



boat for the 3 hour trip, taking in the sight of the NRM (four times!), the Bishop's Palace and the old East Coast Main Line bridge. The latter, despite now being redundant, has been made into something of a focal point with a very large sculpture, in wire lattice, of a fisherman and his dog - just happening to catch a miniature Pacific loco! Food and drink were in plentiful supply and we all enjoyed the opportunity for some relaxed conversation. Our arrival back at Kings' Strath was on time at 10:30 where our chartered coach driver was waiting to take us back to Darlington. It was shortly after midnight before we retired to our rooms.

Sunday - and still no thunderstorms (unlike two years ago). Following our breakfast we were again met by our coach driver ready for the day's tour. Since we had a few minutes in hand, we persuaded him to take us to the "brick A4" on the outskirts of town, where we all assembled for the group photograph. Then back to the coach for the short trip to North Road Station - our driver giving us an informative commentary of the local railway sites. At North Road we were met by our two guides Bill Fergusson and Richard Wimbury. We were informed that we were in luck - it being the school holidays there was to be a childrens' event later in the day which we would miss (Thomas didn't feature in our plans). Seriously, though, our guides did us proud in packing so much into the 90 minutes we had available, including a special performance of the live-actor play featuring the ghost of North Road. With a quick tea and biscuits, we bade farewell to our hosts and rejoined the coach for our run north west to Shildon. Again, our knowledgeable driver pointed out the sites of interest - such as old railway embankments, signalboxes and closed stations.

Shortly after 11am we arrived at Shildon and disembarked from the coach to tour the Timothy Hackworth part of the Locomotion site. Here we were given a brief introduction to the site in the reception building - the ex Sunday School for the Methodist Chapel. Also within this building is Hackworth's *Sans Pareil*. The main exhibit here is Timothy Hackworth's house, which now provides a small number of displays showing the development of the town and the crafts its occupiers performed. This includes a very informative computer display which gives a graphic interactive map of how the town grew in size and complexity from the early 1800s to the modern day, and charts the rise and decline of the local railway industry. At the end of the road is the original Hackworth workshop housing, at the time of our visit, various wagons awaiting restoration. Across the road is the old goods yard with its weigh-bridge and goods shed. In the latter is the working replica of *Sans Pareil* and its train of replica period carriages.

A minibus connects to the main museum, although several of our party took the opportunity to stretch our legs by walking the 1km or so. Along the way we took in the coal drops, which still need to be restored, the original station buildings, and signal box with the contemporary station platforms. At each of these, there is an information point giving details of the building and its history. Arriving at the main site we were greeted with a demonstration of shunting by NER P3 No 2392 (on loan from North Yorks Moors Rly.) and Bagnall 0-4-0ST *Mathew Murray* (on loan from Middleton Rly), which were engaged in the yard rearranging the order of various goods vehicles including the boiler bogie - the largest vehicle in the national collection. We learnt later that this was a special, trial

## DEUTSCHES TECHNIKMUSEUM, BERLIN.

The museum is based on the locomotive depot for the former Anhalter Station, and rather away from the normal tourist area. However, leaving the Mohrenstr underground it is easy to find - there is a USAAF C-47 on the roof of the new building! The sheds had become derelict before being taken over for the museum and one bay has been left as a "nature reserve", overgrown with trees.

The railway collection is set out chronologically, with a series of about 30 time frames set out in the 2 semi-circular enginesheds. Each time slot, from 1841 to the present day, features locomotives, rolling stock and other artefacts appropriate to the time. Each has an information board (in both German and English) giving background on the state of the railways in Germany, and events affecting them. Germany even had its own "Railway King", whose empire collapsed in 1873 leading to the nationalisation of the Prussian railways.

The first slot notes how the first locomotive (*der Adler*) was bought from the Stephenson's works, travelling by water to Cologne, and then by ox-cart to Nuremberg. This is stated as explaining why the German railways run to a gauge of 4' 8½". The early days are illustrated with an excellent set of models, including *Rocket*, *Puffing Billy* and *Locomotion*.

