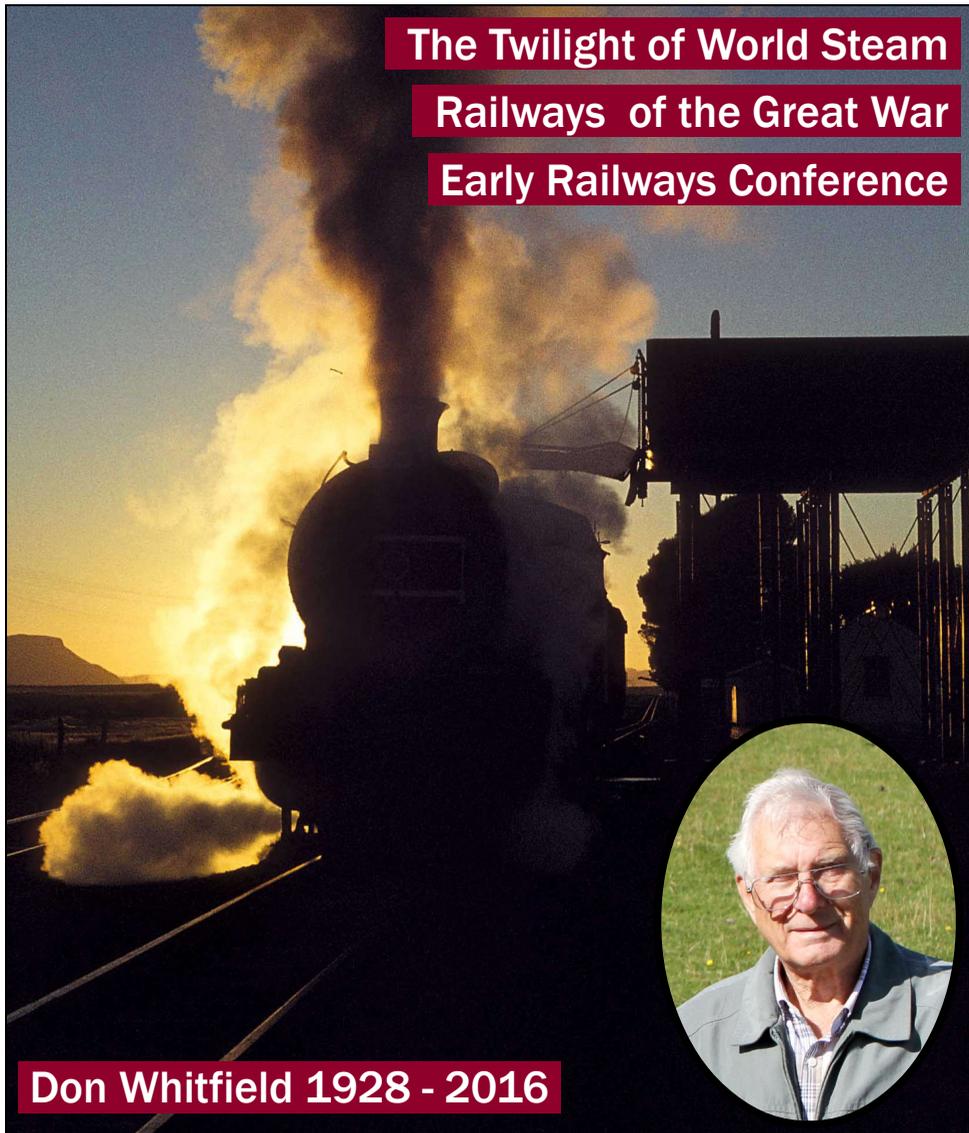
The Twilight of World Steam

Railways of the Great War

Early Railways Conference



Don Whitfield 1928 - 2016



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Introduction

This Newsletter is a little slim but, somehow, took ages to prepare due to various distractions so apologies for the delay. You may also have noticed that this is the second Summer issue. Due to some sort of synaptic misfire I typed "Summer" on the last (Spring) issue and did not notice until I saw the printed copies. This aberration may give the Newsletter some sort of value to collectors. Or just annoy people. Sorry again.

This is the first Newsletter that some members will receive by e-mail. Each issue goes to print as a PDF file and those files have long been available from the website but I have tried to make the digital edition for members distinct in some way. For one thing it can be in full colour and, with Dave Whitfield's photo's (p.6), this could hardly have started at a better moment. Members who would like to receive the digital Newsletter instead of print (which will save some costs) should e-mail the newsletter address below.

Tim Ruffle, Editor

Front Cover: Schoombie in South Africa. An overnight Burgersdorp to Rosemead freight stops for water in 1979. *Photo' Dave Whitfield. The picture of Don Whitfield (no relation to Dave) is a detail from a 2013 photograph kindly provided by The Northern Echo.*

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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TALK:

Railways of the Great War 2 June 2016

Colin Hatton is a one-time member of NELPG and currently Treasurer of the Western Front Association. His talk was subtitled Did Railways Really Win the War? He was assisted by Bruce Coleman. Pictures furnished by Colin Hatton and Bruce Coleman unless noted. Report by Richard Wimbury.

Railways are associated with many historical events (eg. Archduke Ferdinand's arriving by train prior to his assassination, Lenin's return to Russia and the 1918 ceasefire agreed in a French railway carriage). Railways changed the way wars were fought; they encouraged expansionist policies which led to conflict. Railways made the prosecution of WWI possible in the manner in which it was fought. French military leader Joffre called it "a railway war... won by the railways".

