

N.E.L.P.G. NEWS



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EDITORIAL

The K1 takes the plaudits so far this season. It has had successful visits to both the East Lincs and North Yorkshire Moors Railways, working the prestigious 40th anniversary special on the latter. It had a successful outing on the mammoth Wansbeck tour on 30th March and has made a confident start to the Jacobite season in Lochaber. Thanks are due to the dozens of NELPG volunteers who helped to make this all happen. The Editor has been deluged with numerous pictures of the K1 and makes no excuses in reproducing them liberally in this bumper issue!

The K1 will hopefully settle down into its familiar routine on the Road to the Isles and whilst it has been possible to provide support crews for the whole of the season, our human resources are being stretched more than ever. One of the tasks that the Committee is keen to progress is ensuring that we have sufficient, trained and certificated young volunteers for working on the main line in the future, and this will be addressed over the coming months.

On the home front, the J72 is back on the Wensleydale Railway where, under Fred Ramshaw's eagle eye it feels ever more at home. Its visit to the NYMR was a successful one and raised useful income and much goodwill for the Group. In July it makes a sentimental return to the Derwent Valley Light Railway, near York, to help celebrate the line's centenary.

The Q6's repairs are now going to take a little longer following the sensible decision to replace the small tubes, as well as some additional firebox work, but a return to the NYMR this summer is still expected, though somewhat later than planned.

Finally, good news on the J27 with the new cylinder block successfully hydraulically tested and the boiler examined.

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NMYR 40TH ANNIVERSARY TRAIN 1ST MAY



29 pilots 62005 past Esk Valley Cottages on 1st May (John Hunt)



29 about to break the banner that says it all at Pickering on 1st May (John Hunt)

LOCOMOTIVE REPORT by Neal Woods, John Graham, Paul Hutchinson and Fred Ramshaw

J27 NO. 65894

Since the last report the cylinder block has had a successful hydraulic test; thanks to Steve Hyman for the use of his power washer. This was particularly challenging as a number of the joints are just not designed to be blanked off (i.e. the blast pipe) and these leaked during the test. However, no leaks were encountered in the body of the casting.



*The cylinder block undergoing hydraulic testing on 8th April
(Rowland Bingham)*

Richard Campbell has fully assessed the axleboxes and coupling rods. As a result there are two new brasses on order and a start will be made machining these in June.

The locomotive's buffers have been stripped, examined and reassembled. The driving wheels have now been painted and varnished. Work is continuing on the frames and the large range of small parts (pipework etc) are being cleaned and refurbished where necessary.

The boiler has been NDT'd and the test data is awaited.

On the tender, the buffers have been removed and a start has been made on their examination. The studs which hold the buffers on are badly worn so will be replaced over the coming months. All the tender springs have been removed and they will be sent away for overhaul shortly.

Q6 NO. 63395



The new copper side sheet in place



Welding in progress



The finished weld (all Steve Latham)

The above pictures show the progress on fitting one of the new firebox copper sides. Both sides are welded into place, and the foundation ring refitted, with holes drilled from the new copper sheets into the foundation ring. The welding will be tested shortly. The outer steel sheets are ready for fitting and the bottom half of the door plate is removed and the forming block ready for the new replacement copper sheet.

Five sample small tubes have been removed from the boiler; in the water space they appear in a reasonable state after 5 years but there is concern about the beading at the firebox end of the tubes and it has been decided to replace all the small tubes.

K1 NO. 62005

The K1 ran 5 days on the East Lancs Railway, covering 409 miles. It just required routine maintenance though the LH driving wheel spring needed replacement. The locomotive left the ELR, together with 61994 *The Great Marquess*, and their support coaches, on 29th March for the run to York in order to take up The Wansbeck tour the following day.

The Wansbeck turned out to be a mammoth undertaking, particularly for the support crews, as it involved a very early start and a late finish. The two steam locomotives left York at 03.00 on the Saturday morning to go to Low Fell for water and for forming up the train. This eventually left Newcastle at 08.50 in 'top and tail' mode with the K4 leading and the K1 on the back. On a fine and sunny day the route took the train up the ECML to Morpeth, where it branched off to Hescot, Bedlington and Newsham, where the train then reversed direction. Now heading north, with the K1 leading, the train retraced its steps to Bedlington, where it diverged to the right as far as Marchey's House Junction. In order to use the crossover to get round the triangle to Winning, the train had to proceed onto North Seaton viaduct, the first time a K1 had been on the bridge since 1966.

The K4 now led to Freemans, where a brief stop was the precursor to the train continuing all the way to Battleship Wharf at North Blyth, tantalisingly close to the site of North Blyth MPD where 62005 was shedded in 1966! Passengers could enjoy a fine view out to sea before the train resumed its journey via the demolished site of Cambois diesel depot, Freemans and the third side of the triangle from Winning to West Sleekburn. It was then south down the Blyth and Tyne, back through Bedlington and Newsham, then to Hartley, Seghill and Backworth, to rejoin the ECML at Benton Junction. Other than the signal boxes and semaphores at Bedlington, Marchey's House, Winning and Freemans, there is little left to remind passengers of the old B&T, and even less to recall the area's coal mining past.

