

N.E.L.P.G. NEWS



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EDITORIAL

Generally good news this issue; on the plus side there is the splendid news that the J27 boiler overhaul has gone out to tender with, hopefully, work progressing in 2014. At the Wensleydale Railway, under Fred Ramshaw's guidance, the J72 has been steadily racking up the miles and, once again, earning revenue that we once thought unlikely. The K1, despite a firebox problem that is well documented in this issue, will complete the Jacobite season during the last week in October. Despite its enforced absence from duty, it still ran on 56 occasions and totalled around 4,800 trouble free miles, a tribute to its maintenance and the dedication and skill of the various support crews.

The down side is the Q6 overhaul; as mentioned in the previous issue – and as so often happens when a firebox and boiler are dismantled and examined – additional work is identified. In some cases it is not work that is necessarily essential but would need doing at some stage in the foreseeable future. So the logic is that the opportunity is taken to do the work now, to avoid having to take the locomotive out of traffic again sometime in the not too distant future. This has happened with the Q6, and in accordance with advice from the examiners and insurers the scope of the work has increased. Of necessity this will take longer and cost more, so the additional spend is the subject of a motion at the Special General Meeting on 22nd November. When the overhaul is complete – well in time for the 2014 season – the big plus will be that the Q6 will have an extended boiler life.

A number of lessons have been learnt from the Q6 experience and these will be at the forefront of our dealings with the overhaul of the J27 boiler. This is all part of our ongoing examination and overhaul of the Group's governance, instigated by John Hall and now being carried on by Chris Lawson and the rest of the Committee. One aspect of this review is the perennial issue of communication between the Committee and the membership, which we continually strive to improve, though, it seems, with mixed results – a topic of debate on 22nd November?!

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

J27 NO. 65894

On the frames, all the cylinder holes have been re drilled after being welded up using the jigs that we had made. All the holes, except three, cleaned up well., but these three holes have had some further welding done.

The holes in the drag box have been plugged and drilled so that the buffer beam and rubbing blocks can be re secured.

To enable the J72 to come in for its annual winter maintenance, the tender will have to go outside. We are therefore concentrating on getting the coal space cleaned, inspected and a number of weld repairs carried out. Following this, we will paint the coal space.

Steve Kidd has been to weld the spring hangers on the tender so that we can cut the notches that the spring hanger washers rest in. While he was on site the opportunity was taken to carry out a weld repair to the tender tank which was leaking round the filler; this turned out to be a crack in the tender bottom.

Work continues on refurbishing the sander linkage and the brake gear.

There is now good news on the boiler overhaul; at the Committee meeting on 14th October it was agreed to proceed with the overhaul by inviting tenders, thanks to the efforts by Neal Woods. Bids are to be returned by the end of November.

Q6 NO. 63395

Work continues slowly at Crewe on the boiler repairs. At the beginning of October the new inner copper firebox side sheets were welded into place and the foundation ring refitted.



The LH copper side sheet in place on 19th September (John Hunt)



*The same sheet viewed externally and showing the foundation ring in place
(John Hunt)*



*On the same day, the newly formed copper lower doorplate prior to fitting
(John Hunt)*

With the new lower doorplate welded into place, the outer steel side sheets are still to be fitted, as well as the fitting of all the small tubes, completion of the work is not now expected until the end of the year.

K1 NO. 62005

In the last report for the NEWS it was reported that the K1 had been stopped with a firebox problem. Whilst, as is often the case, the extent of the repair turned out to be rather more extensive than originally anticipated, the speed in which the repair has been tackled has been quite astonishing.

The problem, which was discovered on Sunday 18th August, the day after working the Jacobite for the week commencing 11th August, was a group of broken side stays to the top back corner of the RH side of the firebox and a resultant bulge to the then unsupported area of the inner firebox. As soon as the problem was discovered, agreement was reached with West Coast Railways for the engine to be sent to Carnforth for investigation and repair with a view to returning the engine to Fort William as soon as was reasonable practical in order to pick up whatever remained of the K1's rostered Jacobite working.

