

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



**NO.272**

**DEC.2012**

## EDITORIAL

It has been a mixed year for the NELPG. The highlight was undoubtedly the performance of the K1 which covered almost 8,000 mostly trouble free miles and in doing so reaped a splendid financial return on the recent investment.

Another highlight is the rather unexpected contribution that the diminutive J72 has made to the Group's fortunes. Again, with only minor problems, the locomotive has achieved far more than we anticipated from its sojourn on the Wensleydale Railway, and a return visit is anticipated in 2013.

Progress with the J27 has been mixed; on the frames steady progress is being made with the final fitting of the new cylinder block imminent. However, the bid for funding of the boiler overhaul via the Heritage Lottery Fund is now not possible and will have to be financed from our own resources. In this respect we have been most fortunate to receive a number of bequests and donations that have significantly boosted the Group's funds.

This leads nicely to the Patron Scheme, another resounding success; with this issue is a membership renewal form but also an opportunity to become a Patron. Give it a thought!

The downside is the Q6; use on the NYMR was significantly less than expected and its earnings reflected that, because of what eventually became insurmountable and unforeseen firebox problems. In the light of expert advice, the decision has been taken to carry out major repairs involving new copper firebox sides. There is, however, good news here, because if all goes to plan, the locomotive will be available for NYMR peak season services in 2013 and a good opportunity to more than recoup the cost of these repairs. There is a rider to this, in that if it should prove expedient, the boiler could also be retubed, thereby giving it a new 10 year life. A Special General Meeting has been called for 18<sup>th</sup> January for members' approval should this transpire.

Finally, thanks to all who have helped the Group, in whatever way, throughout 2012 and best wishes for Christmas and the New Year to all members

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**The North Eastern Locomotive Preservation Group is**



Supported by

**The National Lottery**<sup>®</sup>  
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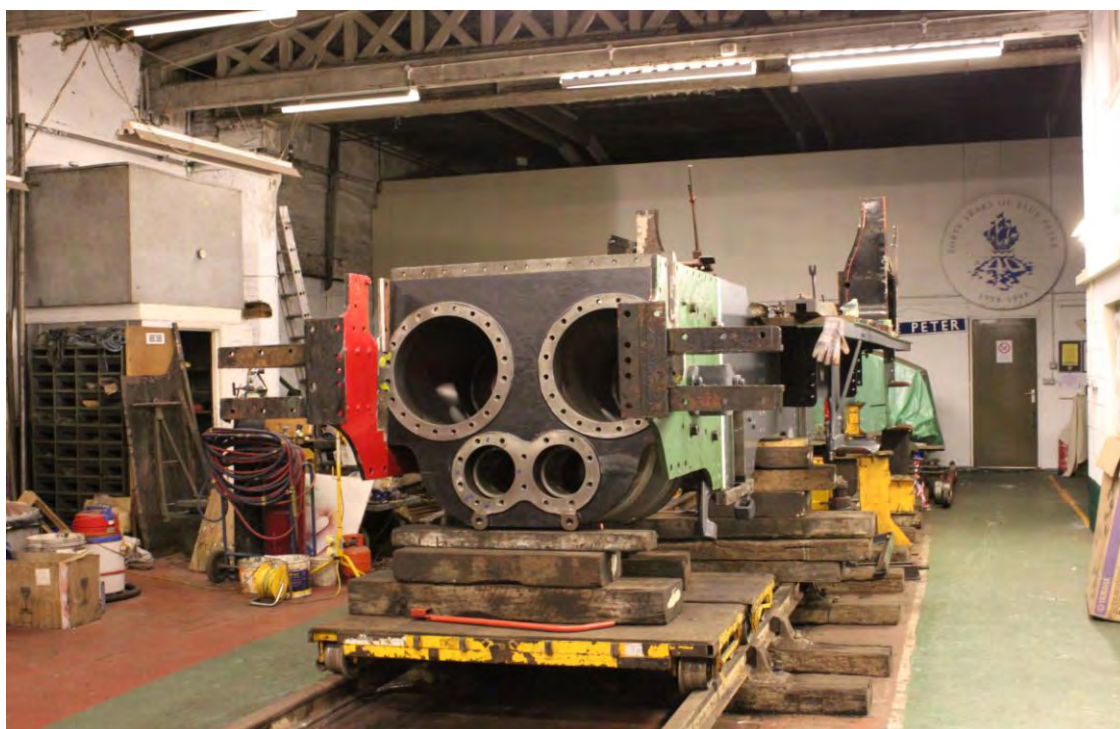


# LOCOMOTIVE REPORT by Richard Pearson, Neal Woods, Paul Hutchinson and Fred Ramshaw

## **J27 NO. 65894**

Steady progress is being made helped by the midweek working parties that are now held every Thursday.

The cylinder block has been trial fitted; its alignment has been checked by running a line through the bore and checking that the slide bars line up with it and that it lines up correctly with the driving axle. All the holes have been drilled and 8 holes have been reamed to take fitted bolts once the block has been finally fitted.



*The new cylinder block trial fitted in the frames on 28<sup>th</sup> November  
(Neal Woods)*

The block will now be removed so that it can receive a hydraulic test. It will then be fitted for good once this is satisfactory.

Work is also progressing with the mechanical overhaul. Richard Campbell has made several visits to assess the axle boxes and side rods. The driving boxes will need new brasses and only minor work is required on the leading and trailing boxes.

The wheel sets are now being painted with them having already received two coats of primer and two coats of undercoat.