At Ferryhill the train left the ECML and stopped for water before continuing on through Stillington, Norton Junctions, Stockton, Bowesfield and Middlesbrough, where there was a crew change. From there it was through South Bank, Lackenby and Redcar before diverging onto the Boulby line at Saltburn West Junction. There then followed another highlight of the trip, the climb through Brotton up onto Hunt Cliff and down to Crag Hall at Skinningrove. With the weather still in sparkling form the journey high upon the cliffs afforded superb views out over the North Sea and back towards Saltburn, Redcar and along the coast to Hartlepool. At Crag Hall both locomotives again took water before tackling the climb back up to Hunt Cliff, this time with the K4 leading.

As the tour promoter had promised a stop-over in Saltburn itself, to achieve this meant a return to Grangetown, a reversal and a retracing of the route – for a third time – to Saltburn! After detraining the passengers, the train retired to the carriage sidings where the K4 took water. By now the train was a little late and departure from Saltburn coincided with sunset. At Middlesbrough, the K1 and its support coach were detached for the run to Grosmont, while the K4 took the train back to Newcastle and eventually, at the end of the very long day for its support crew, to York, arriving just before midnight!

Meanwhile the K1 arrived back at Grosmont at around 21.45, was shunted into the station, put to bed and the now depleted support crew washed down the coal dust in the pub! The locomotive had covered 249 trouble free miles in the day – quite an achievement to all concerned, so well done!



*Dave Donegan washing out the K1's boiler at Grosmont on 19th April
(Colin Smith)*

The K1 was then booked to operate at the end of April and the first weekend of the 40th anniversary gala but in the event an urgent request from the NYMR saw 62005 doing three days in mid April. The boiler was then washed out and the opportunity taken to investigate a blow by the regulator. This revealed two fractures in the J pipe where it fits onto the main internal steam pipe. So it was removed, sent to Cast Iron Welding, repaired, sent to Darlington for machining and refitted, all in a week! We also renewed the LH intermediate side rod bush: this was planned work as we were aware that the interference fit between the bush and the rod was low, so a decision was taken to replace the bush before it worked loose. The locomotive was then successfully steam tested in readiness for its historic run on 1st May re-enacting the reopening special of 1st May 1973, in lieu of the J27.



L. to r.: Michael Pitts, Charlie Hart and Tom Salmon at Ruswarp as 62005 rolls to a halt on 1st May (John Hunt)

The K1 ran from Whitby, stopping at Ruswarp for a picture shoot and a presentation to the three surviving founder members – Tom Salmon, Charlie Hart and Michael Pitts (arranged by Maurice Burns) – before continuing to Grosmont where LHJC No.29, fresh from overhaul, was waiting to be attached as pilot engine for the run to Pickering. As on the day 40 years previously the weather was benign and the day passed off very well, with 29 breaking the anniversary banner as it entered Pickering station. 29 then ran round the train, got turned, and worked the train ‘top and tailed’ back to Grosmont.

The K1 was then used over the four days of the May Day bank holiday weekend gala, being turned on the Monday in readiness for its journey up to Scotland. This took place on 9th May in the company of 44871 and hauled by Ian Riley’s class 37 37518 from Grosmont to Carlisle. The following day the two steam locomotives worked the Jacobite ECS from Carlisle to Fort William, with the

37 on the rear of the train. On the NYMR the K1 ran on 8 days and covered 629 miles.

62005 operated the second week of the Jacobite and whilst it performed well mechanically there were some steaming problems on the return trip from Mallaig. These were caused by blocking up of the spark arrester mesh round the blastpipe, as shown below. Such clogging up effectively reduces the draught on the fire and thus can dramatically impair steaming.



The K1's smokebox spark arrester almost completely clogged up on arrival back at Fort William depot on 23rd May (John Hunt)

For the second week of operation a slightly larger mesh was fitted, though still significantly smaller than the spark arrester used last season, and this has cured the steaming problems.



62005 crosses the River Lochy in idyllic weather on 6th June (Iain Henshaw)

J72 No. 69023



69023 stands at Levisham as the fireman trims the coal (Bill Francis)

On the NYMR the J72 ran on 8 days and covered 301 miles. It returned to Leeming Bar on Tuesday 14th May in time to resume duties on the Wensleydale Railway. The first thing we had to do when the J72 returned to the WR was to change a broken spring. Thankfully we had one on hand, so no steaming dates were lost; thanks to Harry Sams for help in changing the offending spring.

The locomotive is scheduled to run every Saturday in June and also in July but it is expected more steaming dates will be added for July. As a result of indifferent coal *Joem* is a challenge to fireman and drivers alike with heavy clinker forming after every trip and necessitating cleaning the fire at regular intervals. Coal apart, the locomotive steams well and is only requiring regular maintenance.