During the following week, the relevant authorities were informed of the failure but it quickly became apparent that a move back by rail (diesel hauled) was not going to be possible for some time. It was therefore decided to move the engine only by road and with the excellent cooperation of the road haulier (Moveright International) and some good fortune in terms of availability, the engine was moved to Carnforth, arriving on Sunday 25th August. As the following day was August bank holiday, we sent a crew to work with West Coast to remove the cab and boiler cladding in the affected area on Tuesday 27th August. Whilst there was nothing to see on the firebox outer wrapper exposed by the removal of the cab and cladding, access would be required to remove any stays requiring replacement. The damaged area was then inspected by our CME John Graham and a procedure for further investigation and repair was agreed with our boiler insurance company. In the meantime, agreement was obtained to commence removing the stays in the brakeage area. Once removed, the broken stays were sent for chemical analysis in accordance with the agreed procedure. Work on stay removal, in an area considerably larger than the breakage area, continued whilst the results were awaited. As it was considered that fatigue would be the most likely cause of the stay failures it had been agreed that stay replacements on both sides of the firebox would be undertaken to a similar extent, with a total of 108 stays eventually being replaced. By this time it was clear that the work was going to take some time to complete and doubts were raised as to whether the engine could return to Fort William before the end of the season. The doubters, however, obviously did not take into consideration the grim

determination of the NELPG and West Coast crews working to return the K1 as soon as they could.

Whilst there was still a risk that the analysis of the broken stays would show that the material was not of the required specification (resulting in the need for further investigation and additional work), with West Coast working on the repair full time, and with regular NELPG working parties, the work progressed rapidly. Specialist advice was taken in respect of realigning the distorted side sheet which was then done without incident. The re-aligned plate was subsequently ultrasonically tested and found to be satisfactory with the stay replacement commencing the same day.

The results of the stay analysis showed that they were within specification. Therefore, as upon discovery of the problem there was no evidence of overheating, the only plausible cause of the stay failures was, as had been suspected, fatigue. It was then therefore a “simple” matter of finishing the job. In addition the K1 had been due for a boiler washout and 28 day exam during the week commencing 2nd September. There were also a number of minor repairs to be undertaken at the same time. The vast majority of this work was carried out alongside the firebox repair.



The 53 new side stays in the top RH side of the firebox on 12th September; note the crown stays and the top of the brick arch on the left (John Hunt)

The stay replacements were completed on Friday 13th September with a NELPG crew completing the boiler washout and boxing up the next day, on Monday 16th September a NELPG/West Coast crew carried out a hydraulic test (witnessed by our insurance company) and the following day a joint crew carried out a steam test, again witnessed by our insurance company. Later the same day the boiler cladding sheets and the cab and associated fittings were reinstalled and the very next day, after the West Coast painters had touched up the cab paintwork, the engine was loaded back onto the low loader and started its journey back to Fort William.

On Thursday 19th September the K1 was back on Scottish rails and the next day a NELPG crew completed the reassembly, reunited the engine and tender (with the assistance of Ian Riley's black five) and lit the engine up. The following day the only thing left to refit was the connecting rods which had been removed the day the locomotive had been failed in anticipation of being hauled back to Carnforth by rail. This work was completed by mid morning which allowed a post washout exam and functional test to be completed during the course of the rest of the day. The locomotive was also prepared to work the Fort William – Arisaig return leg of a RTC railtour the next day. This working was completed without any problems or incident and, at the time of writing the loco has since completed 6 further Jacobite workings, again without incident.



Paul Hutchinson, Nigel Hall and Dave Donegan refitting the connecting rods at Fort William on 21st September (John Midcalf)

At the beginning of this article the response to the K1's failure was described as being astonishing. Looking back at what West Coast and our volunteers managed to achieve in the time it would be difficult to argue otherwise. The sequence of events and the work described above only really deals with the physical work undertaken. Behind all of this there was an enormous amount of organising and a substantial pile of paperwork to deal with. The whole job was, however, a fantastic team effort both in respect of the way our volunteers worked with West Coast and from within the Group. Clearly many thanks are due to anyone involved in getting the K1 back from Fort William, assisting with the repair or returning the locomotive back into service.

Whilst the loco is now back doing what it was built to do, work continues with ensuring, as far as we can, that the problem is never repeated. In this regard the Group will now adopt a policy of more frequent stay changes (at major overhaul) and measures are being undertaken to improve the examination of stays at annual and 28 day exams. In addition, and purely as a precaution, it is intended to change a number of stays in the front top corners of the firebox this coming winter.

