

# N.E.L.P.G. NEWS



**NO.242 DEC.2007**

## EDITORIAL

As this is the final NEWS of 2007, a time for reflection, and few could argue that it has been another good year for the NELPG on every front.

Once again the K1 has done us proud and as 'the goose that lays the golden egg' will have earnt the Group well over £100,000 this year, thanks to over 70 days on The Jacobite and the usual excellent support crews. With a total of over 90 days in steam on Network Rail lines in 2007 the K1 must surely have achieved some sort of record for an unassuming little workhorse! It is expected that the K1 will once more operate The Jacobite service in 2008.

After 25 years out of steam the Q6 turned a wheel in anger again and by the year-end should have covered over 2,000 trouble free miles and already started to handsomely repay the considerable investment in its overhaul. By all accounts the locomotive is very popular with crews and because it can handle the NYMR's heaviest trains, quite liked by the Operating Department too!

2007 has also seen consolidation of the regular working parties at Hoptown with the result that the overhaul of the J72 is making steady progress, and a start has been made on the J27. Insofar as the latter is concerned, there has been a good response to the overhaul appeal but still more money is required. Elsewhere in this issue, Dave Pennock exhorts members to support the J27 appeal, either with new donations or as new subscribers.

The year ended with the excellent news that there is every possibility that the A2 *Blue Peter* will soon be the subject of a major overhaul with a view to seeing it at work both on the NYMR and, importantly, the main line. This is a vision that the Committee had been pursuing for some time, and as the Group is likely to be closely involved in the operation of the A2, it seems to be an ideal outcome. All being well, there will be more positive news to report in the New Year.

I should like to take this opportunity, on behalf of the Committee, to thank all members for supporting the NELPG during 2007, especially those who give hands-on help, and hope that you will all continue that invaluable assistance in 2008 and beyond.

Last but by no means least, a merry Christmas and a happy New Year to all members.

## **LOCOMOTIVE REPORT by Richard Pearson, Martin Lloyd & Neal Woods**

### **J27 NO. 65894**

Bernie Lythe and Dave Donogan on a Monday night and Philip Lewis and Tom Snowball on a Thursday night are continuing the slow job of removing all 273 tubes from the boiler, and by the end of November approximately half the tubes had been removed. If we can keep up the pace and don't get stopped by other jobs then we hope the boiler will be empty by early January.



*Bernie Lythe posing while pulling tubes out of the J27's boiler on 5<sup>th</sup>  
November (Richard Pearson)*

### **Q6 NO.63395**

After all the hype in September surrounding the engine's return to traffic, in October the Q6 eventually got down to doing what it does best, just hauling trains working day in day out with no fuss. The Q6 has run relatively trouble free so much so that by the end of October it had clocked up 1,760 miles.



We might have been lucky in that the engine has ran so well but we'd like to think that it is now paying us back and is showing the quality of the overhaul by giving such trouble free running; it's a credit to everybody who worked on the overhaul.

In early November the engine ran on 9 consecutive days, working NYMR service trains at the weekends and then working private photographers' freight charters during the week; the engine then working the rest of month on the NYMR's weekend service trains. They have found it particularly useful for hauling the heavy Pullman dining train as it easily manages even on the tricky rail conditions that this time of the year brings.



*63395 accelerates the freight train out of Goathland on 13<sup>th</sup> November  
(John Hunt)*

In late November the engine developed two air leaks in the smoke box; one of the leaks was attended to straight away but the other is a little more difficult to fix, although this isn't causing any concern at the moment as it doesn't effect the steaming, so will probably be deferred and repaired over the winter.

With the engine only running on weekends during the second half of November we have at last had time during the week to catch up with a few of the jobs that we never quite got finished off before the engine entered service. We've now made and fitted new brackets on the tender for supporting the fire irons, we've also fitted slide locking catches to the cab roof and brackets on the tender for securing the new storm sheet that fits between the engine and tender. The only real repair we have had to do is to the steam heat safety valve. This valve, normally set at 50 psi, was operating at only 20 psi and no matter how it was adjusted it just wouldn't work reliably, so we have now replaced this valve with another spare valve we had in store.