It is planned that the locomotive will stay at the Wensleydale Railway for the rest of the season, though with one exception. It is expected to visit the Derwent Valley Light Railway at Murton, York over the weekend of 19th, 20th and 21st July to celebrate the Railway's centenary. Members will recall that in its preservation past, the J72 was used on DVLR services between Layerthorpe and Elvington during the period 1976 to 1981, when the line closed. The Derwent Valley Light Railway operates around half a mile of the former railway on behalf of The Yorkshire Museum of Farming, who are the DVLR's landlords. Details of the event can be obtained from www.dvlr.org.uk

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SCENES ON THE



*62005 crosses Bebside viaduct en route from Newsham to Marcheys House
(Dave Collier)*



62005 heads past Marcheys House signal box (Maurice Burns)

BLYTH & TYNE



With the North Sea as a backdrop 62005 accelerates away from Freemans Crossing (Richard Stevens)



62005 on the single track B&T at Seaton Delaval (Richard Stevens)

WORKING PARTIES

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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WANSBECK RAILTOUR AND NELPG MARKETING by Dave Pennock

Whilst the Wansbeck tour with the K1 was essentially a loco hire operation a NELPG leaflet and membership form was circulated throughout the train on the day by the support crew.

The leaflet explained the K1's links with the North East, its final allocation to North Blyth in 1966 to assist the aging J27s and its Royal Train duty on the Ponteland branch in 1967. As the tour was top and tailed with *The Great Marquess* the K1's association with the K4 was also highlighted, their pairing on the 1965 Whitby Moors Railtour marking the closure of the Whitby - Scarborough line, their storage together at Neville Hill Leeds circa 1969 and the K1's donation to the NELPG in 1972.

The main message was to inform passengers of the NELPG, membership, funding needs and opportunities to come and join us. Our QR code also allowed a smartphone link to the main web site such that those wishing to read more about the Group could do so. The feedback is that we have now a new life member and a donation of £100 for which the donor has become a member. This type of connection feature is also being progressed to link our operational locomotives to specific web pages. The Thompson B1 Locomotive Trust has reported the recent magnetic cab side QR code display on 61264 has noticeably increased 'hits' on their web site.

At the suggestion of Richard Pearson we are actively pursuing having similar QR displays on the K1 in Scotland and the J72 on the Wensleydale for use when the locomotives are at stations such that the passengers can read more about the Group and the context of the locomotive on the service concerned.

PATRON AND FUNDRAISING REPORT by Dave Pennock

An evening with six A4's July 2013

Bookings can still be taken for this prestigious event and at the time of writing over 80 tickets have been sold to both working and patron members.

To recap, as part of the 75th anniversary celebrations of *Mallard's* world speed record of 126mph achieved in 1938, all six surviving A4's will be gathered together around the NRM's Great Hall turntable in July 2013.

Thanks to the generous co-operation of the National Railway Museum, a private viewing for NELPG Patrons, NELPG working volunteers and NYMR Foundation members has been arranged for Tuesday 9th July 2013 starting at 18.30 in the Great Hall.

There will be access to some footplates and we will be making special arrangements for photography whereby, for a period, those attending will be clear of the A4's enabling an unobstructed picture to be taken!

Patrons, and working members holding ICE cards, can apply for up to two tickets, including one for a guest, at a price of £10 each (all money will go to the Q6 repair appeal). Don't miss this once in a lifetime experience!

To book, please contact Bryan Orange, 21 West End Rise, Horsforth, LEEDS, LS18 5JL. Tel 0113 259 1672 or e mail bryan.orange@ntlworld.com **no later than 20th June 2013.**

Boulby Potash Mine July 2013

The exclusive visit to the Boulby Potash Mine on Tuesday 16th July is now fully subscribed and a report of the mine visit will appear in the next issue of NEWS.

Not a Patron yet?

If you are not already a Patron and would like to become one then please fill in the application form from the NELPG website and send it to Colin Smith at 32 Woodlea, Houghton le Spring, Tyne and Wear, DH5 8HT. If needed please call Dave Pennock on 01423 868138 to be sent a form.

Funding update

A little out of the blue in April we received a £20 donation from Life Member Valerie Bilton as a gesture of her past enjoyment on our railtours and her noting that she could not get out and about as she used to.

Following a letter of appreciation penned by Peter Robinson, by return, a further £200 donation was received. Given Valerie's warmth for our past railtours, the funding, at the suggestion of Paul Hutchinson, is to be used to improve the facilities on the support coach. It is lovely to hear that we do have such wonderful support from the likes of Valerie.

As a result of tenacious research and submission of a series of funding applications Graham Holt has secured a grant of £2,500 from a local charitable trust with a proviso that it is to be specifically used within the North East. To this end the funding will be allocated to the Hoptown workshops to fully satisfy their requirements. The Trust's preference is for the NELPG to refrain from publicising their details and we respectfully acknowledge their wishes in this announcement.

Legacy receipt

Another unexpected surprise has been the receipt of £10,688.25 from the solicitors handling the estate of the late Anthony Franklin, a NELPG member from Rugby. Consideration is now being given to the most appropriate use of this lump sum to make sure that it provides a suitable memorial to Mr Franklin.