J72 No. 69023

As the main 2013 running season draws to a close, the time is right for some basic facts regarding the J72:-

- It has completed (to date) 2,315 miles since 1st April
- NYMR 301 miles
- DVLR 18 miles
- WR 1,996
- Consumed around 45 tons of coal
- Appeared on three television programmes.
- Carried seven NELPG members for footplate rides.
- Crewed mostly by NELPG members.
- Used for Driver experience

While not having the earning capacity of its bigger brothers, namely the K1 and Q6 (eventually) the J72 is slowly adding to its maintenance fund and with confirmed bookings for next year the future is looking good.

All in all a successful period of time for the locomotive and apart from routine maintenance, virtually trouble free, although in common with many other railways there was a period of time when poor coal resulted in heavy clinker and poor steaming, but with different coal, the situation soon improved much to the relief of both firemen and drivers.



69023 stands in Redmire station on 15th June (John Hunt)

At present the line at Wensleydale is split to allow essential repair and maintenance work to the deck at Aiskew level crossing and for track re-alignment, so a DMU service is running between Bedale and Redmire. However, the J72 has work before the end of the year, following completion of this work, so in the meantime full advantage is being taken to complete some minor repairs.

Following the Santa Specials, possibly between Leeming Bar and Northallerton, it is hoped to bring the J72 to Hopetown sometime between Christmas and New Year for winter maintenance, before possibly visiting the Nene Valley at Peterborough for its Gala in February (subject to completion of winter work) and then back to Wensleydale Railway for the 2014 season.

Thanks are due to the NELPG members who have crewed the locomotive, sometimes at short notice, and also those members who have given up their time to assist with repairs and maintenance.

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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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PATRON AND FUNDRAISING REPORT by Dave Pennock

September has seen the final Patron visit of the year to the Cleveland Ironstone Mining Museum at Skinningrove which was enjoyed by a combined group of over 20 Patrons and working members. The visit covered the discovery of Ironstone in the Cleveland Hills and the development of the Loftus mine.

As ever on such visits it was good to have a social get together and absorb a little knowledge about the origins of ironstone mining in Cleveland and its contribution to the emergence of industrial Teesside in the Victorian era. Snippets of information gleaned during the excellent informative talks included the origin of 'Cleveland' from the Viking name of 'cliffland', that a damp squib is unexploded gunpowder charge and that the 'Blood Tub' nickname of a pub in Brotton was where the miners settled their differences. A heartfelt thank you is due to Bryan Orange for organising the event.

For 2014 Bryan has additionally enquired amongst the Patron Members seeking suggestions for next year's programme of visits. Seventeen ideas have been made and a top three are being progressed to confirm dates and arrangements.

At the end of August the Patron fund stood at £36,767 with an approximate monthly income between £1,300 and £1,400. The figure quoted excludes any Group's Gift Aid reclaim so the actual benefit to the Group of these donations is in the region of a further £9,000. Steam engines and rainy days are often linked and it is gratifying to have such excellent Patron support such that when the final cost of the Q6 boiler works is confirmed a suitable transfer of monies can be made by the Committee to its locomotive maintenance account.

Patron Membership starts at £5 per month and includes complimentary membership of the Group.

If you are not already a Patron and wish to add your financial support to the vital help that Patrons are already providing, please complete the application form from the NELPG website and send it to Colin Smith 32 Woodlea, Houghton le Spring, Tyne and Wear, DH5 8HT. If needed please call Dave Pennock on 01423 868138 to be sent a form. The rainy days seem to be coming thick and fast at the moment!

Another way of providing for the long term requirements of the Group is for you to consider a legacy in your will to the NELPG. Normally this is in the form of cash but it can also be a railway artefact such as a nameplate, worksplate or shedplate etc. The group will be aware of the market value and can maximise the contribution to the restoration of our locomotives.

If you already have a will it is simple and quick to add an additional provision called a 'codicil' that can benefit the group. For a new will, the solicitor will advise on the correct wording and sample wording is available on the NELPG website - click on 'About NELPG' and then 'Leaving a legacy'.

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ARCHIVE CORNER by Chris Lawson

J27 is 90!

On 19th September 1923, NER Class P3 No 2392 was outshopped from Darlington North Road Locomotive Works, the last of its class, although actually built by the LNER following the Grouping earlier that year. Those Works of course are no more, being replaced by a Morrison's supermarket. The P3 though, which ended up as BR Class J27 No 65894, still survives, having worked on the big railway for 44 years, but been in the possession of NELPG for even longer – a total of 46 years so far. Currently undergoing its latest 10 year overhaul at Hopetown, the Thursday daytime volunteers marked the locomotive's 90th birthday on 19th September 2013 with a birthday cake and a toast – of tea of course: no alcohol on site! (see photograph). Here's looking forward to its centenary in 2023 when hopefully it will still be operating and we can celebrate in style.