During the first week in December the Q6 was withdrawn from traffic for a routine boiler washout. Following this it is expected to go back into service and it will be available as one of the four traffic engines right through until when the railway closes for the winter in early January.

### **K1 NO. 62005**

The K1, back from Scotland, via Carnforth, returned to the NYMR on Monday 15<sup>th</sup> October. The return to Grosmont was at the request of the NYMR so that it could double head with the K4 61994 *The Great Marquess* on a re-enactment of part of the SLS Whitby Moors Railtour. This originally ran on 6<sup>th</sup> March 1965 and marked the closure of what is now the country's most popular preserved railway. The replay (so to speak) was on 21<sup>st</sup> October and with the K4 leading it ran from Whitby to Pickering carrying a replica of the original headboard. Both these moguls were due to travel light engine to Barrow Hill for a LNER Gala there but before that they starred in yet another special event - an LNER week - on the NYMR alongside the B1 61264, the A4 *Sir Nigel Gresley* and the Q6 63395.

The A4 was due to head a railtour from Middlesbrough to Barrow Hill on the Saturday of the event. Unfortunately the A4 was unable to fulfil that engagement and the K1 and K4 filled the gap. Because of engineering work at the weekend, the tour was rescheduled for the Friday, which, no doubt, disappointed a few potential travellers.

At Barrow Hill the K1 was on display and did some running around the yard and on shuttle services. It was in good company. As well as the K4, both B1s 61264 and 1306 were there. The A2 60532 *Blue Peter* and the D11 506 *Butler Henderson* were on static display, whilst the V2 4771 *Green Arrow* was in steam as was the little J15 65462. I was unable to

attend but seeing some glorious photos posted on the NYMR Unofficial Forum I added a little piece, which I repeat here.

A few years ago, the K1 was named Hamish the Highland Engine for a Thomas weekend on the Moors. As a frivolous follow up we wrote a diary when Hamish went to Fort William on his holidays. It was written in the style of the Reverend Wilbert Awdry and we all contributed chapters for each week in Scotland. I'm only saying all this because if we were still writing the story I'm sure Hamish would have been absolutely delighted to be in the company of so many cousins and good family friends during this weekend.

For those with the facilities I suggest you look at Kenneth Baker's website <http://kenneth-f-baker.fotopic.net/c1407591.html> for some stunning photos of the event.

After the close of the Barrow Hill event, the K4 and K1 went to Crewe where the K4 went to the Heritage Centre and the K1 continued to Carnforth for the start of its winter maintenance. One of the many reasons for choosing to go to Carnforth for this winter's maintenance work was for accessibility by rail to one of several EWS sites for tyre turning. To cut a long, complicated story short, despite supposedly being closed for good Thornaby Depot was still open for the job. Several steam locos, the NYMR based Black 5 45212 included, have made a last minute dash to use the facility before it is too late. In the event the K1 went by road from Carnforth to Thornaby on the 21<sup>st</sup> November and returned a week later.

I have listed below the major items we hope to tackle this winter:-

**1. Tyre Turning**

- Measure and order new pony tyres for next year

**2. Motion repairs and inspection**

- Including one new gradient pin

**3. Piston and Valve exam**

**4. X-head re-metalling**

- The biannual job

**5. Boiler washout and Inspection**

- Work to include replacement of 24 front lap seem rivets plus whatever else is found on inspection

**6. Ashpan repairs**

**7. Spark Arrestor**

- Blast pipe screens mesh to replace

#### **8. Engine other mechanical**

- Look into design and fit driving wheel Underkeep filler and drain plugs

#### **9. Repairs to steam sand pipes**

#### **10. Tender lockers**

- Discuss and decide plans for creating a new dedicated radio locker, possibly by moving the large double locker over so it's against the oil locker and then building a new single locker in the space created. The locker will have a single door in the same shape and style of the current large double door locker.

#### **11. Tender mechanical**

- Inspect and re-metal ends of brasses as required

#### **12. Tender Platework**

- Shovelling plate to repair
- Other thin plate areas to identify and mark up and repair as necessary

#### **13. Cab Valve annual inspections**

- Sand valve removed for overhaul

#### **14. Regulator**

- Adjust handle position on square on rod, the handle currently goes on to far making it to close to the packing follower allowing little or no adjustment on packing follower.