The receipt of this legacy does highlight the benefit of remembering the NELPG when making your will. Guidance is available on the NELPG web site in relation to how a legacy can be worded or if you already have a will how the addition of a provision from an estate via a codicil can be made.

This thoughtful and most appreciated form of donation will help to continue your NELPG steam locomotive contributions beyond your lifetime.

The J72 - Old Gentleman's Saloon and donations arising

Appreciation of the Patron Saloon and J72 trips on the NYMR has also produced donations such that Adrian Fairbairn, after emptying his bottle of accumulated change, kindly presented Chris Lawson with a cheque for £250 when he travelled on the Saloon.

In addition £450 has been collected for the J27 fund from the charge for the Saloon trips and they have therefore proved a great financial success. Most

importantly though, those who travelled reported they had thoroughly enjoyed the event.



Chris Lawson played the 'Old Gentleman' and is seen proudly posing next to the J72 and 'his' saloon (John Hunt)

Even those who had to travel in the GN Saloon on the final Sunday, rather than the Old Gentleman's Saloon following its mechanical failure on the Thursday, and behind No 29 rather than Joem, still appreciated the opportunity to travel in some style, particularly those who were also lucky enough to take advantage of the footplate pass provided by the NYMR as compensation.

Lastly thanks are due to Chris Lawson for hosting the Patrons on the Saloons, Bryan Orange for organising this event to take advantage of the running of the Saloon during the NYMR's 40th Anniversary Gala and the NYMR itself for facilitating the special Patron trips.

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SCENES FROM



62005, with 61994 on the rear, climb to Hunt Cliff with Saltburn pier and Redcar steel works in the distance (Maurice Burns)



With the North Sea and Redcar steel works in the background 62005 rounds Hunt Cliff between Brotton and Skinningrove (Richard Stevens)

THE WANSBECK



61994 The Great Marquess heads The Wansbeck up to Hunt Cliff from Skinningrove with 62005 providing rear end assistance (Maurice Burns)



62005 reflects the setting sun in the carriage sidings at Saltburn (John Hunt)

ARCHIVE CORNER by Chris Lawson

Contributions

The steady flow of contributions has continued this period, with a significant acceleration during the NYMR 40th Anniversary Gala when a large number of items were received during my presence on the Railway. Dave Pennock has provided a set of the four photographs sold to passengers on the ‘Northumbrian Mountain Pullman’ railtour hauled by the K1 on 22nd January 1983, and of the timings and brochure for the ‘No 2’ repeat railtour run on 20th March 1983; Roger Bastin a Christmas Card produced for York Civil Engineers featuring the K1 on the *Lochaber* at Beasdale in October 1994; Gordon Wells two press cuttings, one from 1994 and the other from 2013, nearly 20 years later, advertising rail breaks in Scotland but both illustrated by the same photograph of the K1 (carrying the name *MacCailin Mor*) at Loch Eil, along with some of the paperwork relating to the original K1 support coach E34667 (now used static by Trailways at the old Hawsker station), and an audio CD (+ the original cassette tape) of an item broadcast by Radio Cleveland in 1991 featuring interviews with NELPG members recorded in No 5 Depot at ICI Wilton; black and white photographs of 63395 at Pelaw on 5th January 1966 and 63455 at Green Lane on 7th April 1966 from Peter McBeath; a folder of papers from Maurice Burns containing his reports and notes for the AGMs in 1968 and 1969, publicity and advertising correspondence for 1967-68 and other papers relating to the period when he was Treasurer and Secretary; and two DVDs from Peter Wolfe with various extracts from programmes about steam in the North East along with the brochures for the ‘Blue Peter’ railtour on 7th March 1992 and the ‘North Eastern Mountaineer’ railtour on 4th May 2009. Important as all these are however, perhaps the most significant item is the original 1966 accounts book, started by the late Kevin Hudspith, our first Treasurer, and completed by Maurice Burns, his successor, recording every penny collected towards the J27 appeal and culminating in its successful purchase in 1967 for £1400. That was found lying at the back of a cupboard at Hopetown and retrieved for the archive by caretaker Nigel Bill, for whom special thanks are due.

This is a particularly impressive list and 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. I can be contacted at 67 The Mount, York, YO24 1AX, telephone 01904 655003 or email chrisjlawson@btinternet.com. I look forward to hearing from you.

40 years ago (from NELPG Newsletters)

Locomotives – repairs by BR to the **K1** axleboxes were finally underway at a cost of £235 + £60 for the new axlebox liners, the boiler had been cleaned of scale and inspected by the insurance company, the new tubes, purchased for £550, had been positioned in the boiler but expanding them was expected to take some time, and a first coat of green paint had been applied to the tender and cab. The K1 tube appeal had raised over £800 in 12 months and was relaunched as a ‘General Repair’ fund to meet the remaining restoration costs. These were to include storage charges of 50p per day for the locomotive to remain at Thornaby. It was estimated that a further three months work was required, and the NYMR had agreed to meet half the cost of storage as well as that of the move to the NYMR when completed. The **P3** continued to give sterling service and had been in steam for up to six days at a time. In contrast, very little progress had been made with the **Q6** although the most easily removed superheater elements were now out, leaving an onslaught to be made on those which had so far refused to budge.