As the visitor moves round, the advances in technical developments move to Germany with examples of developments on electric traction from the 19<sup>th</sup> century onwards. There is a model of the electric railcar which ran at 210kph (130mph) in 1903. By the late 1930s, Germany had many kilometres of electric railway, based upon 15kV, 16⅔/3Hz, overhead wires, but

the challenge from the rapidly expanding autobahns was becoming significant.

The smaller artefacts illustrate the great production of tin-plate toys in Germany. One exhibit has a Prussian express locomotive drawing 2 coaches clearly marked "GNR" on their teak sides. There was even a tin-plate toy autobahn on which you could run wind up cars.

The sheds served the Anhalter Bahnhof, which became the station for state visits, but which has been demolished. The museum friends are building an 00gauge model of the station and its approach which will illustrate the beautiful architecture of the station buildings.

The museum does not overlook the sadder side of German history. A display on the side of goods wagon shows a typed letter stamped "Secret". Why should an order for special trains be secret? Because it relates to the movement of Jews to concentration camps. There are details of the "Rubble trains" and the "Rubble women" - narrow gauge contractor's trains on temporary track, with female labour, used to clear the rubble from the streets of war torn Berlin in 1945/6.

There were two disappointments. Firstly, the demonstration of a cut-away locomotive did not take place, presumably, a single British visitor did not justify it! Secondly, the locomotives were grubby and the labels illustrating the parts of the cut-away locomotive are so dirty as to be almost unreadable.

I spent most of a day in the museum and sampled the restaurant. This has been fitted out in wood paneling and has the air of a pre-war station restaurant. The food was good as well.

If you're in Berlin, the museum is a must.

*Phil Brown*

## THE WORK OF THE RAILWAY MISSION SINCE 1881

Ian Markey, Chairman, The Railway Mission.

It was in an unfamiliar location that we received our first talk of the new season on 12<sup>th</sup> September 2005. The Chiltern Railways Board Room was in use so we were in one of their meeting rooms. Not so elegant, but more homely, and with more chairs. Once more our topic considered the human element of the railways as Ian Markey told us about the work of the Railway Mission. He illustrated the current work of the Mission with a short film included in issue 3 of The Railway Monthly DVD. He then handed over to Laurence Wright, who is the chaplain based at Peterborough.

The Railway Mission supports 16 chaplains around the UK railway system. They are dependent upon donations, but get much support from the railway industry. Their aim is to serve all, regardless of rank or religion. The Mission was founded on 14th November 1881 as a successor to the Railway Boys Mission. Over the years there has been support from the railway companies, for instance by the provision of land for the Mission to erect pre-fabricated chapels. These "Tin Tabernacles" were the Victorian "Flat Pack" buildings. The chapels were a haven of peace for those working on the railway, but eventually became outdated - that at Peterborough is now used as a mess hut. In 1969 the first Mission chaplain was taken on and now the chaplains operate from offices provided by the various railway companies. Inevitably, much of the Mission's work relates to disasters, either personal in the case of railway staff, or major incidents such as Ladbroke Grove and Hatfield. These recent incidents had highlighted the pastoral work of the chaplains to the injured and those

traumatised by the horror of working at the site.

The Mission first published its magazine "Railway Signal" in May 1882. Its calendar is now much sought after. The Mission's archives have been passed to the NRM for safe keeping and it is hoped that the Mission's history will be published sometime, especially as it celebrates its 125 year anniversary next year.

Lawrence Wright gave us a vivid account of his work with railway staff. An important part of his job is to be a friend to all and to provide a listening ear for confidential topics which could not be discussed with colleagues or a welfare department - the Mission complements the company organisation, not replace it. Lawrence brought to his work experience from the British Transport Police. This proved valuable when it became necessary to get to the scene of one incident rapidly and helped him to understand the support needed by the emergency crews during major incidents. He finished the talk with some amusing memories from his work, but the most important lesson was that the human element of any railway system needs its maintenance if the system is to work smoothly, and some of this maintenance is provided by The Railway Mission.

At the end members donated £37.20 and a very nice letter has been received thanking the group.