*Steve Hyman and Nigel Bill (the new Hopetown caretaker) check the axleboxes on the J27 crank axle on 29<sup>th</sup> November; in the distance Colin Bowman paints one of the wheelsets (Terry Newman)*



*Andy Bell works on the cylinder block on 29<sup>th</sup> November (Colin Smith)*





*Colin Bowman and Norman Crockit clean K1 valve rings on 29<sup>th</sup> November  
(Colin Smith)*



*Andy Bell and Darrin Crone working on the K1 valve heads (Terry Newman)*

## **Q6 NO. 63395**

As reported in the October NEWS, a radical solution to the Q6's firebox problems was required. It has therefore been decided to replace the inner firebox sides at a cost of just under £50,000. The work is to be carried out by LNWR at Crewe and the engine was due to leave New Bridge in the w/c 17<sup>th</sup> December. At Crewe the boiler will be lifted out of the frames and new inner copper sheets, 2' 6" high, inserted on both sides. The work is expected to take around five months and therefore complete by the end of May 2013.

We are examining the possibility of how and where we run the locomotive in, but it is planned to get the locomotive back to the NYMR as soon as possible but hopefully in time for the peak season.

However, we are mindful that once the work commences at Crewe additional work might be found and there is a possibility that it might be in the best long term interests of the Q6 - and the Group - to examine the possibility of also retubing the boiler in order to get another 10 year boiler certificate. For these reasons a SGM will be held on 18<sup>th</sup> January when members will be asked to sanction additional expenditure should it be required.

## **K1 NO. 62005**

Currently at Carnforth where the planned winter work is progressing well. In addition to the usual boiler examinations, brick arch replacement, piston valve exam, safety valve exams, backhead valve and gauge exams, etc., the following work is being undertaken:-

- 1) Replace/re-metal side rod bushes and replace both big end bushes.
- 2) Replace of LH gradient pin.
- 3) Shim crosshead slippers to take up wear.
- 4) Replace union link pin bushes to crossheads.
- 5) Replace die blocks and lifting blocks.
- 6) Skim both piston rods.
- 7) Replace various loose rivets to loco running boards.
- 8) Modify ashpan door linkage (fit turn buckles).
- 10) Remove, repair and refit RH clack box.
- 11) Repair/replace cab floor.
- 12) Examination of pony axleboxes.
- 13) Shorten engine/tender drawer bar.
- 14) Replace one tender spring and replace defective spencer block rubbers.
- 15) Repaint tender frames.
- 16) Examine/refurbish brake pistons/rings.

- 17) Refurbish RH tender water valve.
- 18) Refurbish tender draw hook socket.
- 19) Re-plate tender front in the shovelling plate area.
- 20) Rearrange tender lockers to provide better accommodation for NRN, RETB and GSMR radios and provide new separate battery locker.
- 21) Weigh engine and tender

Whilst Richard Campbell and WCRCo are undertaking some of the above, under contract, our working members are carrying out most of the work required. The number of workers willing to travel to Carnforth, generally on a Saturday, has been most encouraging and thanks to this has allowed speedy progress to be made.

It is planned essentially to complete the winter maintenance by mid January to allow the requested hire to the East Lancs Railway to proceed from late January to mid March. Subject to confirmation, the K1 may then make an appearance at the Severn Valley Railway's gala on 23<sup>rd</sup>/24<sup>th</sup> March, before a planned run with the K4 61994 *The Great Marquess* on a Railway Touring Company tour of the North East on 30<sup>th</sup> March. The locomotive will then go to the NYMR for the 40<sup>th</sup> anniversary celebrations. Whilst on the NYMR, it is planned that GSMR will be fitted; this is a radio system that will soon be mandatory on all steam locomotives operating on Network Rail lines and will replace the NRN system.

The support coach also requires some attention whilst at Carnforth but will benefit from some internal improvements, such as a new fridge, kitchen work tops and redecoration as soon as time permits. Any offers of help in this regard would be most welcome!

## **J72 No. 69023**

By the time 69023 *Joem* leaves Leeming Bar on the Wensleydale Railway on 27<sup>th</sup> December, the locomotive will have covered over 2,000 miles of fairly trouble free running, although it is true to say that the problems we did have were soon rectified with the locomotive missing only one day of booked running. *Joem* has worked from Leeming Bar to Redmire no less than fifty times and eastwards towards Northallerton, track which is not yet open to regular passenger traffic, six times. It is true to say that the J72 has looked the part, hauling three maroon Mark 1 coaches in a rural setting and has had many favourable comments and photographs.

The Wensleydale Railway has expressed an interest in hiring the locomotive in 2013 which is good news for the NELPG since, as in 2012, the locomotive can hopefully be operated mainly by NELPG crews and also, with prior notification, footplate access can be arranged for NELPG members.



*Joem* will be leaving the Wensleydale Railway on 27<sup>th</sup> December to go to Hopetown for a retube and winter maintenance; the problem with the tubes was reported in the October NEWS and it has since been decided to proceed with a full retube. This is expected to cost around £15,000 and will be carried out by NELPG volunteers and contractor Adam Dalglish. The plan is as follows:-

w/c 14<sup>th</sup> January for tube removal

w/c 21<sup>st</sup> January for boiler washout and cold insurance inspection

w/c 28<sup>th</sup> January for fitting the new tubes

w/c 4<sup>th</sup> February for a steam test

w/c 11<sup>th</sup> February for painting and final assembly

In the w/c 18<sup>th</sup> February the J72 is expected to depart Hopetown for the Embsay Railway (subject to confirmation) and once again earning valuable revenue. Thereafter the locomotive will visit the NYMR at the end of April for its 40<sup>th</sup> anniversary celebrations, then return to the Wensleydale Railway in late May.