#### **15. TPWS/OTMR**

- Annual inspections and testing
- Refit out battery box to carry two 115Amp/hour batteries, for these to fit the voltage converter must be moved and a new position for the main Isolator must be found.

#### **16. Painting**

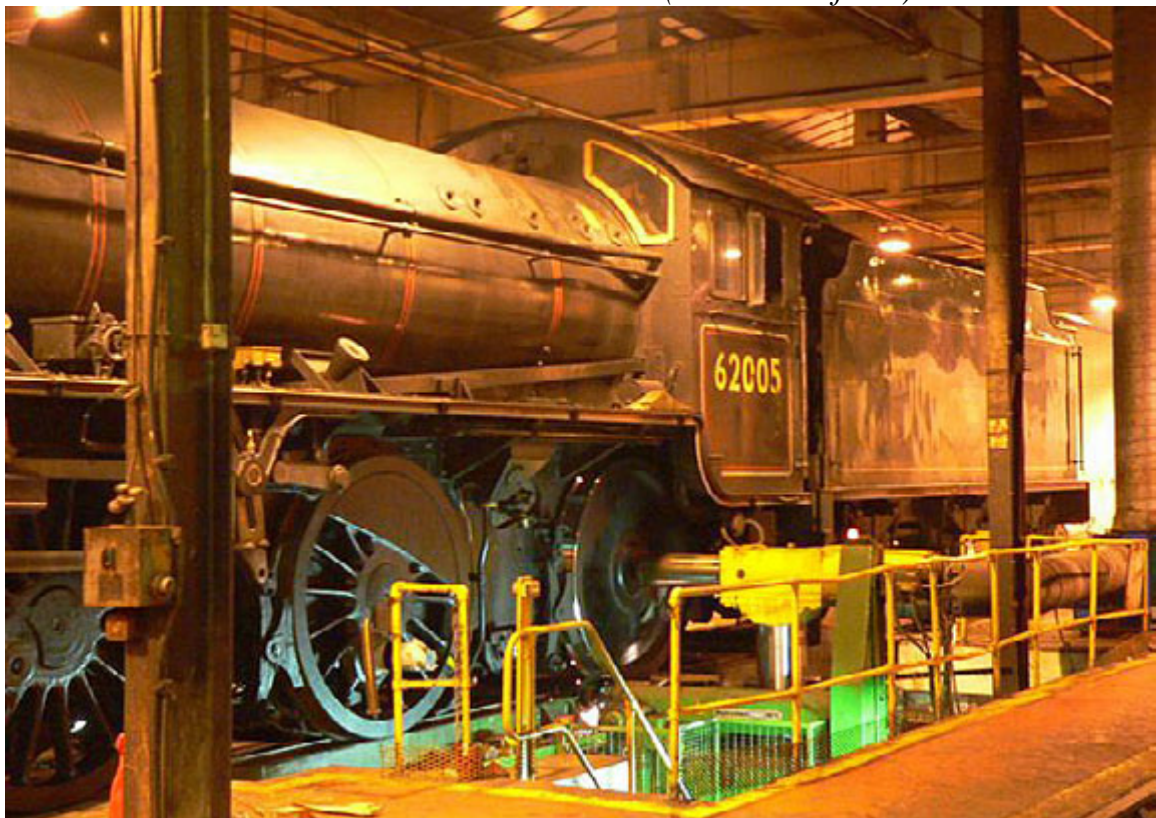
- Needle gun the inside of the cab roof to remove flack and rust blebs, fill and paint to new gloss finish
- Clean and Paint the outsides of the loco frames
- Clean and Paint the and driving and pony wheels
- Clean and Paint the outsides of the tender frames and axleboxes
- Order the new cab side numbers and Tender crests required for the WCR repaint of the top side of the loco.

We hope to have it all done in time for the K1 to visit another railway on its way back to the NYMR for another attempt at a grand LNER Spring Gala featuring all 3 A4s. With your help we'll make it.