Other locomotives – **No 5** was still awaiting completion of the riveting work around the firehole. This was becoming more urgent as extra motive power on the line was desperately required. Repainting into a black livery, fully lined out in red, and carried out by NELPG member Len Clarke from Holmes Chapel, was now complete. **No 29** had successfully passed its hydraulic test before Easter and, in spite of being dogged by a number of minor ailments, had worked a number of service trains.

Elsewhere –

Locomotive Repair Shed – the NYMR had agreed to finance the construction of the shed, but the Group would continue to play a major part in planning its completion and in providing both machinery and finance through its shed fund.

NYMR – the major event had been the official re-opening of the line by the Duchess of Kent in glorious sunshine on 1st May. This was reported at length in News. The main events of the day have been recently revisited in the railway press to mark the 40th Anniversary, and of course there has also been the Anniversary Gala on the Railway in May this year at which both the K1 and J72 appeared. 40 years ago though it was the P3 which was one of the stars of the show, hauling the re-opening Royal train with No 29. On the original day itself, both locomotives were lit up overnight and by mid morning both were showing the results of a thorough cleaning and polishing. Seventy or eighty bags of coal were then filled and loaded on to both engines (*no coaling plant in those days!*). At this point the locomotive preparation crews repaired to the local hostelry for much needed lunchtime refreshment. In the meantime the engines were attached

to a seven coach train which was then backed out on to the BR line towards Whitby (*no trains were running because of industrial action by the railway unions*). After receiving a painting by NELPG member and railway artist John Wigston, the Duchess declared the line open by unveiling a plaque and pressing a button which pulled off the up starter to signal the train into the platform. Of course the button did not actually work the signal, but rang a bell in the gate cabin (*no signal box by the level crossing then*) where the signalman was poised to pull the signal lever. The journey to Pickering was at a leisurely pace and took more than an hour for the 18 miles. On arrival the Duchess inspected the locomotives and spoke to the crews before going through the town to unveil yet another plaque. The engines then took water and, at about 6.30pm, the almost empty train returned to Grosmont in the setting sun.

NELPG – the AGM was held in Newcastle and rejected a motion that the K1 should not go to the NYMR but be retained for possible running on BR (!); sales were reported as running at a low level due to the absence of outside sales activities although a meeting of the South Tynedale RPS at Haltwhistle generated sales of £10.20 from an audience of less than 20 – more than the total NELPG meeting sales that year!; new sales items included locomotive badges – P3 in black, K1 in black and No 29 in green – colour postcards of the Q6 at Goathland and the P3 at Grosmont, and the latest edition of West German Steam; plans were announced for a series of events to mark the 50th birthday of the P3 in the autumn; a reminder was issued to Tyneside members of the three through trains each day from Newcastle to Grosmont and Whitby connecting with NYMR trains and of the concessionary fares available on the NYMR; in the absence of a new edition of the ‘Northern Steam’ booklet because of the low numbers of active locomotives left, a brief survey of those still working was given – in Northumberland 21 steam locomotives survived of which 5 were in daily use, with Backworth being the busiest steam depot in the country, 27 steam locomotives survived in County Durham of which 3 were in daily use, while only 2 of the 66 surviving locomotives in Yorkshire were in daily use.

And finally.....

Richard Wheeler advertised the sale of back issues of Trains Illustrated (1959, 1960, 1961), Modern Railways (1962, 1963, 1964) and Railway World (1966, 1967) for the princely sum of £8.50 the lot. Buyer collects – delivery extra.

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MORE OF THE WANSBECK



*Going home! 62005 pulls away from the Alcan loading point at North Blyth, not far from the site of North Blyth shed where it was shedded in 1966
(John Hunt)*



On its way back from North Blyth to Newcastle 62005 accelerates away from Bedlington North signal box on 30th March (Maurice Burns)

SECRETARY'S SCRIBBLINGS by Chris Lawson

AGM – a report of the AGM held at Locomotion, Shildon on 26th April is given elsewhere in this edition of the NEWS. Suffice it to say that it was probably one of the shortest on record, with no questions or comments raised on any of the agenda items. Quite a contrast with that held 40 years ago which lasted for nearly two hours! Following the AGM, in accordance with the Articles of Association, at the subsequent Committee meeting, John Hunt was elected as Chairman, Chris Lawson as Secretary and John Marsland as Treasurer.

Future funding projections and requirements – at the last Committee meeting there was a discussion of the future funding projections and requirements spreadsheet developed by the Fund Raising Sub Committee and covering the period up to 2026. Dave Pennock attended for this item and emphasised that the timing and figures shown in the spreadsheet for locomotive overhauls/maintenance/earnings represented best estimates by the Sub Committee, and were subject to further adjustment in the light of the greater knowledge and experience round the table. Nevertheless, it was still clear that locomotive earnings alone would not meet the likely future costs of major overhauls, and there was therefore a continuing need both for the Patron scheme, and for the work to continue on attracting legacies, grants and possible HLF awards. It was agreed that further work was required to refine the overhaul/maintenance/earnings assumptions. Once this work had been completed and approved by the Committee, a report will be included in a future issue of the NEWS.