The 'birthday party' at Hopetown on 19th September; l. to r. Brian Swales, Norman Crockett, David Wright, Hugh Pannell, Sean Jackson and Derek Norris; seated is Roland Bingham (Chris Lawson)

Contributions

From famine to feast! I took the opportunity of the Heritage Open Days at Hopetown to go through the two four drawer filing cabinets in the Mess Room, and removed 7 archive boxes worth of Committee papers, largely dating from Jackie Maples time as NELPG Secretary. These will all require cataloguing for the archive, and will doubtless keep me occupied for a week or two. In addition, Fred Ramshaw's latest clear out has revealed the signing in books for ICI Wilton from 1995 to 1998; Alan Grange has provided notes of another visit to Darlington 51A, this time in February 1963 and recording our Q6 No 63395 on shed, to go with those from a previous one in March/April 1961; a photograph of the K1 at Edinburgh Portobello last year when it visited for tyre turning at Craigentenny, has come from Alistair Cockburn via Darrin Crone; a copy of 'Joint Line', the Journal of the Midland and Great Northern Joint Railway Society for Autumn 1989, reporting on the visit of *Joem* to the North Norfolk Railway that year, has come from Graham Holt; a large collection of photographs and tickets from our railtours, postcards of our locomotives, and K1 and J27 china mugs have come from Alexander Campbell via Ian Pearson; and his collection of early NELPG Steam booklets from Peter Proud.

My thanks, as always, to them 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** centre driving axleboxes were complete, and work on the trailing axlebox underway. One of its bearings was found to have lost all its white metal which would need to be renewed, and the leading driving axle boxes would be checked as a precaution. Retubing was also complete, a hydraulic test successfully carried out, and a final test in the presence of the insurance company boiler inspector was due on 21st October. Delivery of the new fibreglass boiler lagging (cost £38) was due and the cab and tender sides had been rubbed down ready for the final coat of green paint. A start had also been made on stripping down the safety valves, manifold and cab fittings, which had revealed the need to replace items such as spindles with new parts. The **P3** continued to be the mainstay of the NYMR's motive power having now covered over 3,500 miles in revenue earning service, and only suffering minor ailments in the process. Over the winter it was planned to rebead the tubes on the advice of the NYMR boiler inspector. Having been out of action for two years, the **Q6** was now undergoing a revival by a determined group of members. Ten superheater flue tubes needed replacing but were proving extremely difficult to extract. Previous attempts having failed, a 'Q6 day' on 13th October saw the use of certain unpublished techniques of element removal attempted, with 5 elements and 5 flue tubes successfully extracted. One member was so enthusiastic that he returned the next day and removed another four elements, leaving one element and five flue tubes to remove, along with about sixty 2 inch tubes which also need renewing. In recognition of the work done by the Group's engines over the previous three years, the NYMR agreed to pay for these repairs in accordance with the spirit of the as yet unsigned locomotive hire agreement.

Other locomotives –following the purchase of two new 25 ton jacks for the locomotive department, **No 5** was to be lifted shortly to enable the rear pony wheels to be removed so that the troublesome bearing could be examined. In spite of the successful repairs to the firebox mouthpiece, the NYMR boiler inspector had advised a complete retube over the winter. **No 29** continued to share passenger services with the P3 in spite of its problems with leaking tubes. These were to be rectified by rebeading and expanding all the tubes over the winter.

Elsewhere –

Locomotive Repair Shed – the brickwork of the lower side walls continued to rise rapidly, and soon only the more tricky frontage would remain to be carried out. Then attention was to turn to the brickwork for the internal store rooms, the laying of an internal concrete floor and the construction of pits for the full length of each road. The already acquired machinery could then be installed and the second shed road laid.