*The K1 alongside 61264, 61994 and 65462 inside the Barrow Hill roundhouse on 10<sup>th</sup> November (Dave Whitfield)*



*The K1 stands over the Thornaby wheel lathe on 25<sup>th</sup> November (Terry Newman)*





*L to R, Nev Barlow, Jason Brown and Brian Swallow working on one of the K1's piston valves at Hopetown; they are busy cleaning the valve heads and the rings. In the background Allan Wilson is repairing the K1's blast pipe spark arrestor screens (Richard Pearson)*

### **J72 No. 69023**

Steady progress is being made with the mechanical reassembly. The work on the pistons at Great North Steam had been completed but the reassembly of the piston and rod was just too big for their press, so the piston and rod are now at Ian Storey's where they will be pressed together shortly. Then the nut will be flogged up and secured with a taper pin. New piston rings have been ordered from Precision Components at Chesterfield. The valves have been trial fitted but at least one will have to be removed to enable valve setting to take place. The drain cocks have now been overhauled and refitted and progress is being made with the reassembly of the linkages to operate them.

The LHS side tank is now clean and the sieve box and water feed pipe have been refitted. Work is now progressing with the RHS but the sieve box is in far worse condition and a new one will have to be fabricated. The cab is currently off the locomotive and the inside had been given several coats of cream paint, the locker has been revarnished and new wooden backs fitted ready for the pressure gauges. The cladding sheets have been filled and rubbed down and are now ready to be repainted.

Darrin Crone has meticulously created a full drawing of the livery so that it can be recreated as the repaint of the locomotive continues.

### **A2 No. 60532 Blue Peter**



*Blue Peter TV presenter Zoe Salmon and Fred Ramshaw inside the smokebox of the A2 at Barrow Hill on 10<sup>th</sup> November (Derek Norris)*  
The future of the A2 is the subject of on-going discussions but indications are that a public appeal for funds to overhaul the locomotive will be launched in February 2008.

In the meantime the Blue Peter TV programme has rekindled its interest in the A2, when a film crew visited Barrow Hill during the recent gala (see page 10).

**--ooOoo--**

## **WORKING PARTIES**

The regular Monday and Thursday evenings continue at Hopetown on the J72 and the J27 as well, when time and labour allow. If you want to join them and help on the J72 and J27 at Darlington, day or night, please contact **Fred Ramshaw on 01325 377306** or **Terry Newman on 01642 654675**. Please try to turn up if you can. The phone number for **Hopetown Carriage Works is 01325 382155**. However, there will also be work on the Q6, at Grosmont, and on the K1 at Carnforth, and to this end there can be mid-week and weekend working parties – if you can help at Grosmont please contact **Richard Pearson on 01642 659461 (or 07779 366796)** or **Fred Ramshaw on 01325 377306**.

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## **K1 RAILTOUR – ‘THE TEES-DON EXPRESS’**

The railtour ran as planned from Teesside to Barrow Hill, although the first pick up point was Eaglescliffe rather than Middlesbrough. The train was remarkably well filled under the circumstances, and those on board were able to witness a spirited run in excellent weather.

At Milford, south of Church Fenton, the two locomotives were detached in order to take water, before the journey was resumed via Ferrybridge, Swinton and Beighton Junction to Barrow Hill. On arrival the train was dragged from the main line into the depot by the diesel that had been on the rear of the train since Tees Yard.





*61994 The Great Marquess and 62005 at Treeton Junction with the Tees Don express on 9<sup>th</sup> November (Dave Rodgers)*

Soon after arrival the railtour passengers were able to witness and photograph the K1 working the demonstration goods train.

Provisional plans are being made to run an NELPG sponsored railtour using the K1 on Saturday 10<sup>th</sup> May 2008. It is hoped that the highlight will be a visit to Boulby, which will be most appropriate since the Saltburn – Staithes – Whitby line closed to passengers in May 1958, with just the section to Boulby still open.

**--ooOoo--**

## **MEMBERSHIP MATTERS by Colin Smith**

Members are reminded that their membership subscription for 2008 is now due and a membership renewal form is included with this edition of the NEWS. Under 21s who are receiving free membership should complete the form and return it to show continuing interest. Membership cards will be included with the next newsletter unless a stamped addressed envelope is included with the renewal. Membership will lapse if not renewed by February 2008.