*69023 is passed by 61994 The Great Marquess in the loop at Constable Burton on 20<sup>th</sup> October (Neal Woods)*

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## **WORKING PARTIES**

We are already thinking ahead to the winter and it is our intention to bring something to Hopetown this winter for maintenance; it could be the J72 for a re-tube, the Q6 for firebox repairs, or even the support coach. We will make a decision in the next few weeks as to what best fits in with everything else.

In the meantime the regular Monday and Thursday working parties continue at Hopetown on the J27. If you want to join them and help 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**.

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## **PATRON UPDATE by Dave Pennock**

The Patron Membership scheme has now been running for some 18 months and from the sheer generosity of 118 members nearly £31,663 has been received to date. The income has ranged from regular monthly donations to receipt of lump sums, the largest being a single payment of £10,000. The underlying monthly income is currently £1,250 from 105 members. Well done!

The scheme was conceived to provide a regular income to in effect close the gap between expected locomotive earnings and the costs of their 10 year overhauls with an annual target of £25,000. Whilst this principle remains true the accrued income is also available to act as a rainy day fund to cover the unexpected.

Presently the one off £10,000 donation has been allocated to the J27 overhaul leaving the remaining £21,663 , possibly for the Q6 boiler repairs. These repairs may cost £40,000 so in terms of the £21,663 it's a great fillip but the Group is still faced with finding the remaining £19,000.

The above figures do not include for Gift Aid so an additional £8,000 (25%) will be due from Her Majesty's Government in due course, to further boost the Patron Fund.

In terms of the raw figures the amounts are fantastic but the Q6 boiler example highlights that the Group could always benefit from that little extra help.

Now is a time of membership renewal and inserted within the NEWS is a combined membership / patron application form. Please note the renewal form only needs to be submitted for ordinary membership renewal but, on the rear, is an application form for Patron Membership, which can also be used for existing Patrons to change their current Patron payments. Existing Patron Members who do not wish to change their monthly payments do not need to submit the form.

You can greatly help by either converting from ordinary membership to Patron Member status from only £5 per month or, if an existing Patron Member, think of increasing your monthly contributions. For the Patron Scheme, one off donations are additionally welcome as a £500 lump sum.

**By becoming a Patron Member you automatically qualify as a member of the Group so you do not need to renew your ordinary membership subscription.**

There are enhanced benefits by being a Patron Member and Patron events during 2012 included the press day at Barrow Hill's Fab 4 event, a drive on the Scarborough Bay Railway and discount on the Wensleydale Railway.

During 2013 an equal if not better series of events are being considered: behind the scenes at Skinningrove Mining Museum, an A4 cab-it event at the NRM and a special run associated with the forthcoming NYMR's 40<sup>th</sup> opening anniversary. Details will be announced in the February NEWS.

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## **FUNDRAISING SUB-COMMITTEE NEWS by Dave Pennock**

A pre-application for £100,000 funding of the J27 and coal wagons restoration was submitted in September 2012 and as noted in the October NEWS discussions have been ongoing regarding the NELPG meeting their award criteria.

At a meeting with the HLF Grants Officer during October the criteria for any award was thoroughly explained and that to be successful an application, in



addition to meeting conservation factors, the Group would have to include for an active educational programme and outreach into to the community. These factors have been reviewed and the Group has concluded that it does not currently readily have the infrastructure, resources or skills to deliver an active educational programme alongside the J27 overhaul to successfully meet the competitive nature of the bidding process.

Presently the Newcastle Heritage Lottery Funding monthly budget for awards for project funding of up to £100,000 is £100,000 per month. For the Group to have a successful application in any one month we would have to demonstrate significant learning content to be in with a good chance of award. Regrettably with a high likelihood of rejection and further potential delay to work on the J27 boiler for no guaranteed benefit the proposed HLF application for the J27 is not to be developed any further. It is not as we would have wished but we have to be mindful of focussing resources to the best advantage.



*The display of the old and failed casting J27 cylinder blocks, together with the explanatory boards inside Locomotion at Shildon (Dave Pennock)*

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## **ARCHIVE CORNER by Chris Lawson**

### **Contributions**

Obviously my plaintive second appeal in the last issue of News for missing copies of the Steam in Europe booklets has rung a few bells. Richard Freeman has donated a copy of SNCF Steam 1969, Ken Nuttall one of North West Steam 1969 and Peter Woodhouse has identified 15 copies of various booklets, ranging from Yorkshire Steam 1968 to Austrian and Italian Steam 1972 which he will pass over to the archive when our paths next cross. Those have made a big difference to the collection, but I am still missing the few that were published in 1972. So, if you think you might have had copies in the past, please root around and see if they are still behind a cupboard or in a box in the loft and get in touch. Other donations this period include notes from Ken Nuttall of the locomotives seen during his visits to North East sheds in the early 1960s including those now owned by NELPG, and a 'Steam on the Met 1999' publicity poster with a painting of the K1 arriving at an unidentified London Underground station from Martin Lloyd.