Hopetown – an attempted break in occurred at Hopetown on 9th May. The thieves had tried to get in through the windows on the Events Field side of the building, but had possibly been scared off by the alarm system and the difficulties of getting through the very small hole they had been able to create. Nothing was taken. The police were subsequently called and investigated the scene, but are not optimistic about finding the culprits. In the meantime, it has been recommended that grilles be fitted to the windows as soon as possible. As Hopetown is a listed building however, this will require consultation with the Darlington Borough Council Conservation Officer and possibly Listed Building Consent. A meeting will also be held with the Police Crime Prevention Team to see if there are any other measures that should be taken to improve security.

Deviation Shed – we have been advised that there is an urgent need to install a fire door at the south end of Deviation shed. With the assistance of the NYMR, Bryan Orange is pursuing this: in the meantime one of the roller shutter doors must be open to head height when anyone is working in the shed. Improvements to the fire signage are also being made.

Junior Volunteer Group – it has been suggested that the Group should establish a Junior Volunteer Group to provide a more formal structure for Junior members to get involved with our activities and help secure NELPG’s long term future. This could be run as joint Group with that already successfully operating on the NYMR. More details about the practical arrangements have to be worked out before the Committee can decide whether to proceed, but if anyone is interested in either helping to establish and run such a Group, please contact Bryan Orange at bryan.orange@ntlworld.com

NELPG Safety Management System – whilst there is no need for an NELPG SMS under ROGS (Railways and Other Guided Transport Systems (Safety) Regulations 2006), it has been recommended to the Committee that it would be helpful to have some document to show how safety was managed within the Group. Richard Jackson has agreed to develop this, for which we are most grateful.

Future PTS training policy – over the next few months, the Committee will be reviewing the PTS training policy, both in terms of who the Group should be sponsoring for such training and who should be used as the training provider. Dave Whitfield, who organises the PTS training, has been invited to join the Committee for that discussion to bring his experience to bear. If anyone else has any views on the future of PTS training and how it should be run, please drop me a note.

Insurance – at the April Committee meeting, the annual review of our insurance policies was carried out with our insurance broker. Discussion concentrated on Engineering Insurance, where it was agreed that All Risks cover be taken up, along with loss of revenue cover, in view of the increasing vulnerability of our locomotives to break down, and the importance of maintaining revenue to support future overhauls. With proposed changes to the Performance Regime charges from Network Rail in mind, it was recognised that the costs of any delay attributable to the locomotive or support crew would be passed back to the locomotive owner. These could be substantial, and it was agreed that cover for this risk should also be taken up.

Travel on the Support Coach – there has been some uncertainty over who can travel in the support coach when running on Network Rail either on a positioning move, or as part of a fare paying passenger service. The Committee is therefore developing a policy for travel on the support coach in these circumstances to clarify the position. This will be informed by the Network Rail Track Visitors Permit and agreed with West Coast.

Website – the current Articles of Association and the Memorandum of Association of NELPG Ltd are now on the website. Click on ‘About NELPG’

on the main menu, then ‘Governance Documents’ and you will find them. The Memorandum of Association and Articles of Association for NELPG Enterprises should be added there shortly. A Calendar/Diary of NELPG events has also been prepared. This has led to a modest expansion of the ‘What’s On’ section, but it is the intention to include the full list here in due course. Thought is also being given to other material which should be included on the website, and how that might best be done.

Fort William – although there remains some uncertainty over the future of the lease on Fort William Shed, we are continuing to press for possible improvements to the facilities to be made during this Jacobite season. A policy for NELPG ROs on how to deal with any fires when on Jacobite duties was also being prepared, although recent rain in Scotland has eased the fire risk.

Committee meetings – the next meetings of the Committee are to be held on 10th June, 8th July and 12th August at Middlesbrough Municipal Golf Club. As ever, members are very welcome to attend, but please get in touch with me first to make sure space is available and so I can send you the necessary papers.

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2013 AGM REPORT: 26th APRIL 2013

In the presence of over 50 members, at 7.30 pm, the Chairman, John Hunt, opened the 2013 AGM at Locomotion, Shildon. A total of 40 apologies for absence had been received, including 28 proxies.

In what turned out to be a very brisk and straightforward meeting, the minutes of the 2012 AGM and the Special General Meeting held on 15 February 2013 were unanimously accepted as a correct record without amendment. Similarly, the reports of the Directors, along with those of the Membership Secretary, Archivist and Chairmen of the two Sub Committees, were accepted unanimously and without any questions being raised.

The Secretary reminded those present of the background to the proposed amendments to the Articles of Association to replace the requirement for a formal Audit by one for an Independent Examination of the Accounts, as set out in Note in the AGM Supplement. There were no questions and the amendments were then approved unanimously.