Membership of the NELPG at 1<sup>st</sup> December was as follows:-



Ordinary	264	
Husband & Wife	76	
OAP	144	
Junior	13	
Life	103	
<b>TOTAL</b>	<b>600</b>	

New members who have joined us since the last issue are:-

Mr. S. Armitage from Leeds  
 Mr.& Mrs. I. Armstrong from Marske  
 Miss C. Green from Leeds  
 Mr. P. Hackney from Leicester  
 Mr. A. Jenkins from Brandon  
 Mr. S. Pringle from Scarborough  
 Mr. D. Rogers from Huddersfield  
 Mr. P. Waterfield from Burton on Trent  
 Mr. S.D. Whitlock from Guisborough  
 Mr. K. Wooley from Burton on Trent.

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## **NELPG 40<sup>TH</sup> ANNIVERSARY J27 APPEAL:** **DECEMBER 2007 UPDATE by Dave Pennock**

So far over £41,000 has been pledged to the appeal in the first twelve months and coupled with earlier hire earnings the J27 overhaul fund stands at some £131,000. The appeal to date is a magnificent achievement in relation to the original £50,000 target but far more is still needed to secure the earliest start on the overhaul and meet the expected £200,000 total expenditure.

Presently there are 68 participants contributing to the appeal and simply increasing this to 100 could lift the projected appeal income to over £60,000. New subscribers can therefore still make a difference by contributing and those applying before 31<sup>st</sup> December 2008 will be eligible for entry into the May 2008 prize draw. Subscriptions can be made in one of three bands with rising return benefits namely:

Band 1 - £10 per month

- Personalised Appeal Certificate
- Complimentary NELPG membership

- 2 tickets for a J27 Launch train on the NYMR (Grosmont – Pickering return)
- Entry into the annual Band 1 annual prize draw

Band 2 - £15 per month, as Band 1 to additionally include:

- J27 Souvenir Mug
- Entry into the Band 1 and Band 2 annual prize draws

Band 3 - £20 and above per month, as Band 1 and 2 to additionally include:

- J27 Limited Edition print by John Wigston
- Ticket for Band 1, Band 2 and Band 3 annual prize draws

Two categories of single payment donations are also available:

- Single donation of £500 - All band benefits and the Band 1 2 and 3 annual prize draw entries.
- Single donation of £1000 and above -All band benefits and the Band 1 2 and 3 annual prize draw entries; NYMR Footplate ride Grosmont – Pickering. (This is initially limited to the first 10 contributors due to the availability of places. Should the demand exceed 10 then any subsequent donations in this category will be individually assessed for suitable footplate opportunities).

Additionally, the 2008 prize draw will give an opportunity to win prizes ranging from railway gifts to travel and footplate experiences. The prizes in the 2007 draw included for example guest visits and complimentary tickets to local heritage museums and railways, Steam Railway Magazine, West Coast Railway Co and even a Teesside light aircraft operator.

Don't forget a monthly subscription scheme also includes NELPG membership with rising benefits according to the amount donated over a 24 month period. An application form is included within this edition of the News and it can also be downloaded from the Group's web site.

Inland Revenue tax payers can via Gift Aid effectively increase their contribution by 22% as income tax may be reclaimed by the Group. For example a £20 month contribution over two years could generate an additional £67.68 to the fund.

**--ooOoo--**



*The photographs were taken by a Kirkby Stephen schoolmaster and sent to Ronnie Fiddes who was the driver of 63395 along with Fireman Bill Newmarsh at Lartington on 12/7/63 as the last train over Deepdale Viaduct, the Down line (westbound) had already been removed. The normal daily run was light engine from Bank Top to Albert Hill where a brake van was collected and from there to Barnard Castle. There eight wagons were collected and worked to site. Once loaded they were returned to Barnard Castle and when a train had been made up worked to Darlington's Central Reclamation Depot at Geneva (South of the Saltburn line Junction on the East side of the main line. This was the one time home of Departmental 54, which had its own shed there and is now at the Middleton Railway.) The empty wagons were then worked back to Barnard Castle by the pick up freight but in the event of it being overloaded the light engine and van would work them up. In 1975 on the day of the Cavalcade during S&D 150 Ronnie was the Driver of 7808 Cookham Manor, and had some weeks before worked 5690 Leander and 790 Hardwicke to Shildon on separate occasions.*

## **PHOTOGRAPHIC CHARTER**

The members' photographic charter with the Q6 ran as planned on 7<sup>th</sup> November with 30 participants. An overcast start gave way to sunny periods and a rewarding day was had by all (see back cover pictures).



