

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



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## **EDITORIAL**

By the time members receive this edition of the NEWS, the K1 will have embarked on its first rostered week on The Jacobite. However, it will already have over 1,500 miles ‘under its belt’ having run The Wansbeck and five days in conjunction with the Railway Touring Company’s Great Britain VII tour, as well as the first week of The Jacobite, deputising for 45231. All these miles were accomplished without any problems, which augers well for what is expected to be a long season in Lochaber. Once again, sincere thanks are due to all those who helped to get the K1 and its support coach ready for service, who helped out as support crew on the main line specials, and who will be spending their summer vacation helping out at Fort William; without their support, none of this would be possible.

Whilst we have been able to cover support for the K1, we do need a similar commitment for the Q6. As you will read in the Locomotive Report, the boiler repairs at Crewe are, at long last, nearing completion, with the prospect of the boiler being back in the frames by the time you read this. However, you will also read of the work that will subsequently be required to get the locomotive back into service on the NYMR. Both the NELPG and the NYMR have a mutual desire to see the Q6 in traffic as soon as possible; we need to see a return on the considerable financial investment in the locomotive and the Railway to help ease its locomotive situation.

We particular we need someone who is prepared to help Paul Hutchinson to oversee the reassembly and return to traffic in the first instance and in the longer term act as a Q6 caretaker to look after the locomotive. There is plenty of advice, guidance and support available to anyone who is prepared to volunteer, but unless someone can take on this crucial role, there is a very real probability that the return to traffic of the Q6 will be delayed even more.

If anyone feels that they would like to take on this role, please contact either myself, Chris Lawson or Paul Hutchinson.

**The North Eastern Locomotive Preservation Group is**



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

**J27 NO. 65894**

At LNWR work has commenced on the boiler. The crinoline and the hand rails have been removed to prevent damage when the boiler gets turned over. The foundation ring rivets have been removed, along with the fire hole door rivets and the tube plate rivets. A start has been made on removing the stays but these have proved challenging to remove and better progress is now being made using cobalt drills.



*The J27 boiler outside the workshop at Crewe on 13<sup>th</sup> May (Chris Lawson)*

The cylinder block is making steady progress, with all the bolts are now fitted and flogged up. The fitting of the cylinder cladding is making good progress and is nearly complete. The cylinder rings have been gapped and are ready to fit and the valve rings are on order. Steve Kidd has been on site to weld the plates back in that were removed to enable the old cylinder block to be removed.

Progress is being made on the painting of the frames adjacent to the cylinder block and once this is complete, the running boards can be refitted.



*Dave Wright works on the J27 frames at Hopetown on 8<sup>th</sup> May (Colin Smith)*

The refurbished rear cylinder covers have been refitted to the loco and the slide bars have been fitted and a start has been made aligning them, with Richard Campbell providing useful instruction as to how to do this.

Work is still progressing on the buffer beam, and a start has been made on annealing the lubrication pipes.

The valve heads and rods have come back from M Machine, having been skimmed.

Progress continues to be made with the axle boxes.

## **Q6 NO. 63395**

A successful hydraulic test was carried out on 1<sup>st</sup> May in the presence of the insurance company inspector, followed by a successful out of frames steam test with the insurance inspector on 13<sup>th</sup> May. He was very happy with what he saw (as were Crewe) with only one or two minor wisps which will need caulking - one underneath from the foundation ring which will need the boiler lifting to get at, so everyone was very pleased. The boiler inspector will want an in frames steam test as well however, which could be done at Crewe, but Richard Watkins preference was for it to be done on the NYMR, with the tender, so that it could



*The Q6 boiler in steam for the insurance company inspector at Crewe on 13<sup>th</sup> May (Chris Lawson)*

also turn a wheel and be run up and down. The boiler inspector is going to consider and come back with a decision.

Apart from these minor snagging jobs to the boiler, the next stage is re-assembly. It is likely that some adjustment to various pipe runs will be required during re-assembly and it is anticipated that it will take around four weeks to have the locomotive back in one piece. Following its next steam test (where ever that might be) it is likely that a number of further jobs will be identified (quite usual after a major reassemble and/or a period of inactivity. Alongside all of this, before the Q6 can run it will need a full lubrication inspection, something we would normally do as part of our winter maintenance programme or as part of an overhaul (we do the same with our other loco's too). This work requires that all small lubrication points on the loco (all side rods, valve gear, eccentrics, expansion links, every single point, etc) should have the caps removed for trimming, cleaning and inspection. This has in the past taken two days just to do the engine properly, as many trimmings often have to be remade. The tender will also need to be thoroughly checked and as a minimum the underkeeps will need removing for cleaning and inspecting.