NYMR – work on 80135 had been carried out at Barry to prepare it for its move to Grosmont, including the removal of the side rods, and some smartening up of the front end, smokebox and bufferbeam by rubbing down, priming and gloss painting to both improve its appearance and delay the spread of rust. New axlebox keeps were to be made utilising a pattern from the Severn Valley Railway. A quote had been accepted from BR for the movement of 45428 and the J52 from Tyseley to the NYMR, which was expected to occur in early November. They would be accompanied by an ex GWR Inspection Saloon, which it was hoped to use as an observation saloon. Despite one or two recent mishaps, the diesel railcar was reported to be now working well and a second motor car had been bought from Norwich similar to the first – reportedly in better mechanical condition but requiring attention to the interior. A tender had been submitted for a Metropolitan – Cammell buffet car used in cross country DMUs.

The winter civil engineering programme was also getting under way, with attention concentrating on Levisham station. Defective track north of the station was to be replaced, and a passing loop to be laid utilising a new turnout, bought from British Steel, Workington because of the lack of available BR surplus material. Some second hand track had been obtained for Pickering however, enabling the lifted line to be reinstated between New Bridge and High Mill and the existing running line to become a storage siding.

NELPG – some changes to the Committee were reported, with Chris Lawson being succeeded as Secretary by Derek Hanson following the former's move to London for work reasons, and Peter Robinson joined the Committee as Membership Secretary to ease the load on both the Secretary and Treasurer. Peter was also to administer the Covenant Scheme which was launched that month. This involved an agreement to subscribe a sum to the Group for a minimum of seven years on which the Group could then claim from the Inland Revenue any Income Tax paid by the member on the money he subscribed.

Final details of the events arranged from 22nd October to 10th November to celebrate the 50th birthday of the P3 were given. They included a photographic exhibition at the Central Library, Newcastle to be opened by Dr Tony Ridley,

Head of the Tyneside Passenger Transport Executive, a dinner at the County Hotel, Durham and a special train for NELPG members on the NYMR. A philatelic first day cover was also to be available, specially franked for the 50th anniversary and carried on the special train.

There was a report of the Group visit to the Severn Valley Railway on 22nd September, which included footplate travel on the K4 *The Great Marquess* (then in LNER green livery) and Black 5 No 45110 *Biggin Hill*. At that time the Railway only operated between Bridgnorth and Hampton Loade and we wished them good luck in their endeavours to extend to Bewdley and beyond.

A further update was given on industrial steam workings in the North East, with steam operation at Burradon and Backworth likely to be replaced by diesel in the near future, and the closure of Morrison Busty Colliery on 4th October seeing the end of steam in the North Durham Area of the National Coal Board.

Further afield, two 19th century locomotives, both built by Black Hawthorn of Gateshead, were reported as still in use – *Holwell No 3*, built 1873, at Middle Park Colliery, Wirksworth, Derbyshire, and *E No 1*, one of the Consett Iron Works steam cranes built in 1887.

Overall though, about 375 steam locomotives were reported as surviving at industrial locations in Great Britain. 80 were in steam each weekday and about another 120 were available for use as and when required. The remainder were all out of use.

And finally.....

A consultation on the future of the Alston branch was underway by Northumberland County Council. The Council had in the past opposed closure of the branch because of the impossibility of providing a satisfactory alternative bus service. The then Government had however, decided to stop its subsidy grant to BR to continue the rail service, and make a one off, non transferrable, grant to the Council for road improvements to enable a bus service to be provided.

Views were therefore sought by the Council on whether to continue the rail service, as proposed by the South Tynedale Railway Preservation Society with occasional steam services to encourage tourism, or to build a new road bridge near Lambley viaduct with a bus service to replace rail. *And in the event*!



62005 stands at Seghill South sometime in 1967 whilst the fireman phones the signaller (Photo courtesy of Ken Hedley)

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SECRETARY'S SCRIBBLINGS by Chris Lawson

Hopetown security – following an attempted burglary at Hopetown earlier in the year, Nigel Bill has been pursuing improvements to the security arrangements. The Committee has now agreed a proposal for an enhanced CCTV installation, with night vision cameras and an enhanced recording system to enable night time facial recognition. The funding for this will come from the recent grant awarded specifically for work at Hopetown. The only downside is for the enthusiastic blackberry picking volunteers at Hopetown, as it will mean that the brambles, which in themselves provide a degree of security protection, will have to be trimmed a little to enable the new system to operate effectively.