Belgium vainly tried to deter invasion by disabling its railways. The East African Railway sustained Germany by enabling food imports. Britain had experience in the Boer War of getting large numbers of troops, horses and fodder to Southampton port by train very quickly. Although rail unions initially opposed conscription, large numbers of railwaymen joined up; women replaced them and the railways were the first large-scale employers of women.

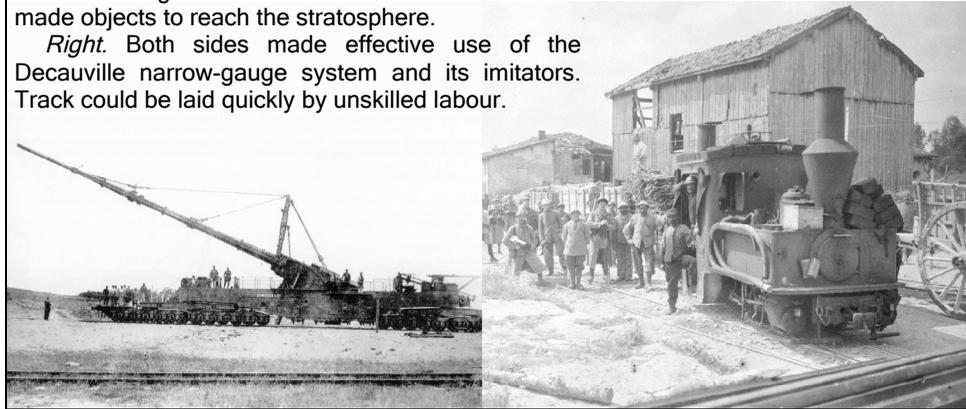
Railways were at the heart of battle-ground strategy, enabling rapid deployment of men and materiel. The German commander Schlieffen said railways were necessary to wage war successfully on more than one front.



Strategist Field-Marshal Alfred von Schlieffen. The "Schlieffen Plan" depended on the railways to enable Germany's rapid initial advance.

The German rail-mounted "Paris Gun" was not militarily significant but the psychological effect of being shelled from 75 miles was considerable. Its shells were the first man-made objects to reach the stratosphere.

Right. Both sides made effective use of the Decauville narrow-gauge system and its imitators. Track could be laid quickly by unskilled labour.





The interior of a GWR built ambulance train. These were originally expected to be used in Britain to move casualties from ships but more were made for use on the Continent.

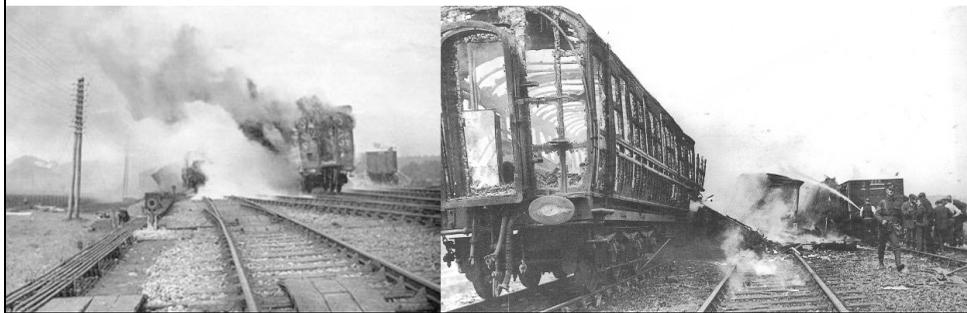
In the first four days of the Somme offensive the ambulance trains made 63 journeys carrying 33,392 injured men from railheads to coastal bases.

In 1914, three days after the start of war, the railways had got British troops, horses and fodder to France. The GWR ran 900 military trains in August 1914; 79 trains per week took coal from South Wales up to the fleet in Scapa Flow. 1915 saw the peak of military trains to the channel ports. Locomotives were shipped across to France for war work (the NER sent 50- the entire class of Worsdell T1s later LNER Q5). Light railways (60cm gauge) were built to take men and materiel from railheads to the front line, using steam/petrol locos; these lines could be easily laid and dismantled. Railway companies also manufactured shells, guns etc. They also ran specialist services such as ambulance trains; these had not been planned for, but eventually the GWR ran 6,000.

There were armament trains with rail-mounted guns (descended from Germany's "Big Bertha" in 1904 and used extensively at Verdun).

The terrible scene on 22 May 1915 at Quintinshill north of Carlisle on the Caledonian Railway. A troop train carrying some 500 men of the 7th Battalion Royal Scots Grey crashed head-on at speed into a down local from Carlisle that was being held on the up line. A minute later the two were struck by a down sleeper. The troop train was made up of old wooden bodied rolling stock with bottled-gas lighting and the resulting fire led to 227 deaths. 58 men made the afternoon roll-call.

Quintinshill was and remains the worst disaster in British railway history. The signalmen involved took all of the blame but were given light sentences and returned to work on the railway when released stoking conspiracy theories. Sloppy procedure, an over-worked rail network and certainly grievous error by the signalmen (one of whom, it emerged, was epileptic which would affect his memory) all contributed to the disaster.



Many railway companies named locomotives in commemoration of the Great War.

The LBSCRs L Class tank engine *Remembrance* is shown here in Southern livery. The class was designed for commuter trains which were taken over by EMUs under the Southern and Maunsell rebuilt them. The resulting 4-6-0 tender loco's were designated N15X but generally known as the Remembrance Class.

GCR Class 9P *Valour* is shown in its LNER days as B3 6165.



Military trains were not given priority in Britain, unlike in Germany. This was one of the reasons behind the terrible Quintinshill disaster of 22/5/15, when up to 240 deaths occurred, mostly troops travelling to Liverpool for embarkation to the Dardanelles.