*63395 in Northdale between Goathland and Levisham on 16<sup>th</sup> November  
(John Hunt)*

The following week the Q6 operated photographic charters every day and, remarkably for the time of year, there was sun every day! The Q6 earned over £2,500 from these charters, which went a useful way towards reducing the overhaul deficit.

**--ooOoo--**

## **THE W.B.GREENFIELD M.B.E. LNER COLLECTION by Dave Whitfield**

As outlined in the February edition of NELPG News, long-serving member Dave Whitfield has now completed the cataloguing (and scanning of some) of the negatives in the W. B. Greenfield LNER Collection.



The Collection was bequeathed to NELPG following Bryce's death in 1977 and consists mainly of photographs, albums and negatives, the latter being the subject of Dave's endeavours and the most interesting part of the Collection.

Bryce was NELPG's first Chairman and remained so until he resigned in 1971. He was born in 1918 and lived all of his life at Low Fell, Gateshead where many of the photographs were taken. He was awarded a M.B.E. in 1951 for services to the Army Cadet Force, where he gained the rank of Major.

He first started taking railway pictures in 1934, his first subject being A1 Pacific no. 2581 "Neil Gow" on the 4.42pm to Edinburgh at Newcastle Central Station in February of that year. In the following 6 years Bryce became a prolific photographer of the LNER scene in his local area. There are even some Wartime shots which are quite daring, considering he could have been arrested for taking pictures of trains at this time of conflict.

Many of the photographs were taken from the foot crossing at Low Fell just south of the station. Some of the moving express trains are inevitably blurred to some degree but many are OK considering the equipment used (a Brownie "Ihagee" f4.5) and speed of the trains. The mundane and slower moving freights are especially good but the shots are fewer in number.

Bryce was obviously attracted to the large passenger locomotives and named trains such as the "Flying Scotsman", "Silver Jubilee", "Coronation", etc. and photographed them extensively both at Low Fell and Newcastle. Many superb, portrait photographs exist of LNER Pacifics standing at platform 8 at Newcastle Central Station at the head of named expresses bound for the north. Some of these were taken at night with surprisingly good results.

He did, however, travel further afield and Bryce pointed his camera at subjects ranging all along the main line from Kings Cross to Dundee. His main field of interest was the locomotives themselves rather than the "scene" and shed/signal box visits do feature from time to time. Some of the best photographs in the collection are taken from the signal boxes at Manors Station and King Edward Bridge Junction at Gateshead.

Bryce considered his most memorable year to be 1938. As a junior draughtsman with a local Engineering Company he was able to travel beyond his native North East to pursue his hobby. The highlight was a week in London where he was able to visit many LNER locations such as Kings Cross, Marylebone, Stratford and Liverpool Street where the streamlined B17's made a big impression. A wonderful holiday was completed by returning north to Newcastle in 4 hours by the "Coronation", the last hour of which was spent in the rear of the beaver-tail Observation Car.



Bryce in cab of A3 no. 2599 "Book Law"

The full Catalogue and a selection of photographs are now available on the Group's website <http://nelpg.org.uk/> Further details can be obtained from:-Dave Whitfield, 14 Milbank Close, Hart Village, Hartlepool, TS27 3BT, tel. 01429 261053, email [whitties@nascr.net](mailto:whitties@nascr.net). Note that this service is restricted (for the moment) to NELPG members only.

Reproduced below is a selection of the pictures in the collection. Further selections will appear in future editions of the NEWS.