Our HRA certificate of nomination for the 2007 John Coiley Annual Award for the restoration of the Q6 in our 40<sup>th</sup> Anniversary year has been retrieved from Deviation Shed, along with a full page press cutting from the Whitby Gazette of 18<sup>th</sup> September 2007 marking the Q6's return to traffic on the NYMR. Peter J Robinson, on his retirement as Treasurer, has also handed over a large quantity of financial papers covering the last 10 years. Cataloguing them will be an interesting exercise, but all are now safeguarded for the future.

My thanks, as always, to everyone for their contributions. As ever of course, if you have **any** other items, no matter how large or small, related to the Group (and particularly of its early days) hidden away in your loft, cupboard or garage then please go and find them and let me know – but do please give me a ring or drop me an email before sending anything, and particularly bulky material, in the post.

The other news this period is that we got flooded out of our flat on Skeldergate at the end of September (remember the news reports from the flooded street in York? – that was us!). We have therefore had to move into our newly purchased house in York rather earlier than we expected, and are now surrounded by builders, electricians and associated mess. The new (and hopefully, final, address) is 67 The Mount, York, YO24 1AX. My telephone number remains 01904 655003 and my email address [chrisjlawson@btinternet.com](mailto:chrisjlawson@btinternet.com). I look forward to hearing from you.

**40 years ago (from NELPG Newsletters)**



**Locomotives** – the **K1** continued to have first priority, with the hope of it being in steam by Easter. All 141 small tubes were to be replaced after Christmas, with the old ones all having been removed, along with large quantities of scale. New axle box liners had been ordered, along with replacement brasses for two tender wheel bearings. A number of other replacement items were to be manufactured, including piston rings, steam valve spindles and cab doors. Having completed most of the stripping, degreasing and priming of the engine, attention turned to the tender, whose left hand side paintwork had been badly damaged by the mechanical grab used to coal the engine during its time at Phillips Refinery, Seal Sands. All the paint was therefore removed and then primed. In addition, the NYMR wished to explore the possibility of oil firing the locomotive for use on the line. Laidlaw-Drew, who had recently converted some of the Ffestiniog locomotives to oil firing, examined the K1 and reported conversion was feasible but at a cost of some £2,000. An EGM was called for 26<sup>th</sup> January to discuss this possibility. The **Q6** boiler report had been received and indicated some large and small tube wastage which would require replacement. The extent of this could not be determined until some preliminary work had been undertaken. In the meantime the locomotive travelled to Newcastle Central station to appear in the Newcastle Festival Railway Exhibition. It stopped at Thornaby depot on the way out for a hot box to be dealt with, and on the way back for the chimney to be removed to provide access to the superheater elements. The **P3** also travelled to Newcastle for the exhibition, but otherwise was prepared for the winter and its annual boiler examination.

**Other locomotives** – No 5 was being repainted as weather and volunteers permitted, whilst No 29, which had also travelled to Newcastle, also had repairs carried out to the rivets securing the spectacle plate to the frames during its stopover at Thornaby on its return journey to Grosmont.

**Elsewhere** –

**Locomotive Repair Shed** – full planning permission for the shed had been received, on which work had to start before 19<sup>th</sup> May 1976. The outcome of the grant application to the English Tourist Board was still awaited however. Nevertheless, a contract had been placed with Conder's of Darlington for the supply of the steelwork for the main building, with delivery due in the third week of January, at a cost of £5,500. The water tank base on the top of the tunnel had also been completed.

**NYMR** – the terms of the draft Locomotive Hire Agreement were agreed between the NYMR and the Locomotive Owners Committee. It would be put to an NELPG EGM on 26<sup>th</sup> January for consideration by the membership. The most difficult area (*as is still the case today*) was the mileage rate to be paid.

The Ellerbeck to Pickering section of the line had been purchased by the North Riding County Council although the future of Pickering station remained in doubt as Pickering Urban District Council had placed a compulsory purchase order on the buildings. A Department of Environment planning enquiry was anticipated to resolve this. The second NYMR Convention was held at Grosmont and the Railway announced its plans for opening the whole line from Easter 1973 with details of proposed services (steam Grosmont – Goathland and diesel thence to Pickering) and fares. Four more coaches had been purchased, civil engineering and signal and telegraph work was proceeding apace, and possible further steam locomotive purchases were being pursued.

**NELPG** – following the successful exhibition at Thornaby, steam returned with a vengeance to Newcastle Central station in early October. At a time when there was a total steam ban on BR, A4 *Sir Nigel Gresley*, P3 No 2392, and No 29 arrived under their own power from NCB Philadelphia and the NYMR respectively to be on display for a week as part of the Newcastle Festival Railway Exhibition. They joined Standard 2-6-4 Tank 80002, the NER ex Officers Inspection Saloon and sales coach from the KWVR which had arrived earlier, and were joined by the Q6 later in the week after repairs to its hot box had been carried out. Over the nine days of the exhibition there were over 11,000 visitors, considerable publicity for the Group was obtained, and the NELPG sales stand took over £500 with the stock being virtually sold out three times. Further entertainment was provided on one day by the Post Office who managed to tip four trolleys full of mail on to the main line just before ‘The North Briton’ was due. Once the exhibition was finished, our locomotives moved to Heaton and then back to Thornaby, where they remained for a few days before final return to Grosmont, again under their own power. *A considerable amount of material relating to this major exhibition, including detailed notes of the locomotive movements to and from, is held in the archive.* A new orange and black poster advertising the Group had been produced, depicting the front ends of our three locomotives, and the sales stock had been replenished with new slides of locomotives at work on the NYMR, and an NELPG Christmas card – *now does anyone have any of those I wonder?*

**And finally.....**

The *Roker and Pallion* Trust was appealing for funds from those interested in saving these two ex Doxford crane tanks from the scrapyard.