In May 1919, at St. Paul's, a memorial service was held marking the sacrifice of the railways and railwaymen. The body of the Unknown Soldier was brought back by rail. Numerous war memorials were erected at railway stations, great and small. Locomotives were named after people/events linked to WWI.

It seems apt here to remind readers of Rob Langham's item about the NER's notable contribution to the War effort The NER and Darlington Go to War which appeared in the Spring 2014 Newsletter. Printed copies are no longer available but it can be downloaded through the Membership page of the Friends' website.

Some 18,000 railwaymen died in the Great War. Among the many railway company memorials that pay tribute to them are those erected by the NER in York (left) and the GWR at Paddington. *The GWR photo' is from Wikipedia by "Jprw" and used under the terms of the Wikipedia Commons Licence.*



TALK:

The Twilight of World Steam 7 July 2016

Drummond M7 0-4-4 "Motor Tank" 30025 at Salisbury on 20 August 1964. She had been withdrawn in May.



Dave Whitfield has presented some of his photographs to the Friends before focusing particularly on China. This time he showed pictures from several countries documenting the last working steam locomotives in the world many of which have since retired for good. As ever with such presentations one can hope only to provide a flavour of the riches enjoyed at the meeting. Report by Bill Ferguson. All photo's Dave Whitfield.

Dave Whitfield's talk was indeed no misnomer. We were treated to a whirlwind tour of countries all over the world where he had captured the last days of steam. We saw examples from Europe, the Middle East, Africa, the Indian sub-continent and the Far East. An overview of the full range of countries showed that there were a lot more not covered that afternoon.

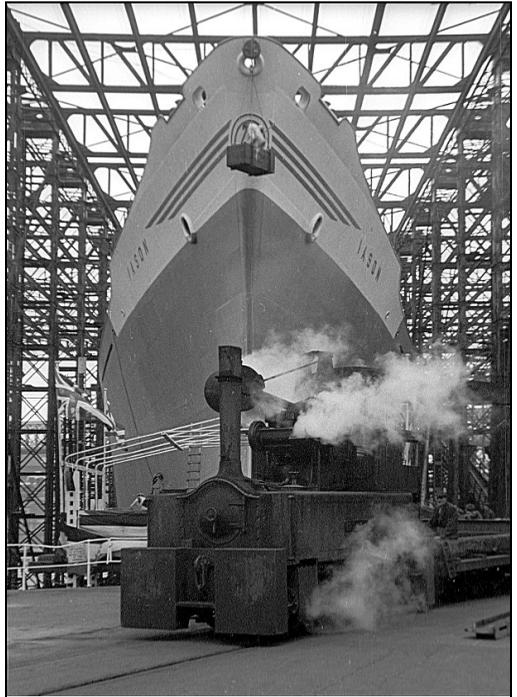
A3 Pacific 60106 *Flying Fox* runs through West Hartlepool on 6 April 1964 in charge of a freight turn.



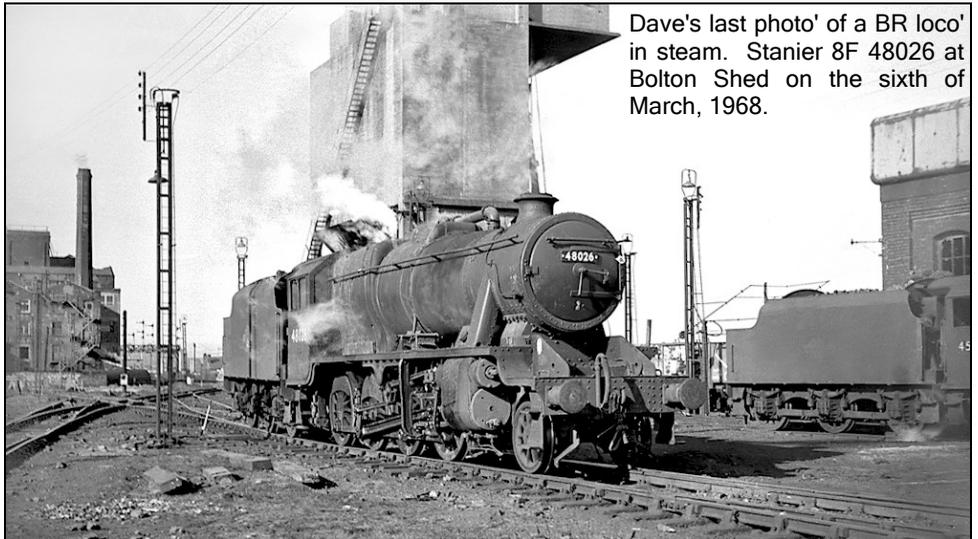
Dave's style is enthusiastic and anecdotal with many reminiscences of how, where and when the photo's had been taken over the last 50 years. The images he showed are too numerous to be described in detail but perhaps focus can be made on a few highlights.

The journey started in the North East in the early 1960s, primarily in Hartlepool but moved on to some scenes of the last of Southern steam and even the Isle of Wight. Also covered was East Lancashire and King's Cross where we saw the last K2 and *Flying Scotsman*.

Dave and his friends had unexpectedly discovered the joys of industrial steam, starting with steam in local collieries, after main line steam had ceased. Also visited was Cumbria to see rope-hauled inclines and shale being tipped near the Irish Sea coast. Not to be too parochial, there were scenes from Cornwall, Wales and some Sentinels in Scotland. This section finished with crane-tanks in Doxford, Sunderland in 1972.



A crane tank passes a ship being prepared for launch at the former Doxford and Sons shipyard in Sunderland in the '70s. Dave was previously unaware that such a contraption even existed but this was one of several in working order.