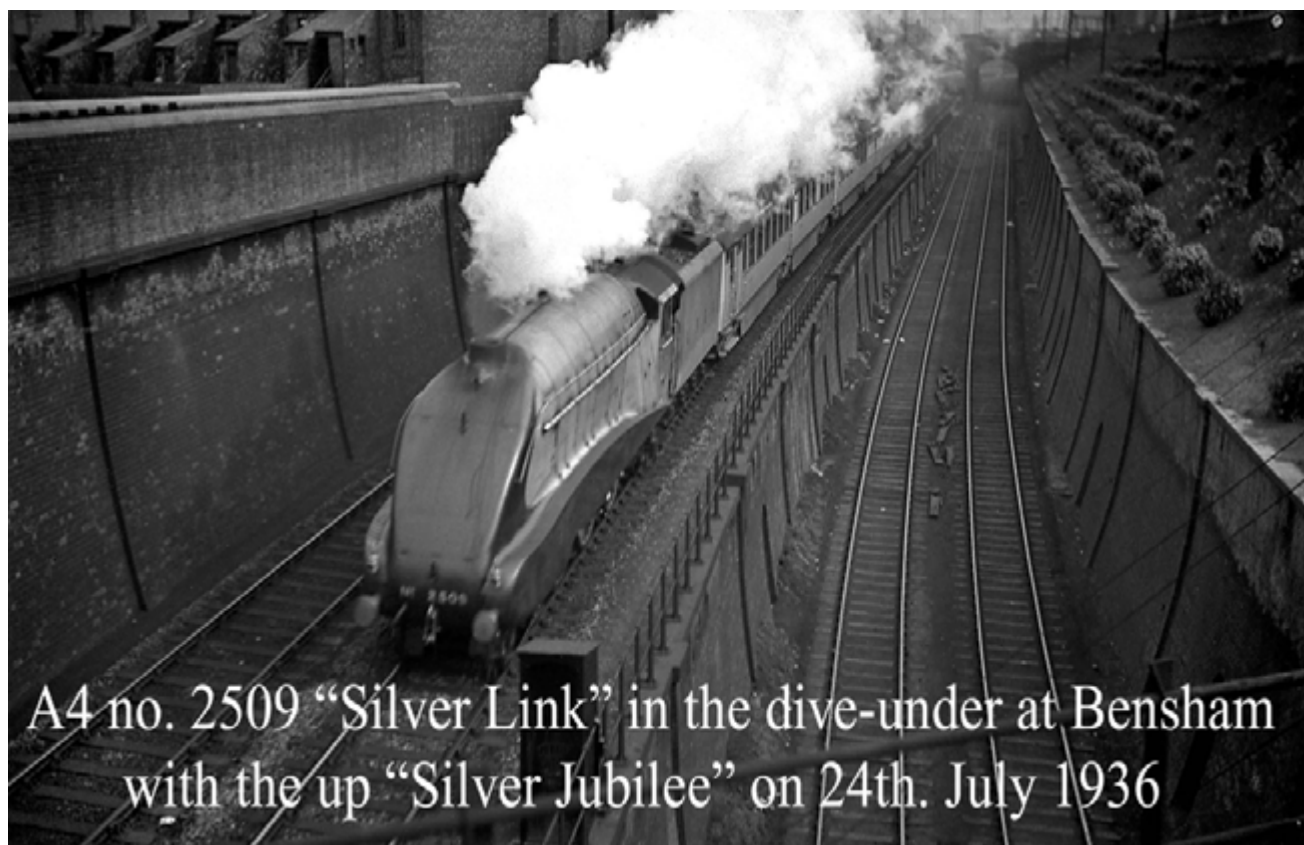


Raven Pacific 2400 “City of Newcastle” leaves Central Sta.  
with the 5pm express on 12th. August 1935



A3 no. 2507 “Singapore” is back-lit at Low Fell as she heads  
a northbound goods on 15th. October 1939







## **SECRETARY'S REPORT by Jackie Maples**

First an apology for the absence of a Secretary's report for several issues of NELPG News. Three house moves in less than a year and trouble with phone lines have not helped but the situation now seems to be stable so I intend that future editions of the magazine will contain a report from me.

The committee now meets on the second Monday of each month and bookings for 2008 have already been made for these Mondays at Middlesbrough Golf Course. The Friday evening meetings continue at the Railway Institute, Darlington, organised by John Midcalf, Malcolm Middleton and Bob Clarke, who have found some very entertaining speakers for the future.

Most of the correspondence recently received seems to be requests for NELPG engines to appear at other railways, on charters at the NYMR or for the use of space in Deviation Shed. Wherever possible these requests are agreed so the Q6 should be appearing in a charter role on March 8<sup>th</sup> 2008 and may be going to the Great Central Railway for a few weeks early in 2009. 60007 will be stored for a few winter months and 45212 will receive winter maintenance inside Deviation Shed.