National Heritage Open Days – Darlington North Road Museum participated in these national arrangements to open historic buildings, otherwise inaccessible to the public, over the weekend of 14th/15th September, by offering free entry and guided tours of the Museum. To add to the attraction, the other organisations on the site were invited to also open their buildings to the public, and the A1 Trust and ourselves opened Hopetown Carriage Works from 11am

to 4pm on both days, over and above our normal opening on the third Saturday of each month. In addition, NELPG had a modest display in the Museum itself (see photograph) manned by the Secretary, who encouraged visitors to take the short walk across the field to Hopetown to see the A1 Trust part of the building and the overhaul underway on the J27 in our half.



The display at the museum (Chris Lawson)

Of the 400 or so visitors to the Museum over the weekend, between 80 and 100 (many of whom were not previously aware of our existence) took the opportunity of the good weather to go across and see what we were doing. Thanks are due to the volunteers – Norman Crockett, David Shand, Bob Grey, John Midcalf and Nigel Hall – who gave up their time to show our visitors round, and to Leona White-Hannant, Curator at North Road Museum, for giving us the opportunity to get involved and raise awareness of our activities.


New Membership Leaflet – the Heritage Open Days at Darlington provided a first outing for the new NELPG membership leaflet. In spite of the increasing use of modern technology, there is still a need to be able to give people, or for them to pick up and take away, a piece of paper telling them about the Group, with a membership/donation leaflet attached for those who are interested in supporting our efforts to preserve North Eastern steam. Copies have been provided to Hopetown and Deviation Shed, Darlington North Road Museum, the Wensleydale Railway, stations on the NYMR, and for use on the Jacobite. They will go to other locations as opportunities arise, but if you are aware of possible display opportunities, please get in touch with me and I can send you copies.

Succession planning – at its last meeting the Committee had a preliminary discussion about succession planning. None of us is getting any younger, and we need to start thinking now about possible successors for all the many roles in the Group – Chairman, Secretary, Treasurer, CME, Locomotive Caretakers to name but a few – before it is too late and we face a crisis. Allied to that is the question of the skills we currently have available, whether there are any gaps, and, if so, what might be done to fill them. Not one to which there is an immediate answer, but it is important to have opened the subject up for debate. It is clearly one to which the Committee will be returning frequently over the coming months. In the meantime, if anyone feels they can contribute and would like to get involved, then please do get in touch with me.


Project management – there is a recognition of the need to enhance our non technical project management skills – financial, contractual, budgetary – for the repair and overhaul projects we are running, both now and in the future. Again, if anyone feels they can contribute to this and would like to get involved, then please do get in touch with me.

Junior membership – although the establishment of a possible Junior Volunteer Group, similar to that on the NYMR, is still under consideration, the Committee has taken the opportunity to review the age limit and membership fee for Juniors. The results of this are set out in the separate notice and motion for the Special General Meeting to immediately precede the Open Meeting at Locomotion, Shildon on 22nd November.

QR Codes – the magnetic QR code plate for the K1 became available (see photograph) just as the broken stays on the locomotive were discovered and it was moved back to Carnforth for repair. So QR code but no locomotive! However, with the K1's successful return to Scotland last month, a QR code strip and one spare went with it. Hopefully they will be used for the rest of the Jacobite season and it will be interesting to see what level of interest it generates. In the meantime, a QR code is being prepared for our other currently operational locomotive, the J72 on the Wensleydale Railway.



**North Eastern Locomotive
Preservation Group
Owners of K1 No 62005
www.nelpg.org.uk**



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Insurance – the loss of revenue claim following the OTMR failure on the K1 earlier in the Jacobite season has not been pursued as it was concluded to be due to a battery failure rather than an unforeseen breakage on the locomotive.

Discussions are underway with our insurers however, about a possible claim following the broken stays on the K1 and the loss of two weeks potential revenue.

2014 Locomotive Hire – the Committee received an approach from the Mid Norfolk Railway to hire the J72, or, as an alternative, the Q6, for their gala at the end of June 2014, which will have an Eastern Region theme. It has been decided however, to decline the invitation, as the J72 is already committed to the Wensleydale Railway for the summer, and the Q6 will be equally committed to the NYMR. There has also been an informal approach from the Worth Valley Railway for the J72 to go there in 2015 for their 45th Anniversary Gala of the making of the Railway Children film. In view of the locomotive's historic connections with both the Railway and the Railway Children story (it featured in the 1968 BBC TV production in which Jenny Agutter first appeared as Bobby), the Committee has agreed in principle to this request.