*Phil Brown*

### NOTE

The report on the Outreach Programme and the October indoor meeting will appear in the next issue

event which may be repeated at intervals.

At the main site, we were taken to the meeting room, which had been set out with a buffet lunch. It is quite clear from the decorations in the meeting room how new the museum is - there is absolutely nothing on the walls! I wonder how long that will continue?

When we had finished our meal, our guide, Jim joined us to start the tour. We were introduced to the state of the art building through a nearby display. This has nothing to do with railways, but shows the amount of electricity produced by the solar cells on the roof, and the wind turbine. The building also collects water from the roof, which is used for non-drinking purposes. Overall, the electricity and water produced from these arrangements services a good proportion of the museum's requirements. Little heat is needed to keep the building cool, as it is well insulated. We were told that even in these northern climes, it was still quite pleasant in the winter.

The tour took in a good proportion of the current museum's exhibits. One of the first locomotives we encountered was the GNR 552 No 1247, which or Vice President, Captain Bill Smith purchased direct from BR service. We took the opportunity for another group photograph by the engine.

We were also treated to a view inside the LNWR Corridor 1st Brake Royal support vehicle No 5154, when we were allowed access a few at a time inside the vehicle. Some of the exhibits are less presentable, though, there being a significant number of goods vehicles awaiting restoration. This was part of the objectives in creating Locomotion, since it means that the vehicles are no longer suffering the ravages of the weather while they wait

their turn to move to the restoration area.

At the time we were there, the restorers' attention was concentrated on a GWR 6 wheel coach, which was nearing completion. The LNER snow plough, which was the subject of a major restoration project a couple of years ago, and reported in the NRM Review, was displayed in the front centre of Locomotion, so visitors could appreciate the quality of the job.

A few new arrivals were tucked away at the rear of the hall. Two of these were track inspection vehicles just released from work on the main line. In time these will be prepared for exhibit but at present they were available for visitors to inspect close up - something which is quite difficult at normal times for these nocturnal vehicles. Another new arrival was a BR Standard 4MT on loan from the Severn Valley Railway. This shows that not only is the Museum maintaining its policy of rotating exhibits with preserved railways, but some reciprocate.

After the tour we were given a hour to ourselves to wander round the hall and environs, before we congregated near the entrance for the mini-bus ride back to the Hackworth site. Here our coach and driver were waiting to take us on the journey back to Darlington. Again, we were entertained by old railway sites along the way. Our driver was certainly to be congratulated for his local knowledge.

Back at Darlington, we each made our way back by train to the South. Several of us had a while to wait, so the pub across the road from Top Bank station beckoned. Our final discovery of the weekend was finding real ale on offer at only £1.25 a pint - and it wasn't even "happy hour".

Our thanks go to Phil Brown for his work in making the weekend such a success.



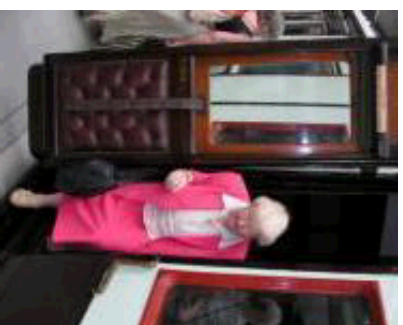
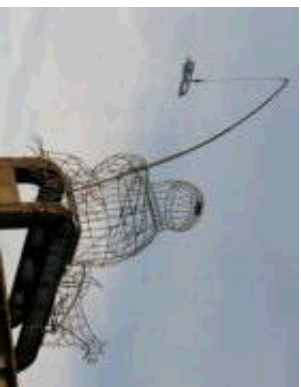
Above - Martin Sixsmith, Janice Murray (NRM) and Mel Draper



Above - Party on the River Ouse  
Left - Locomotion Building



Left Middle - Party at Brick A4  
Right Middle - The wire fisherman  
Left Bottom - The North Road  
Right Bottom - Dorothy Brown  
leaves Royal Coach  
Players



Above - Group in front of ex-GNR J52



Left - Sans Pareil

Below - Nameplate of No 90040  
(see overleaf)