The election of Directors, as set out in a separate Note in the AGM Supplement, was confirmed unanimously without debate, as was the appointment of Ben Duncan as Independent Examiner of the Accounts.

There being no items of Any Other Business, the meeting was closed at 7.49pm and, following refreshments, John Hunt then presented ‘North East Steam in the 1960s’ which, in spite of its title, also included some electrics and a trolley bus!

This AGM also marked the retirement of Peter Robinson as Treasurer after 40 years service to the Group, initially as Membership Secretary and then as Treasurer – for 14 years combining both roles. Following the presentation of his final Treasurer’s report to the AGM, the Chairman paid tribute to Peter’s considerable contribution to the Group over that time. The healthy financial position in which we found ourselves, and which was the envy of many in the heritage railway sector, was a fitting tribute to his careful husbandry of our finances during that period and for which we would always be most grateful. In recognition of this, the Committee had decided to appoint Peter as a Vice President of the Group and this was unanimously endorsed by those present. In addition, a cheque for £200 was presented to enable the purchase of a display case for the model locomotives which he built in his spare time, along with a suitably inscribed, framed photograph, taken and donated by Dick Manton, of the K1 leaving Glenfinnan with the Jacobite on 22nd October 2012.



Peter Robinson proudly holds the picture and cheque as John Hunt and Chris Lawson look on.

As ever, our thanks are due to the staff at Locomotion for looking after us so well on the night.

MEMBERSHIP SECRETARY'S REPORT

The following have joined us since the last NEWS:-

Mr. R. DeSadeleer from Filey,
Mr. A. Dickenson from Thornaby,
Mr. D. Dixon from Litchfield,
Mr. A. Fenton from Ingleby Barwick,
Mr. A Heald from Leeds,
Mr. A. Lunn from Richmond,
Mr. W. Murrish from Middlesborough,
Mr. R. Nichols from Riccall,
Mr. C. Wakefield from Stockton,
Mr. D. Wildon from Durham and
Mr. N. Young from Selby.

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JOEM'S ADVENTURES AT THE NYMR 40TH ANNIVERSARY FESTIVAL by Chris Lawson

After running the previous weekend, *Joem* was collected by Moveright International at lunchtime on 29th April from Leeming Bar on the Wensleydale Railway, and delivered to New Bridge, Pickering later that afternoon. The loco stabling point here was to be its home for the next fortnight. Because of problems with the lorry gearbox, which meant it could not engage low speed reverse, *Joem* had to be unloaded 'wrong way round' with the smoke box facing north. Following checks by the Motive Power Department and test runs shunting the PW Yard at New Bridge, *Joem* was cleared as fit to run.

During the Gala, it was to be used on a series of 'turn up and go' shuttles with Chris Lawson's ex NER Officers Inspection Saloon (better known as the Old Gentleman's Saloon from the 1970 Railway Children film), normally kept on the Keighley and Worth Valley Railway but visiting the NYMR for this event. The first of the shuttles was on 3rd May and involved two round trips from Pickering to Levisham before being attached to the rear of a service train for the journey to Grosmont in readiness for the next two days of shuttles to Goathland. Although intended to be on the 15.00 departure from Pickering, operating difficulties meant that departure was delayed until the 16.00 when 60007 and 61264 provided the motive power, with *Joem*, which had been turned on the Pickering turntable to be smokebox first out of Grosmont, banking at the rear.



69023 scurries past Esk valley on 5th May (Roger McDermaid)

Three Grosmont – Goathland shuttles were successfully run on the Saturday, including one for NELPG Patrons, but only two of the planned three on the Sunday. Operating problems at Grosmont – at one stage there was a steam hauled train standing in every platform at Grosmont, (including the Network Rail one as 61264 had arrived from Battersby, and *Joem* was sandwiched between the diner and the saloon in platform 4 posing a run round challenge!), which was great for spectators but hell for Control – meant that the lunchtime shuttle path was lost and *Joem* and the Saloon stood in the sunshine up by Deviation Shed for a couple of hours.

Monday saw an early morning passenger carrying trip for a lucky few back to Pickering (meant to be ECS but not qualified in the timetable as such and spotted by one or two keen souls) and then a couple of Pickering – Levisham shuttles. By way of variety, Tuesday saw two full line Pickering – Grosmont return trips which were fully prebooked. This was an extremely hot day which saw a major lineside fire south of Moorgates, and, for the final return to Pickering, D7628 was attached and piloted *Joem*, much to the annoyance of the waiting photographers. This we were told was a fire risk reduction measure although it later turned out to be simply a positioning move.

On arrival at Pickering, *Joem* and the Saloon were shown in the timetable as returning to Grosmont ECS, and Not For Public Use, at 17.00, with the last service train leaving an hour earlier. Unfortunately some passengers had been given an earlier version of the timetable showing the last service train at 17.00 and had found themselves stranded. Fortuitously there were only 13 of them, so

they could all be accommodated on the Saloon, and Joem ran back to Grosmont as a service train, at the NYMR's request, to get them back to their destination.