Dave's last photo' of a BR loco' in steam. Stanier 8F 48026 at Bolton Shed on the sixth of March, 1968.

West Germany. A large-boilered Pacific on shed at Hof near the border with East Germany in 1972.

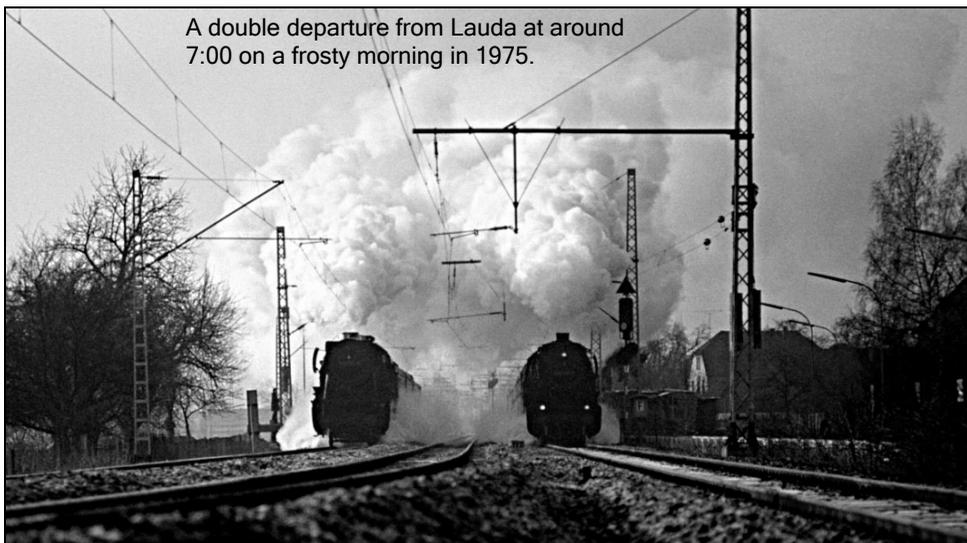


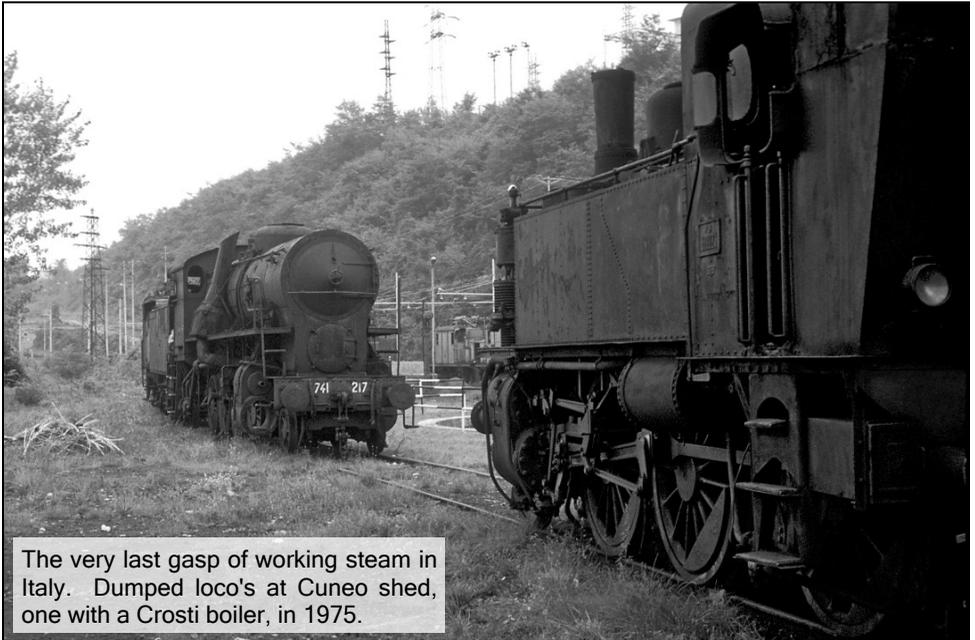
Moving on to mainland Europe, there were some West German locos Kriegsloks 44s and 42s near the end of their service and images from Italy in 1975 just as main line steam was ending.

Holidays in Turkey in 1975 and again in 1984 led to photos of the end of steam passenger services and later to the end of freight, there was even an 8F.

Moving continents, this time to South Africa, initially in 1977 with Beyer-Garretts at Kimberley. Even by 1979 there was a lot of steam working the coal fields, primarily using Garretts and a memorable shot displayed two Garretts double heading a freight train.

A double departure from Lauda at around 7:00 on a frosty morning in 1975.





The very last gasp of working steam in Italy. Dumped loco's at Cuneo shed, one with a Crosti boiler, in 1975.

There was a brief sojourn in India where the metre gauge hosted the last elements of steam haulage.

The talk concluded with images from China where Dave had been many times and felt that this was where true steam had lasted longest. We saw the last main line steam passenger train in the world and then scenes from the JiTong line from 1996 until 2004. This was a new purpose-built line to move freight, primarily coal, with scenery varying from snow in winter to sunflowers in autumn. Dave's last visit to China was in November 2005 to see industrial steam in the west but he



Turkey in 1977. Diesel had taken over the suburban services around Izmir the week before Dave arrived but long distance services and freight offered plenty of steam including Stanier 8Fs and this Darlington built 2-10-2.