Committee meetings –the next meetings of the Committee will be held on 14th October, 11th November and 9th December at Middlesbrough Municipal Golf Club, starting at 7.30 pm and finishing no later than 10 pm. 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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MEMBERSHIP SECRETARY'S REPORT

New members joining us since the last newsletter are:-

Mr. M. Chyriwsky from Darlington,
Mr. J. Newton from York,
Ms. R.S. & Mr. A Phillips from Peterborough,
Mr. A. Roberts from Stockton and
Mr. B. Small from Darlington.

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ANNUAL OPEN MEETING AND NOTICE OF SPECIAL GENERAL MEETING

On Friday 22nd November, the latest end of season Open Meeting will be held at Locomotion, Shildon, starting at 7.30pm. In the past this has been for working members only, but, as with the delayed and postponed one eventually held in February this year, it is open to any member to attend. The meeting will comprise a review of the 2013 operating season and a thank you to all those who have helped the Group through the year, but importantly will provide an opportunity to discuss the plans for locomotive winter maintenance and operations for 2014 and beyond. Refreshments will be available and the meeting will close no later than 9.45pm

The opportunity is also being taken to hold a Special General Meeting (SGM), for which this is the formal notice, to consider the following motions:

1. *“To approve a reduction in the maximum age for Junior membership from 21 to 18, to bring it in line with the Group’s Articles of Association, with membership being free up to that age.”*
2. *“To confirm the category of Over 60 Life membership and fee of £100.”*
3. *“To seek authority to spend up to a further £40,000 on repairs to the Q6, additional to the £80,000 previously agreed, to make a total of up to £120,000”.*

The background to these motions is set out below. The SGM will immediately precede the Open Meeting at 7.30pm. Voting at SGMs 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 is not a ballot form and should not be used to indicate your preference in relation to the motions 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.

Background to motions [1 and 2]

The Committee has been discussing over recent months the possibility of introducing a more formal Junior Membership Volunteer Group, similar to that run by the NYMR. During those discussions, it became apparent that the current Junior membership age limit of 21, with membership being free up to that age,

had not been formally approved by the membership as required by the Articles of Association. Clearly this situation needs to be rectified.

These arrangements were introduced in February 2003 and have been applied ever since: prior to this, Junior membership had been up to age 18, as specified in the Articles of Association, at an annual membership fee of £4. The options for dealing with this situation included seeking members formal approval of the existing arrangements, reducing the age limit to 18, and, irrespective of age, introducing a nominal £1 annual membership fee to require positive renewal action each year, confirm continuing interest in Group membership and ensure contact details were up to date. Encouraging Junior membership is vital to our long term future, and the Committee concluded that the Group's best interests would be served by reducing the Junior age limit to 18 in line with the Articles of Association, Child Protection legislation and most other similar organisations, but to retain free membership up to that age. Members are invited to approve Motion 1 on that basis.

Research into other subsequent membership changes have revealed that the Over 60 Life membership category, which was introduced for 2009 renewals, suffered from the same deficiency. No change is proposed to that category, and Motion 2 therefore simply invites members to formalise that arrangement.

If approved, these arrangements will apply to 2014 membership renewals.

[Background to Motion 3]

The ongoing repairs have resulted in the need to carry out additional firebox work, including the replacement of the lower half of the copper door plate. This, and problems encountered in extracting the tubes, have pushed the total cost in excess of the sum originally budgeted.

*C J Lawson
Company Secretary*

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FORTHCOMING EVENTS

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

22nd November 2013 **OPEN MEETING & SPECIA:L GENERAL MEETING***

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

25th 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.

*To be held at 7.30 pm in Locomotion, Shildon.

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COVER PICTURES

Front: After its successful firebox repairs, 62005 stands at Arisaig with the RTC charter on 22nd September, as Paul Hutchinson inspects the engine (John Midcalf)

Back (top): Unusual sight at Fort William on 23rd September as 61994 *The Great Marquess* waits to take the RTC charter to Crianlarich, while the K1 heads that day's Jacobite (John Hunt)

Back (bottom): Contented support crew at Fort William on 19th July; l. to r. RO Peter Maynard, Neil Smedley, Peter Hackney, fireman Neal Woods, Ian McCall, Margaret Baxter-Martin and Gary Stainburn (John Hunt)



The NELPG working party takes a break from refitting the K1 connecting rods to watch 44871 pass with the Jacobite on 21st September (John Midcalf)