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## **SECRETARY'S SCRIBBLINGS by Chris Lawson**

As has been reported elsewhere, John Hall has recently had to resign as NELPG Secretary because of ill health. Can I take this opportunity therefore to pay tribute to John for his hard work on behalf of the Group in this role. I know he is disappointed not to be able to follow through on some of the administrative changes he initiated, but I will be taking them forward, in particular the review of the Articles of Association, to which he has agreed to contribute.

At the latest Committee (and the Articles of Association make it clear that it is a Committee and not a Board) meeting, I was co-opted on to the Committee and subsequently appointed as Secretary. This will be until the next AGM, and I will consider nearer the time if I wish to put myself forward for consideration by the membership for election to the Committee for the longer term. I will continue my current roles as Archivist and member of the Fund Raising Sub Committee.

As some of you are aware, it is now 40 years since I last held this post, and a lot has changed in the meantime. So please bear with me while I try to find my way round and understand the rather different NELPG landscape in which we now operate. I plan to visit Hopetown as soon as I can, and intend to pen a regular Secretary's report in News, of which this is the first.

***Future meetings*** – a formal notice of the 2013 AGM, which has been brought forward by a week to 26<sup>th</sup> April, is given in this issue. This change will hopefully avoid any clash with the preparation of the K1 for a possible return to Fort William next year and ensure the availability of key Committee members for the meeting. In addition, the annual 'Bunfight' will be held at Locomotion, Shildon at 7.30 pm on 18<sup>th</sup> January 2013. Traditionally for working volunteers, following feedback from previous meetings, this one will be an open meeting at which all members will be welcome. So do come along and have your say about the Group and its activities. It will be preceded by a Special General Meeting to consider possible levels of expenditure on work to the Q6 – the notice and motion for this will be found elsewhere in this edition of the NEWS.

And don't forget, members are also welcome to attend Committee meetings which are held at 7.30 pm on the second Monday of the month at Middlesbrough Municipal Golf Club. The next ones are therefore on 14<sup>th</sup> January and 11<sup>th</sup> February 2013. If you want to attend though, please do get in touch with me first, so I can confirm that space is available, and ensure you receive the papers. My contact details are on the inside front cover.

***Heritage Railway and 4472*** – those members who read Heritage Railway will doubtless have seen the article in the latest issue headlined 'Would *Scotsman* be

better off with an outside operator?’ This reported that the magazine had asked the NRM if it might consider a private operator to manage the engine on its behalf for a set period. Amongst those organisations referred to as possibilities was the North Eastern Locomotive Preservation Group.

Whilst we were flattered to be considered as one of those considered suitable for such a task, we were not consulted before this suggestion was put to the NRM. At the moment, our volunteer resources are fully committed to the restoration and operation of our four North Eastern locomotives, and it would be very difficult to extend our activities in the way that was suggested. However, currently, the return to traffic of 4472 seems some way off, and should the NRM decide, in due course, to go down the outside operator route and approach the Group for that role, then we would consider it in the light of the circumstances at that time.

***Fund Raising Sub Committee*** – I am pleased to report that Bryan Orange has rejoined the Fund Raising Sub Committee following a short break.

***Locomotive Sub Committee*** – this has been reconstituted and its first meeting was held in December.

***Contact details*** – if you have any queries or have anything you want to bring to my attention, then please do get in touch. My contact details are on the inside front cover of News: email is probably the most reliable method.

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## **MEMBERSHIP SECRETARY’S REPORT**

Membership subscriptions are once again due. A membership renewal and optional donation form are included with this issue. If you require your membership card quickly, please enclose a stamped addressed envelope with your renewal. If not, it will be included with the next newsletter. Membership will lapse if not renewed by the end of February 2013. Under 21 s who are receiving free membership should complete and return the form to show continuing interest.

If you are eligible and wish to Gift Aid your subscription/donation, please complete the Gift Aid section on the form if you have not done so already.



Patron members will find their 2013 Patron Membership card with this newsletter (envelope marked "X" on the reverse).

New members joining us since the last newsletter are:-

Mr. M. Clark from Winston,  
Mr. P.J. Dawson from Middlesborough,  
Mr. N. Gaines from Sunderland,  
Mr. D.W. Hallam from Nottingham,  
Mr. I. Hersey from Leeds,  
Mr. R. Morgan from York,  
Mr. J. and Mr. P. Swainston from Newton Aycliffe.  
Mr. A. Tattersall from Huddersfield and  
Mr. A. Usher from Darlington.

Membership of the NELPG on 1<sup>st</sup> December 2012 stood at 587, with 16 junior members and 179 life members

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## **FINANCIAL HELP REQUIRED**

Whilst we are always on the lookout for additional funds, this time we are looking for someone to administer the Group's finances, in particular to keep the books and deal with the day to day invoices, receipts and cheque issuing. Although a professional financial background would be useful, it is not a prerequisite. So, if there are any members out there who feel that they have experience commensurate with the job and who might be interested in taking over this very important role, please let the Secretary know as soon as possible. Such a person could be co-opted onto the Committee, though the Articles allow for the Treasurer to be an ex-officio a member of the Committee. Therefore, they would not necessarily have to attend Committee meetings.