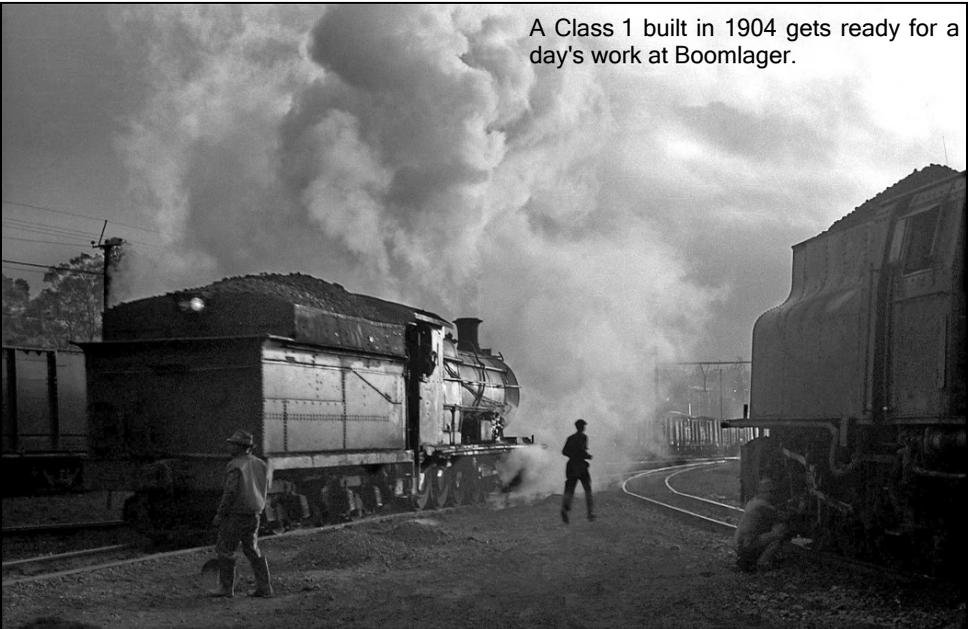
South Africa, June 1977. GF Garett's dating from the '20s double-head a train of empty wagons at Enyati in Natal.



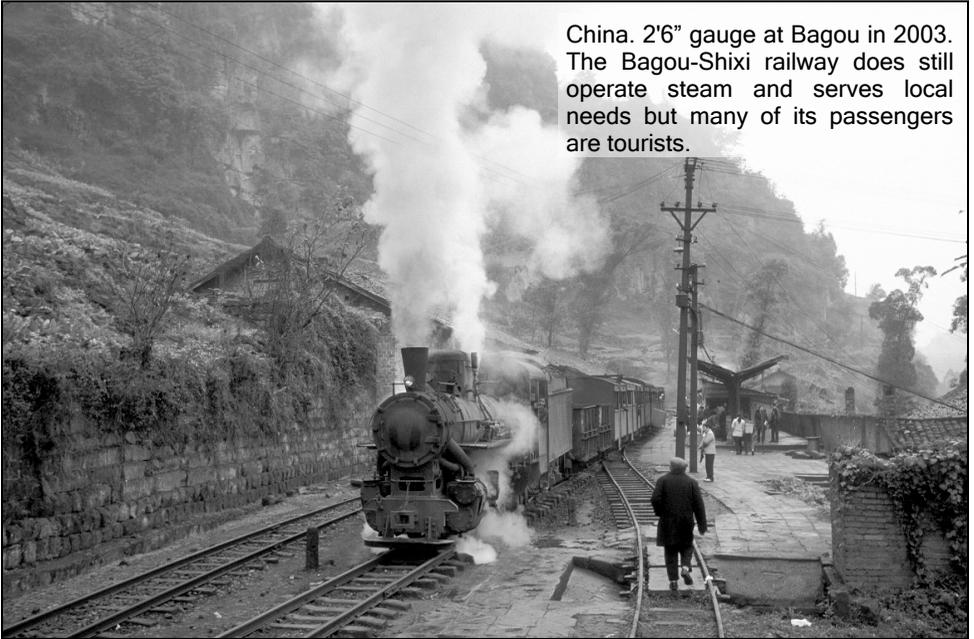
finished with views of steam hauled freight on the main line and one of the last shots had some decorated graves in the foreground.

A most entertaining talk. In terms of his material I'm sure we saw only the tip of the iceberg and there are many more countries to come.

A Class 1 built in 1904 gets ready for a day's work at Boomlager.



China. 2'6" gauge at Bagou in 2003. The Bagou-Shixi railway does still operate steam and serves local needs but many of its passengers are tourists.



Dave Whitfield's previous talk to the Friends, Steam and the Dragon, focusing on Chinese steam is summarized in the April-June 2011 Newsletter. The Editor would also remind readers of Tony Clamp's account of his visit to the Umgeni Railway in South Africa Flirting with Maureen in Spring 2014. Digital versions of both are listed on the Friend's website: friendsofdrcm.org/downloads.

The End. A QJ 2-10-2, the ubiquitous workhorse of China Railways, passes graves at Chabuga on the Jining-Tongliao line in Inner Mongolia in 2003. The 587 mile "JiTong" line opened in 1995 and was well served by 100 or so QJs which had been displaced by Diesels, an Indian Summer of mainline steam that lasted until 2005.



OBITUARY:

**Don Whitfield
1928 to 2016**

Don Whitfield was a founding member of the Friends of Darlington Railway Centre and Museum. Most local members of the Friends will have some memories of him since he rarely missed a talk. This tribute was prepared from notes kindly provided by Don's friend Arthur Peacock with some additional information from Alan Bettaney of the Cleveland Industrial Archaeology Society.

Don was born in Whitley Bay in 1928. He recalled using chalk and slate at his first school and completed his education at Darlington Grammar before beginning his apprenticeship as a Toolmaker at Stevenson's Engine Works. His father, Andy Whitfield, was Erecting Shop Foreman there.