Another job which will need looking at before the engine is moved is the cleaning and servicing of the cylinder drain cocks. These small valves often bung up with carbon and other detritus. These are usually cleaned on at least an annual basis, so they should be looked at before the engine is allowed to run or

even towed back to Grosmont. Every year, or even just after a little maintenance, we always had to run the engine in the yard without the cocks fitted to clear out any loose carbon, as it won't blow out of the cocks and it will very easily block them. As the boiler has been off and steam pipes have been disturbed this will need doing before the engine can run back to Grosmont.

## **K1 NO. 62005**

The K1 left Carnforth with the support coach on 17<sup>th</sup> March, travelling via Wennington and Settle Junction, to Leeds and York, where it was stabled at the NRM. On Friday 28<sup>th</sup> March it travelled up to Tyneside on the rear of the coaches hauled by a class 47 diesel for the following day's Wansbeck tour. The locomotive was stabled at Heaton depot overnight, where it was joined by 61264 which had travelled up separately from Grosmont.



*In the mist, 62005 restarts The Wansbeck from North Blyth; the houses on the right stand to the rear of the site of North Blyth MPD where the K1 was shedded in 1966 (Ken Snowdon)*

On a grey and miserable day, the full train, topped and tailed by the two locomotives ran from Newcastle to Morpeth, Bedlington (water), Newsham, Bedlington, North Seaton viaduct, Marcheys House, Freemans Crossing, North Blyth, Freemans Crossing, West Sleekburn, Bedlington, Newsham, Seaton Delaval, Backworth, Benton Junction, Newcastle, Durham, Ferryhill (water),

Norton, Stockton, Middlesbrough, Saltburn West Junction, Crag Hall, Boulby, Crag Hall (water), Middlesbrough, and Tees Yard. Here the two steam locomotives came off the train and travelled to Grosmont, while the train returned to Newcastle diesel hauled.

Whilst on the NYMR, the spring T hangers on the trailing engine wheelset were rebushed (unfortunately it had not been possible to complete this particular job while the loco was at Carnforth) and the LH piston valve gland 'top hat' bush was also replaced.

The K1 had arrived on the NYMR having had a test run and worked The Wansbeck railtour, covering a total of 350 miles, at speeds up to 50 mph, on the main line, all without any problems. Following completion of the above work it was noticed that the LH rear axlebox wedge adjuster nut, which sits in a pocket on the axlebox wedge, was proud of the horn face. As there was a possibility, if the axlebox moved in the horns on a particularly bad dipped rail joint, that damage might occur, it was decided to file the nut flush with the horn face, in situ. The alternative was to remove the nut and deal with it remotely, but this would have involved a significant amount of stripping down and dropping the trailing wheel set.

The problem was discovered on the evening of Wednesday 23<sup>rd</sup> April. Steve Gibson and Harry Sams, spent most of Thursday 24<sup>th</sup> April filing the nut down but had to leave before they had completed the task. Paul Hutchinson and Mike Bloomfield went along the same evening to finish the job so that the K1 could be steamed, as planned, for Friday 25<sup>th</sup> April. Paul and Mike eventually finished at 03.30 am on the 25<sup>th</sup>, too late for it to be cleared for use that day.

Paul then worked on the locomotive on the Saturday, following which the free movement of both trailing axleboxes was demonstrated (by lowering the axlebox up and down on the wheel drop). Whilst the work was completed by 18.30 the NYMR, understandably by that time, had had to roster alternative motive power and the K1 did not work. It had been expected to use the K1 over the first gala weekend but, unfortunately – though not through lack of trying! – this did not prove possible, so apologies to those members who expected to see and ride behind the locomotive in action.

However, our thanks are due to the MPD staff for their considerable help and co-operation throughout this time and for allowing use of the wheel drop facility, which made the task so much easier.