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## **ANNUAL BUNFIGHT AND NOTICE OF SPECIAL GENERAL MEETING**

On Friday 18<sup>th</sup> January the traditional end of season ‘bunfight’ will be held at *Locomotion*, Shildon, starting at 7.30 pm. In the past this has been for the ‘working members’ but this year it is open to any member to attend. The meeting will comprise a review of 2012 and a thank you to all those who have helped the Group, but, importantly, will provide an opportunity to discuss the plans for our locomotives in 2013 and beyond. It will also provide an opportunity for potential new working members to get involved. Refreshments will be provided.

The opportunity is also being taken to hold a Special General Meeting, for which this is the formal notice, to consider the following motion:-

*“The Committee seeks authority to spend up to £80,000 on firebox repairs (to cover the current work estimated at just under £50,000) and, if deemed appropriate by the Committee, additional work to give the locomotive a new 10 year boiler certificate”.*

Voting at Special General Meetings is on a show of hands. For those members unable to attend, they may vote by appointing a proxy to represent them and vote on their behalf. A proxy form is enclosed for that purpose, and should be completed and returned to the Company Secretary at the address given, to be received no later than 48 hours before the date of the meeting. Please note that this not a ballot form and should not be used to indicate your preference in relation to the resolution before the meeting. Also, that having appointed a proxy, you will not be able to attend and vote at the meeting yourself. Please bring your membership card to the meeting as it will need to be shown.

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## **NOTICE OF ANNUAL GENERAL MEETING**

Notice is hereby given that the 2013 Annual General Meeting of NELPG Ltd will be held in the main hall at *Locomotion*, Shildon on Friday 26<sup>th</sup> April 2013 at 7.30pm.

Any member, other than a junior member, may apply for Committee membership. Any such nomination should reach the Company Secretary on or before Friday 8<sup>th</sup> March 2013. Each nomination should be signed by the nominee, indicating their willingness to serve, and by a proposer, both of whom should be fully paid up NELPG members. The following details of the nominee should be provided:

- Full name
- Address
- Date of birth
- Any existing Directorships
- Vocation/profession
- Short CV

Three Directors are due to retire by rotation – John Graham, Martin Lloyd, and Richard Pearson (who has indicated that for personal reasons he does not wish to be considered for reappointment). In addition, Ben Duncan and Chris Lawson were co-opted on to the Committee during 2012 and their terms of office therefore come to an end.

Any motions for consideration at the AGM need to be submitted to the Company Secretary, also by Friday 8<sup>th</sup> March 2013, and must be proposed and seconded by fully paid up NELPG members.

The April issue of NELPG News, which will be circulated in the week beginning 25<sup>th</sup> March, will contain Directors' reports, the accounts, details of all nominations to the Committee and any motions to be put to the AGM.

*C. J. Lawson,  
Company Secretary.*

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## **MEMBERS' DINING SPECIAL**

Even though advanced notice was given in the August NEWS, the members' dining special was only three quarters full. In previous years it has been oversubscribed! Nevertheless, those members who did partake of the NYMR's acclaimed on board catering, were not disappointed! Sadly, for the first time



ever, the Group was unable to provide one of its own locomotives to haul the train. Fortunately, the A4 Locomotive Society was able to oblige with the rostering of 60007 *Sir Nigel Gresley* to pull the train. The little matter of poor rail head conditions meant that diners had a little more time than expected to enjoy their meal, when the A4 slipped to a stand at Green End. Notwithstanding this hiccup, it was another successful day, particularly as our guests of honour were Peter and Dorothy Robinson, as a big thank you and to mark Peter's retirement as Treasurer.

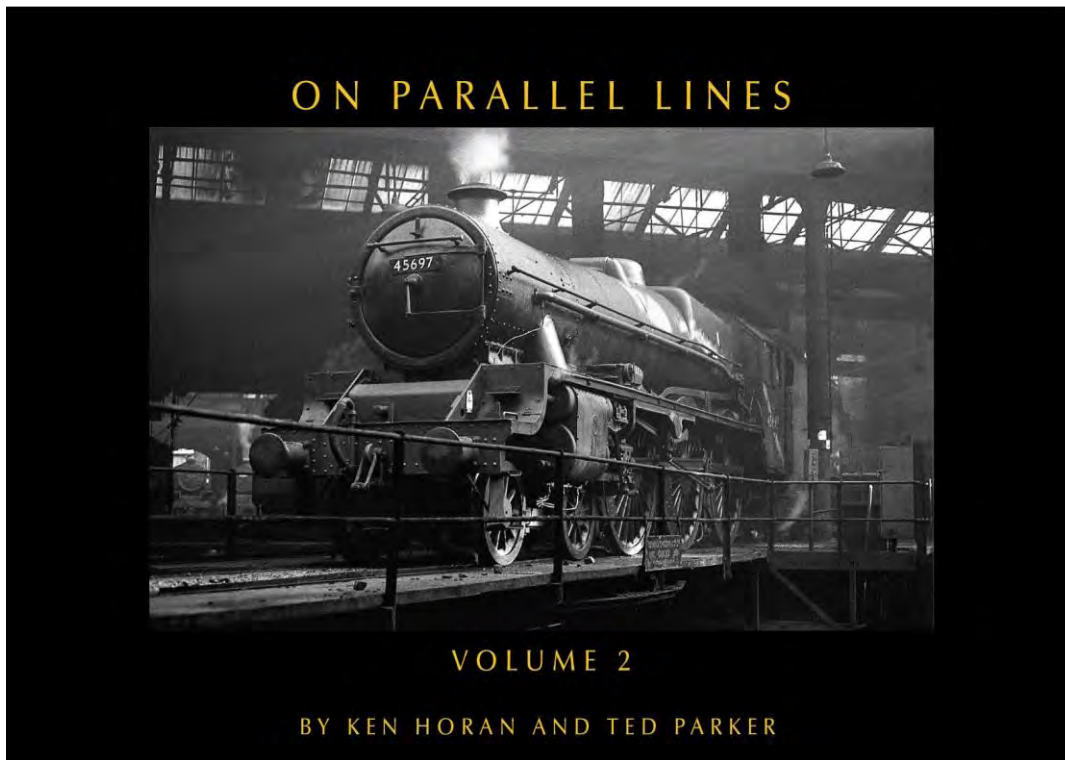
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## **ON PARALLEL LINES VOLUME 2 by Ted Parker**