He worked at three heavy engineering works before starting at Davy Ashmore in Stockton, now Aker Kvaerner Engineering Services, in 1956. He was at Ashmore's for 33 years and for 23 of those years was in charge of the mechanical design of blast furnaces. He retired at 60 as a respected engineer who had travelled the world in his career.

Don enjoyed an active retirement being interested in local history and archaeology. Amongst other things he contributed two articles to the Cleveland Industrial Archaeology Society journal *The Cleveland Industrial Archaeologist*. Both are well researched and illustrated with Don's own drawings and photographs. He was also a keen cyclist and a Whessoe Parish Councillor. Of course he devoted a lot of time to the Railway Museum as a volunteer and to the Friends acting as liaison between the two and organizing the sale of books and other items.

Don married Viola Cantley in 1954 and they had three children together: Raymond, Rosalind and Peter. He married Shirley Peacock in 1993 and they spent over 20 happy years together until her death in 2014. That was the start of a rotten time for Don blighted by a car crash and deteriorating health but he bore his trials with remarkable grace. He still appeared at the Museum, came to the Friends' talks and retained his place on the Committee until a few months ago. Only a note that get-well-soon cards would not be appropriate hinted at how serious things were.

In his last weeks he was cared for selflessly by John and Janet Peacock. He slipped away painlessly and very peacefully on the ninth of June. His funeral service was at Darlington Crematorium on the 23rd where donations for the Stroke Association and the Museum were requested instead of flowers.

Don had remarked that he could have not asked for more from life and Darlington Railway Museum could hardly have asked for a better friend.

Sarah Gouldsbrough of the Museum and a member of the Friends writes:

Don has been an excellent Friend to the Museum in more ways than one. He has been a stalwart of the Friends organisation itself, and more recently ran the bookstall with Arthur Peacock.

Seeing Don every Saturday when he came in to count the money and replenish the books was something to look forward to as he always had a cheery word and an interesting anecdote about what he had been up to. Don was a fount of local knowledge and has helped us out many times with enquiries both railway and local history related.

He and Arthur have been generous with their time and expertise, on one occasion making a coconut shy for one of our events- and doing much research into what shape of container would best hold the coconuts- possibly getting some funny looks in Morrisons!

We all miss Don greatly.

In 1942 at the age of 14 Don and a friend cycled from Darlington to the Lake District, with an overnight stop at Penrith, to see Thirlmere Dam. Clearly his enthusiasm for engineering (and, for that matter, cycling) started early.

At the dam they found an open door and entered for a closer look climbing down a shaft to explore the interior.

They re-emerged to be met by a party of soldiers and Home Guard who accused them of being German saboteurs. Don and his friend had left their ID cards at home and it was some time before their captors were convinced of their innocence.

In later years Don looked for a record of the incident but could find none. He was not surprised- any report would have had to admit that access to the dam had been left open and unguarded.

In 2014 Don was invited for a tour of Thirlmere Dam by its present operators United Utilities. The splendid Victorian building remains but the equipment has all changed. Don's story and his visit prompted articles in the local press and an item on Look North. An account can be found on United Utilities own website. This photo' is ©2014 United Utilities and used with their kind permission.



FEATURE:

Early Railways Conference June 2016

Bill Ferguson attended the Sixth International Early Railways Conference in Newcastle from 16 to 19 June 2016.

Many of the initial sessions concerned the mining of coal and how the railways helped to move it.

There was a focus on waggonways to the Tyne and how an excavation of the Neptune Yard at Wallsend revealed a well-preserved waggonway and possibly a unique water wash pool for wetting the wooden wheels of the chaldrons to preserve them. Another session dealt with commercial aspects of local waggonways, how the capital was raised, the rewards and failures. One titbit was that the refurbishment of St Paul's after the Great Fire was paid for by a levy on coal from the North East.

There was an interesting account of the Sunderland-Durham rope-hauled railway (no locos involved) but which actually carried passengers although their main business was coal.

Some sessions involved personalities, principally George Stephenson with one paper which painted him as a marketing man with some technical weaknesses.

Two sessions were more technical, the first outlining the development of points up to 1830 and the second dwelling on mineral extraction in Central Europe in medieval times. From sledges, wheelbarrows, boxes and wheeled chests. The focus was on "Spurnagelhunt" that is a guide pin underneath the chest, guiding it along a narrow groove.

In a lighter moment, Queen Victoria's specially commissioned bathing machine was featured at Osborne on the Isle of Wight which ran down to the water on a stone rutway 100 inches wide.

Another session gave prominence to the horse, showing how it was a significant factor in transport in the 16th and 17th centuries, replacing human pulling power, mainly along canals. However the costs went up dramatically during the American, Spanish and Napoleonic Wars. After 1815 their use had a brief resurgence but from 1820s, the technological advantages of steam propulsion became evident and horse use declined, although there are a few specific examples of horse power today.

Dealing with former British Empire spheres of influence, Australian plateways around Melbourne 1885-1915; a railway proposal in Sierra Leone in 1820; Trinidad its history and railways used to move sugar cane; Egypt with rail track around Alexandria but without locos.

Recent research by a group about the Penydarren loco as demonstrated by Trevithick in 1804 on the Methyr Tramway was put forward with some new evidence about its form, function and significance. Their conclusion being that it was likely a modified Tram Engine; a demonstration model; multi-functional but more likely to be envisaged as moving rather than static and a machine which showed that steam propulsion was feasible.

Some of the paper on Early Locomotives and the Blast Pipe had been heard from Ray State's talk to the Friends (*reported in the Spring 2013 Newsletter*).