The K1 and support coach left the railway on the morning of 30<sup>th</sup> April for the run up to Edinburgh in order to participate in the Railway Touring Company's Great Britain VII tour. This took the locomotive via Stockton, Darlington, Low

Fell (water), Carlisle, Lockerbie (water), Carstairs and Edinburgh, where it was stabled at Joppa, adjacent to Craigentenny depot.

The following day, GB7 was split, with half the train going to Aberdeen behind 60009 *Union of South Africa*, then on to Inverness and Kyle of Lochalsh, while the other part was bound for Mallaig behind the K1. A lunchtime departure from Edinburgh Waverley saw a fast run down the E&G (the Edinburgh – Falkirk High – Glasgow Queen Street main line), before branching off at Cowlairs, joining the North Clyde electrified line at Westerton, and heading up the West Highland line at Craigendoran Junction. Water was taken at Helensburgh Upper and Crianlarich. A generally dull day was punctuated by some lovely sunshine around Gorton, with Rannoch Moor looking at its best! After arrival in Fort William at 21.00, K1 and train retired to the depot after another trouble free run.

The next day saw a return run to Mallaig, but with an unusually early start at 07.30. This was to facilitate the transfer of our passengers to the Skye ferry to join the other part of the train returning from Kyle of Lochalsh to Edinburgh via Inverness, and vice versa.

The following day it was the return run to Edinburgh, blessed by some superb weather from Tulloch as far as Crianlarich; the views of snow capped mountains across the sunlit expanses of Rannoch Moor were memorable. From Springburn the K1 covered new ground by turning left at Mossend to take the line to Holytown, Shotts and West Calder, to join the Carstairs – Edinburgh line at Midcalder Junction. From Waverley the K1 took the empty stock to Craigentenny where it was rejoined the Aberdeen portion for the return to London the next day behind the A4, then once again retired to Joppa for the night.

Finally, on the Sunday, 62005 and support coach returned to Fort William in readiness for The Jacobite season. However, an hour late departure waiting a conductor driver, turned into a three hour early arrival at Fort William! A lax schedule and the need to only take water at Crianlarich made this possible. All in all it had been a most successful few days in Scotland, the engine performed very well, riding especially smoothly, and the support crew, despite the long hours, put in a sterling effort.

From leaving Carnforth to finally arriving in Fort William, in total, the K1 covered 1,091 miles as follows:-

Carnforth – York	80
York – Heaton	85
The Wansbeck: Heaton – Grosmont	179



Grosmont – Joppa, Edinburgh	163
Edinburgh – Fort William	169
Fort William – Mallaig & back	86
Fort William – Edinburgh	164
Edinburgh – Fort William	165

Unexpectedly, the K1 had to deputise for 45231 in operating the first week of The Jacobite, and thanks to Steve Gibson, Harry Sams, John Midcalf and Rowland Bingham for volunteering to form a support crew at very short notice. The K1 performed as expected, clocking up a further 430 trouble free miles.

### **J72 No. 69023**

Following the completion of winter maintenance the J72 was moved to the Wensleydale Railway from Hoptown very early in April by Reids Haulage. After *Joem* underwent a steam test and test run, the locomotive was deemed fit for traffic. It went into service for three days over the Easter period but unfortunately since then has seen very little use, only running two days in May and as it stands, is only down for four days in June (see below).



*69023 stands at the newly refurbished station at Scruton (Fred Ramshaw)*

*Joem*, when used, is performing well, with the winter maintenance jobs paying dividends, due in no small degree to the workforce at Hoptown. It is hoped, in the near future, to organise regular working parties to visit the Wensleydale

Railway to keep the locomotive to the standard of smartness and cleanliness as when it left Hopetown, so look out for emails.