It was about 10 years ago Ken Horan and myself first thought about putting together a book between us, which resulted in the publication of 'On Parallel Lines' published in January 2011. We were cautious and took advice from various people who had published books recently and had just over a 1,000 printed.

Well, finally the day came when the printer telephoned us to say they were ready to collect! We had no idea what 1,100 A4 size books with nearly 200 pages on very high quality dense paper neither looked like nor weighed. With 18 books per box, it worked out at 61 boxes give or take a few, all of which weighed about 20 kilos each. When Ken and I turned up and saw this pile of boxes you can imagine the expletives! I managed to get about 25 boxes in the back of my estate car, Ken managed about 18 in his little Skoda which accounted for just over half the boxes, I might add that our printer was located in Retford! The suspension in my car was, I would say at its limits. Our wives were not impressed either at having piles of boxes of books around the house and so it went on. You may be thinking where is all this leading; within seven months there were no boxes left, and masses of e-mails and letters asking if there was to be a sequel or volume 2?

I am pleased to announce that Volume 2 is now out! The first book took about 8 years to prepare and this one has taken 10 months. But as anyone will tell you it's a bit of a learning curve publishing your first book, but with that out of the way we found we had a lot of material left over which we would have liked to include but couldn't. The overwhelming message from purchasers of OPL 1 was "Is there any more? and can we have it please?" The answer is yes and yes!



Whilst roughly the first half of the book is dedicated to BR steam in the 60s with the accompanying anecdotes and some more of Ken's priceless tales from his days on the footplate, one especially when he encountered a particularly awkward driver - we should have called it 'the Fireman's Revenge' For the latter half of the book we have taken the opportunity to progress our story further. The working title of the book was to be "The Wilderness Years" but we decided this sounded a bit bleak and might have been a bit of a 'put off' so we stuck with a familiar theme.

After the fires were dropped in August 1968 the only main line steam was 4472 which ran infrequently and was no match for a scruffy "black 5" on a parcels train climbing over Copy Pit. Suffering severe withdrawal symptoms, we set our sights on working steam on nearby foreign shores. At this stage we could only rely on sketchy reports in the monthly periodicals as to what was still surviving and where it was, but whilst visiting a model railway show in Leeds or Harrogate in late 1968 we stumbled across what must have been a NELPG road show raising funds for the Q6 and J27.

Very sympathetic to the cause, I was seeing what there was I could buy and came across a home produced booklet *SNCF Steam in France* on the stand, one of a series which Richard Wheeler and associates in NELPG had produced, packed full of up to date information on allocations, workings and even good vantage points which to photograph steam in action; at 5 shillings it was a must. By the following May 1969 we had made our first serious photting trip abroad, the information was spot on, and the results were spectacular. A few months later I was on a family holiday to Austria and realized that our destination at

Schladming in Stiermark was only about 30 miles from a 100% steam heaven and remembering that NELPG also had a similar booklet about Austria, I wrote to Richard Wheeler to purchase a copy and any up to date info he could give me.

What returned was absolutely invaluable information. What I discovered out there was the stuff of fantasies; huge Kriegslök 2-10-0's on 2,000 ton iron ore trains double heading up 1 in 50 gradients in deep river valleys with towering snow capped mountains as a backdrop, humble 2-6-2 tank engines on 4 wheel open veranda coaches up picturesque branch lines, to massive 0-12-0 standard gauge rack adhesion loco's on 600 ton iron ore trains blasting up 1 in 14 gradients in scenery to die for. For dessert, the living museum that was "Graz Koflacher Bahn" where they were still using Golsdorf class 56 2-8-0's built at the turn of the century, the affectionately called "old ladies" 671 built in 1860 and 415 built 1885 both were still in traffic and survive to this day of which 415 is still running on special trains. A further visit was made 6 months later with Ken in early April of 1970 with the addition of snow on the higher lines.

Another NELPG assisted chapter is when I was cajoled by a good friend of mine to photograph the last of the working industrials in the Durham and Northumberland coal fields at places like Shilbottle, Whittle, Backworth, Burradon, Ravensworth Park, Derwenthaugh, Hetton and Shotton. Once again the NELPG booklet *Industrial Steam* proved to be invaluable.

But after all those years have passed the memories have faded a little and there is a lot to be said for hoarding! As I have kept these books on file and whilst researching the Austrian chapter there, in the file, were not only the booklet but all Richard's letters and correspondence, tickets, photo pass and even the hotel bill!! The moral of the tale is never throw anything away, you never know when you might need it. And it is thanks to Richard who has helped enormously to research this book, and not forgetting Dave Holroyd who helped identify some of the industrial locations which appear and has provided me with valuable additional information.