Editor). There was a brief mention of the Thompson Kirkhouse engine of 1832, the Belted Will.

There was a comprehensive survey of *Blücher* and the early Stephenson engines which followed, dealing with the Killingworth and Hetton locos, mention being made of the gradual improvements, gears discontinued and steam springs introduced and the step change from cast iron to wrought iron rails. This led to an interesting theory about the origin of "Billy" much rebuilt by 1881 but likely to be a Killingworth engine of 1815 or 1816. Thus the question of the second oldest engine after "Puffing Billy" arose, the distinction lying between "Billy" and "Wylam Dilly".

There was a social programme to the Conference, a reception in Newcastle's Mining Institute. An evening visit to the Tanfield Railway with a ride on a steam train along their track and a river cruise from the Quayside to Tynemouth with sight of the various coal staithes en route.

MIXED GOODS:

Announcements and Miscellany

Crown Street Library Closure...?

The last Newsletter's note about Crown Street Library was rather overtaken by events. In the face of strong local feeling and a campaign supported by authors including Philippa Gregory, Anne Fine and Gervase Phinn the Council ratified its decision to close Crown Street and move services to the Dolphin Centre while the Newsletter was at the printers.

Campaigners prepared for legal action retaining lawyer Michael Imperato who has a track record helping to keep libraries open including the Church Stretton Library in Shropshire. The argument was that the decision was made without due process or proper public consultation, alternatives had not been properly evaluated, the estimate for projected savings was unrealistic and that the proposed service would not be to the standard the Council is obliged to meet.

On 6 September the Council announced that it would set aside the decision (at considerable expense) with a fresh decision to be made by the end of the year. A spokesman admitted that the potential expense of legal action had influenced this new development. It has emerged that Crown Street is held on trust for a public library. Major decisions about it may need to be taken by trustees and require permission from the Charities Commission. The Library's sole corporate trustee is the Council Cabinet so the full Council may not have had the right to decide on the its future anyway.

The recent developments represent a stay of execution rather than a reprieve. Darlington residents reading this are urged to support the Library by backing the campaign or simply using it. The Library was a gift to Darlington from the Father of Railways Edward Pease. The Crown Street site, building (now Grade 2 listed) and contents were paid for with a £10,000 bequest from him.

Collection and Bookshop

A brief reminder that the Friends Committee will always be grateful for any items donated to it. Artefacts may be passed on to the Museum while books, videos

and such can be added to the Friend's own library or, in the case of duplicates, put on sale in the second-hand shop on the Museum platform. The collection and shop are overseen by Arthur Peacock although most of the Committee members will accept items. The proceeds from the shop go into the Friends' funds helping to keep membership costs down and support the Museum.

Missing Newsletters

No-one has been in touch about Newsletters not being delivered. The issue was raised at the last meeting and none of those attending had any such concerns so the matter is considered closed. The initial confusion about the Winter issue seems to have arisen as a result of copies being forgotten or misremembered perhaps because people did not recall reading about the Deltic prototype which was on the front cover. In fact there was no content about her apart from the caption of the photo' which illustrated her recent return to Locomotion. The Editor happened to like it.

If you have any lingering doubts go to the membership page of the Friends' website from where you can find your way to a list of back-numbers.

Train Simulator 2016

A couple of people have now taken advantage of the offer for Dovetail Games' Train Simulator 2016 but there are plenty of copies left for any members of the Friends who have a suitable Windows PC. This is the complete game including the Weardale and Teesdale Network in the '60s route described and illustrated in the Winter Newsletter and now on the website at friendsofdrcm.org/trainsim.html.

Rail Tours in the Region

This information is taken from www.uksteam.info, 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 29 October. The Railway Touring Company (RTC) will run *The White Rose* from Kings Cross to York and return behind LNER A4 Pacific 60009 *Union of South Africa*.

York a. 12:30, d. 15:30.

Thursday 8 December. RTC's *York Yuletide Express* will run from Norwich to York and return behind either 60009 or LMS Princess Coronation 46233 *Duchess of Sutherland*.

York a.13.20, d. 16:15.

Saturday 10 December. RTC's *The Christmas White Rose* will run from Kings Cross to York and return behind either 60009 or 46233. York a.12.30, d. 15.30.

Saturday 10 December. Just to confuse things Vintage Trains Ltd (VTL) hopes to run *The Christmas White Rose* from Tysley to York and return behind GWR Castle Class 5043 *Earl of Mount Egecumbe*. Timings should be confirmed and listed by the 5th.

Saturday 17 December. RTC's *York Yuletide Express* will run from London Victoria to York and return behind 46233. York a.13.51, d. 17:25.

Wednesday 21 December. RTC's *The Christmas White Rose* will run from Cambridge to York and return behind 46233. York a.12.18, d. 16.13.

Friends Meetings for 2016

Meetings are at the Museum usually taking place in the Conference Room on the first Thursday of the month. To reduce the expense to the Museum of hosting the Friends *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, usually the first Thursday of the month but there can be exceptions. The only one in the remainder of this year's programme is the December meeting which will be on the second Thursday (the 8th) a little nearer Christmas.

6 October **Rescues and Restorations** Richard Pearson
(Workshop and Rail Operations Manager, Shildon).

3 November **The Railways of Sierra Leone.** Anthony Coulls.

8 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 due to unforeseen circumstances. The programme is listed on the Events page of the Friends' web-site which will be updated as soon as possible in the event of any change or correction.