The Finance Sub-committee continues to carry out extensive work investigating possible sources of funding although a recent application to the Gannett Foundation has been refused. Undeterred the Sub-committee will reapply for a grant from the Foundation at the next available time-April. To assist in Grant applications and for other reasons, NELPG assistant Chief Engineer, Richard Pearson, has produced plans for overhaul and maintenance of NELPG engines.

The NYMR has proposed to take responsibility for the electrical installation in Deviation Shed. This will be on behalf of NELPG. The contractor has still not finished the roof work so arrangements have been made for a temporary repair. New contractors may have to be found. Despite letters to the MPD the buffer stops are not yet fitted although they have moved nearer to the shed! There is pressure from the NYMR for NELPG to fit a new fire escape door. Proposals for this and a route away to safety have been sent to the NYMR and a reply received stating that various people are to be consulted before decisions are made. Plans for a pit in Deviation Shed have been resurrected but there may be difficulties digging into the bedrock. A paint store is to be constructed, as the present method of paint storage is considered hazardous.

As previously mentioned, other groups will be using NELPG shed during the winter months so a 'Directives for use' document has been issued stating safety and good housekeeping rules for all workers. A representative of the visiting loco group must sign and return the directive; any breach of conditions will result in the owners being asked to remove their loco. NELPG members are asked to adhere to the conditions and report any concerns to the Committee.

Arrangements for the electrical system to be inspected and tested at Hopetown are in hand. This is a 5 yearly legal requirement. PAT (portable appliance testing) is almost complete. Again members are asked to report any damage however minor to electrical equipment and must not use the damaged item before consultation with the RO.

Compliance with safety requirements becomes ever more important. Risk assessments are being prepared for virtually every location/operation used by NELPG. Members are urged to be particularly vigilant and must report any accident/incident however minor.

Nigel Hall is setting up a mailing list in order that members may cooperate with travel arrangements etc. Although NELPG web site is excellent, its continual update is a never-ending task.

Suggestions made at the Bunfight this year have resulted in the instigation of various initiatives, eg. a 5 year plan.

I wish everyone a Merry Christmas, and please have a HAPPY NEW YEAR.

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## **FIRST AIDERS**

Although the Committee has attempted to get some of our members trained in first aid a year or so ago, it is not aware of anyone in the Group's working membership who is **fully** first aid trained.

The NELPG has an obligation to ensure that it has such a first aider. Therefore, if any working member holds such a qualification can they please let Bryan Orange know as soon as possible on 0113 259 1672.

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## **FORTHCOMING MEETINGS**

Forthcoming meetings are:-

Friday 14<sup>th</sup> December 2007

**LNER ROUTES NORTH OF THE BORDER IN THE 1950S AND '60S** by Stuart Sellar. Stills and movie footage of the ECML and Waverley routes.

Friday 11<sup>th</sup> January 2008

**JOHN BOYES' SLIDES – No.1 THE NORTH EAST** by John Midcalf

Friday 8<sup>th</sup> February 2008

**RAIL REVIVAL IN SHILDON** by Anthony Coulls from *Locomotion*

Friday 14<sup>th</sup> March 2008

**THE EDEN VALLEY RAILWAY** by Mark Keefe

Friday 11<sup>th</sup> April 2008

**INDUSTRIAL LOCOMOTIVES OF NORTHUMBERLAND AND DURHAM** by Alan Thompson

Friday 9<sup>th</sup> May 2008

**ANNUAL GENERAL MEETING**

Meetings are held at the Railway Athletic Club, Brinkburn Road, Darlington, commencing at 7.30 pm. Further details appear on the NELPG web site.

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## **COVER PICTURES**

Front: 61994 *The Great Marquess* pilots 62005 across Yarm viaduct with the Tees Don express on 9<sup>th</sup> November (Dave Rodgers)

Back (top):) 63395 accelerates away from Levisham at Yorfalls on 7<sup>th</sup> November with the NELPG members' Q6 freight charter (Dave Maloney)

Back (bottom): The same train approaches the Lyke Wake Walk at Summit (Dave Maloney)