The final chapter in the book covers the return to steam in the Northern Fells back in 1978. By now I was living in Teesside and had moved to a house quite literally a few doors away from Maurice Burns, so the rest is history! But it was those many late nights whilst on support duty and working parties that gave me the opportunity to get some now very historic shots of the K1 and *George Stephenson* on railtour duty at Thornaby, now sadly demolished. There are also lots of other images now impossible to get due to many factors which make this section as historic as all the other chapters.

So NELPG has played a big and unexpected part in producing this book, long before I became a member and now a Life member, I hope it is as well received as the last one.



It is now available, it is the same format as OPL 1, A4 but with an additional 20 pages bringing it to 204 pages on the same high quality paper and is priced at £28; as with the last offering, anyone wishing to purchase a copy, please include your membership no when ordering and we will donate 10% to NELPG. For details visit: [www.on-parallel-lines.co.uk](http://www.on-parallel-lines.co.uk)

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## **ALBERT HAWMAN STEAMS ON AT 100! by Maurice Burns**



*Albert, surrounded by his 100<sup>th</sup> birthday cards (Maurice Burns)*

One of the North East's oldest BR steam drivers, Albert Hawman of Darlington Bank Top shed, celebrated his 100<sup>th</sup> birthday in fine style on 25<sup>th</sup> November. Born before the first World War he is one of the few people alive today who witnessed, at the age of 12, the Stockton and Darlington Railway 100<sup>th</sup> Anniversary celebrations in Darlington in 1925. He had an incredible railway career that started off with the LNER at Shildon cleaning NER P3's and Vincent Raven electrics locomotives that worked to Teesside, then a period at Ferryhill, near Durham, where he saw the inaugural run of the LNER Silver

Jubilee train hauled by A4 4-6-2 No 2509 *Silver Link*. A move to Darlington saw him rise through the promotion ladder during the Second World War from cleaner, fireman to steam driver. He has many happy memories of his footplate days spanning 50 years from working on goods and local passengers on all the lines from Darlington including over Stainmore Summit to Penrith and mainline work to York and Newcastle.

As the days of steam in the North East diminished he was rostered on 20<sup>th</sup> May 1967 to drive the K1 2-6-0 No 62005 working the SLS Three Dales Rail tour on the section from Darlington to Wearhead, beyond Stanhope, in Weardale. However, after the end of steam on BR he did have one last go on the footplate volunteering to drive the replica *Locomotion*, built by Mike Satow, leading the 1975 Stockton and Darlington 150<sup>th</sup> Anniversary Celebrations Grand Cavalcade that was watched by 300,000 people.

After retirement, he has remained active to this very day doing a daily walk and still looking after himself in his Darlington home he purchased 76 years ago. A very keen gardener, growing bedding plants and tomatoes for friends, he has even bought the tomato seeds for next year so he intends to carry on. His son, a mere youngster at 69, says he must be mad growing tomatoes at 100 but Albert is not one for sitting around. In 2009 Albert was reunited with the footplate of the K1 he drove in 1967 and was interviewed to record his memories of steam. Shortly afterwards he was made an Honorary member of NELPG and he is a avid reader of NELPG NEWS. It was appropriate, therefore, that a card sent to him for his 100<sup>th</sup> birthday was signed by the NELPG working members, including the youngest working members, Tom Crone and Rowland Bingham.

From the full membership, Happy Birthday Albert!



*Two of our younger volunteers, Rowland Bingham (l) and Tom Crone signing Albert's birthday card (Terry Newman)*

## **FORTHCOMING EVENTS**

11<sup>th</sup> January 2013 **FROM THE PHOTOGRAPHIC ARCHIVES** by Sam Woods.

18<sup>th</sup> January 2013 **ANNUAL BUNFIGHT & SGM \***

8<sup>th</sup> February 2013 **STREAMLINED TRAINS AND MALLARD'S RECORD RUN** by Chris Nettleton.

8<sup>th</sup> March 2013 **MAIN LINE MAGIC 2011 – 2012 & A DIP INTO THE ARCHIVE** by Ted Parker.

12<sup>th</sup> April 2013 **RAILWAYS AROUND STOCKTON** by Chris. Davies.

26<sup>th</sup> April 2013 **ANNUAL GENERAL MEETING. \***

The meetings take place at the Darlington Club and Institute (Northgate Club), High Northgate, Darlington on the second Friday of each month (except when that date falls on a Bank holiday), starting at 7.30 pm. Further details appear on the NELPG website.

\* To be held at Locomotion, Shildon.

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## **COVER PICTURES**

Front: 62005 between the top two tunnels on the climb to Beasdale on 24<sup>th</sup> October (John Cooper Smith)

Back (top): 62005 tops the climb from Lochailort at Polnish on 24<sup>th</sup> October (Steve Kirk)

Back (bottom): Another view of 61994 *The Great Marquess* en route from Northallerton to Redmire passing 69023 in the loop at Constable Burton on 20<sup>th</sup> October (Wensleydale Railway)





*62005 crosses a mist shrouded Glenfinnan viaduct on 24<sup>th</sup> October  
(Andrew Bell)*



*62005 worked four coaches from Fort William to Carnforth on 29<sup>th</sup> October;  
the train is seen crossing the River Fillan at Crianlarich (John Hunt)*