Museum Programme

See the Museum's website (www.head-of-steam.co.uk) or call 01325 405060. For details of the Museum's educational workshops for schools please contact the Museum's Access and Learning Officer Sarah Gouldsbrough (sarah.gouldsbrough@darlington.gov.uk or 01325 405541) or, again, see the Museum's own website or programme.



Exhibitions

The Splendour of Steam. Saturday 10 September to Sunday 30 October. Artist Stephen Bainbridge's works in acrylic, limited edition prints, and cards.

Loco's and Famous Expresses on the York to Darlington Line. Wednesday 7 September to Wednesday 30 November. Curated by NERA.

Little Works of Art. Saturday 5 November to Sunday 8 January 2017. 100 years of Greeting Cards with 280 Christmas, New Year, Easter, Birthday and Valentines cards from 1850's to 1950's.

150 Years of the Forcett Branch. Wednesday 7 December to Wednesday 22 February 2017. Curated by NERA. *This is the freight only Forcett Railway which joined the Darlington and Barnard Castle line east of Gainford not the Fawcett Branch, wherever that may be, as it appears in some listings.*

Activities, Events and 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.

Victorian Family Fun Day. Sunday 25th September 2016, 10:00 to 4:00pm in the Museum and gardens. Children's entertainer, flea circus, punch and Judy, face painter, mini train ride, arts and crafts and a Victorian themed trail. £1, family members go free.

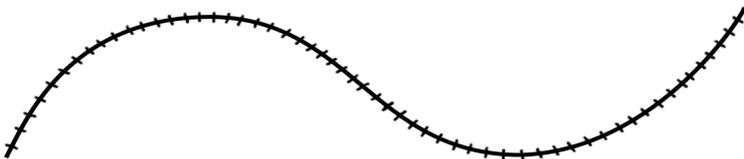
Halloween at Head of Steam. Sunday 23 October, 11:00am to 3:30pm. Children can wear their Halloween costumes to the decorated Museum and enjoy spooky storytelling, balloon modelling, treasure trail, face painting, mini train ride and arts and crafts.

Family Arts and Crafts. Thursday and Friday 27 and 28 October (half term) from 1:00pm to 3:00pm. Craft sessions for all the family.

Santa at the Station. Weekends 10 & 11 and 17 & 18 December, 10:00am to 4:00pm. Meet Santa in the Museum grotto (booking essential) or just enjoy the face painting, mini train ride, Christmas music, arts and crafts and Christmas themed trail.

The space at the bottom of this page left the Editor at a bit of a loss until a self-deprecating anecdote from Don Whitfield came to mind.

Don was in the USA and had become interested in the early history of the country, especially the westward expansion of the settlers and their wagon trains, and went to a library to ask for a good book on the subject. Glancing through the book he was offered he noticed a map at the front with a line snaking across it thus:



Don rejected the book. The librarian asked why.

"It covers the wrong period." said Don, "Look- there's a railway line marked. The railways didn't come until much later" he explained carefully.

The librarian gave him a pitying look and explained, equally carefully, that the line represented the route of one of the wagon trains. Each of the "sleepers" marked where it had stopped at the end of a day.

Don accepted the book without further objection and departed as swiftly as was polite.

***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@friendsofdrmc.org.

To find out more about the Museum or the Friends 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

www.friendsofdrmc.org



The British Association of Friends of Museums (BAfM)

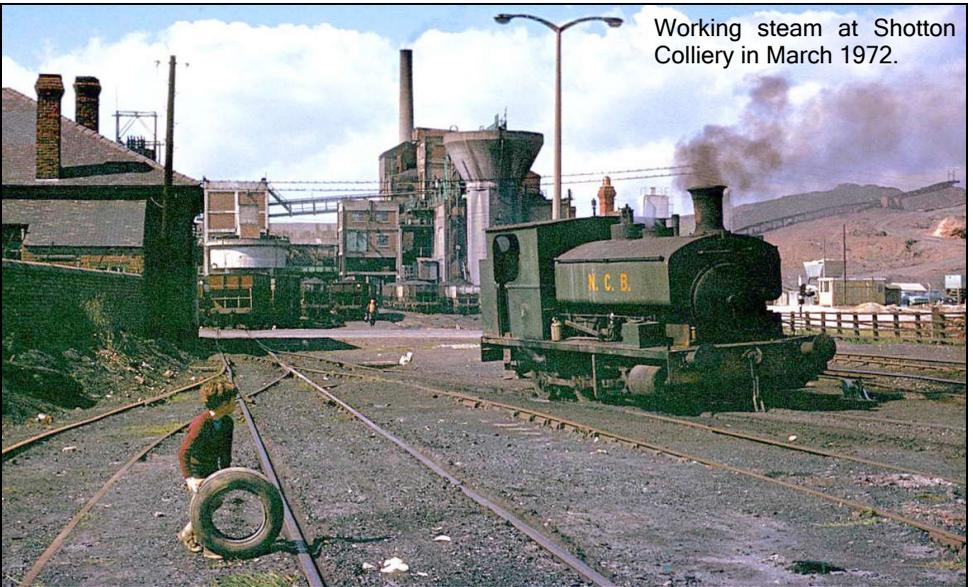
The Friends of Darlington Railway Centre and Museum is itself a member of the British Association of Friends of Museums (BAfM, www.bafm.org.uk), an independent organization for friends groups supporting not just museums and galleries but anything of historic interest including preserved railways, ships, parks, bridges and castles.

The BAfM has links to 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.

A Kriegslok shows off at Lauda, West Germany in 1975.
All photo's on this page Dave Whitfield (p.6).



Working steam at Shotton Colliery in March 1972.



Hongwa in China, January 1994. *Triple* heading Qjs give this freight around 10,000hp