69023 heads the Old Gentleman's saloon at Green End (Maurice Burns)

Wednesday saw three more Grosmont – Goathland shuttles, including a second one for NELPG Patrons. Before these could run though, *Joem* did a quick trip to Goathland to shunt the freight train which was otherwise blocking the run round loop. During the final shuttle of the day however, *Joem's* crew spotted a problem with the buffers at the saloon end of the Saloon. To get back to Pickering for a proper examination, the Saloon was attached to the rear of the 16.30 service train, and *Joem* double headed with 825 from Grosmont.



69023 pilots S15 825 at Moorgates with the saloon on the back of the 8 coach train (Chris Lawson)

Whilst the examination of the Saloon was undertaken the next day, the first of the Pickering – Levisham shuttles was cancelled. The next trip was to be for members of the Railway Heritage Committee, who had unveiled a plaque that morning marking the award for the Pickering station redevelopment, and this ran to Levisham with *Joem* propelling. The Saloon was then taken out of service, returned to the PW Shed at New Bridge, and the final shuttle of the day also cancelled.

For the remaining two days of Pickering – Levisham shuttles, the Great Western Saloon was brought down from Grosmont and *Joem* used this for the three shuttles on the Friday. These were largely without incident, although there was a bit of a scare when standing in platform 2 at Pickering, awaiting the arrival of the service train to let us depart, when it appeared at the north end of the same platform. Fortunately the driver had realised something was wrong, had proceeded extremely cautiously, and stopped as soon as he saw *Joem*. But it took some time to get everything sorted out to enable us to depart.

On the Saturday, only two shuttles were planned, but the first of these involved a near two hour layover at Levisham before returning to Pickering. During this, the water level in *Joem's* tanks got very low and it was decided to run it to Pickering for water on the back of the next service train. On its return to Levisham, it then completed the first shuttle trip by running in the return path for the second. So only one shuttle, with passengers having a four hour wait for the return trip (most gave up and returned on service trains) but two round trips for *Joem*!

And that was the end of *Joem's* running during the Gala. Although booked for a minimum of 10 days operation, and with the final Sunday Grosmont – Goathland shuttles still to come, the NYMR decided for operational reasons not to send it back to Grosmont for the day when it had to be back at Pickering for a Monday morning collection and return to the Wensleydale Railway. It therefore joined the Saloon at New Bridge and the final days' shuttles, including the third NELPG Patrons trip, were run by No 29 and the Great Northern Saloon.

In the event, because of delays over the weekend with other locomotive moves, Moveright delayed the collection of *Joem* until the Tuesday, when it was finally returned to Leeming Bar in the early evening. On unloading it was spotted that *Joem* had suffered a broken rear spring, although when and where that had occurred remains unclear. Fortunately a spare was in store at Hopetown, and, with some difficulty, it was replaced on the Thursday so that *Joem* was ready for traffic on the Wensleydale Railway that weekend as planned. The broken spring has now been sent off for repair.



Driver's eye view from 62005 as it descends towards the edge of Loch Eilt on 24th May (John Hunt)



62005 heads away from Glenfinnan on 6th June (Iain Henshaw)

NELPG LOCOMOTIVE EXPOSURE

The K1 features prominently in a number of publicity publications; 62005 graced the front cover of both the Railway Touring Company's Great Britain VI nine day railtour brochure, the same company's 2013 brochure for its U.K. rail tours and day trips, and figures throughout the WCR's Jacobite leaflet.

The Q6 graces the front cover of the NYMR's 2013 timetable, so the sooner it gets back the better!

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FORTHCOMING EVENTS

13th September 2013 **CHARLIE WRIGHTS PHOTOGRAPHS** by Gordon Best.

11th October 2013 **STEAM IN THE SUB CONTINENT (1990's)** by Roger Derbyshire.

8th November 2013 **THREE YEARS OF DIGITAL PHOTOGRAPHY** by Neal Woods.

13th December 2013 **HOPETOWN** by Malcolm Middleton & Members slides.

2014

10th January 2014 **STEAM IN THE 60's** by Roy Lambeth.

14th February 2014 **STEAM AROUND DARLINGTON** by Frank Tweddle

14th March 2014 **STEAM IN NORTHUMBRIA** by Ian McInnes

11th April 2014 **WHEN RIPON HAD RAILS** (to be confirmed) by David Beeken

April 2014 **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.

* Date and venue to be advised.

COVER PICTURES

Front: 29 pilots 62005 at Green End on 1st May (Michael Anderson)

Back (top): 62005 approaches Eller Beck with the 10.30 Grosmont – Pickering on 6th May (Robin Patrick)

Back (bottom): 69023 at Eller Beck on 7th May (Roger McDermaid)

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NORTH SEATON VIADUCT 1966 - 2013



Two K1s pass on North Seaton viaduct in June 1966 (John Hunt)



62005 stands on North Seaton viaduct on 30th March (John Hunt)

62005 ON THE NYMR



61264, masquerading as 61002 Impala, the last B1 to traverse the NYMR in BR days, meets 62005 in Pickering station on 6th May (John Hunt)



62005 heads the freight train at Darnholme on 3rd May (Bob Alderson)