The J72 running days are expected to be as follows:-

<b>JUNE</b>	Departures from Leeming Bar
Saturday 7 <sup>th</sup>	12.00
Saturday 13 <sup>th</sup>	12.00
Saturday 20 <sup>th</sup>	12.00
Saturday 27 <sup>th</sup>	12.00
<b>JULY</b>	
Friday 4 <sup>th</sup>	10.30 & 14.00
Sunday 6 <sup>th</sup>	10.30 & 14.00
Friday 11 <sup>th</sup>	10.30 & 14.00
Friday 25 <sup>th</sup>	10.30 & 14.00
Saturday 26 <sup>th</sup>	10.30 & 14.00
Wednesday 30 <sup>th</sup>	10.30 & 14.00
Thursday 31 <sup>st</sup>	10.30 & 14.00
<b>AUGUST</b>	
Every Wednesday, Thursday, Friday & Saturday in the month 10.30 & 14.00 and also the days below:	
Sunday 24 <sup>th</sup>	10.30 & 14.00
Monday 25 <sup>th</sup>	10.30 & 14.00
<b>SEPTEMBER</b>	
Friday 5 <sup>th</sup>	12.00
Saturday 6 <sup>th</sup>	12.00
Saturday 13 <sup>th</sup>	12.00

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## **WORKING PARTIES**

The regular Monday and Thursday working parties continue at Hopetown on the J27. The Thursday working parties are now usually during the day only. If you want to join them and help at Darlington, please contact **Terry Newman on 01642 654675**. Please try to turn up if you can. The phone number for **Hopetown Carriage Works** is **01325 382155**.

If you would like to help out with the J72 at Leeming Bar, then please contact **Fred Ramshaw on 01325 377306.**

Finally, with the imminent return of the Q6 to New Bridge and then Grosmont, there will be the need for volunteers to help out with the loco on the NYMR, so watch this space!

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## **PATRON AND FUND RAISING UPDATE by Dave Pennock**

Our funds have had a most welcome boost in May with two lump sum donations: one from Patron member Keith Pudney for £1,000 and the other from Valerie Bilton for £500. The Patron Fund is, of course, needing to be replenished following the £40,000 transfer to the Q6 Locomotive Maintenance Fund, and that from Valerie Bilton goes, with previous generous donations she has made, to the support coach to improve support crew facilities. These recent donations are therefore most welcome. Thank you.

The news that the Q6 steam test was successfully completed on 13<sup>th</sup> May brings us all closer to being able to ride behind her in the coming months. In terms of planning NELPG events, the current thinking, subject to discussion and agreement with the NYMR, is for the Q6 to haul the member's dining special on the NYMR on Saturday 18<sup>th</sup> October and, specifically for Patrons, we plan to hold a behind the scenes event with the Q6 in November with the details to be announced in the August NEWS.

Nearer to hand will be Mike Lloyd's open day on his garden railway in Castleton on 22<sup>nd</sup> June, and the Patron & Working member visit to Beamish is now confirmed for Friday 26<sup>th</sup> September.

For the Beamish Open Air museum event we hope to have a tour of the Heritage Engineering workshops and Tram Depot, with at least one loco in steam in the colliery area probably the Head Wrightson "coffee pot" of 1871 with other locos available for inspection and photography – subject of course to the usual provisos. The 1825 waggonway will also be visited.

To book a place, can all Patron & Working members who wish to attend please notify Bryan Orange by Monday 4<sup>th</sup> August, so that we can advise Beamish of

the numbers. Accompanying friends and family members are welcome to visit Beamish on the day but only Patron & Working members will be eligible for the behind the scenes tours.

Bryan's contact details are [bryan.orange@ntlworld.com](mailto:bryan.orange@ntlworld.com) Tel 0113 259 1672. When applying by e-mail, please ensure you provide your mobile telephone number or, if you don't have a mobile, your home land line number. If you are not Internet connected please write to Bryan to book a place at 21 West End Rise, Horsforth, LEEDS, LS 18 5JL giving telephone contact numbers as requested above.

Tickets can either be purchased in advance via the Beamish web site or at the main entrance on the day. Beamish Unlimited tickets allow access for a 12 month period and are Adult £18.00, Senior (60 plus) £13.50. The museum is open from 10.00 – 17.00 and is proposed to hold the behind the scenes visits between 13.00 – 16.30hrs.

The Fundraising Sub Committee meeting on 18<sup>th</sup> March was principally devoted to discussions regarding Charity Commission guidance on governance and was additionally attended by the Chairman, John Hunt. Whilst the Group fully meets the Charity Commission requirements for annual accounts and AGMs, etc., the day to day processes for expenditure approval and budgetary control were usefully debated.

These summary topics were subsequently taken forward to the main Committee, and a 'levels of expenditure authority' schedule is to be prepared by the Treasurer John Marsland for their acceptance. Key to such a process is not to stifle day to day working but have a transparent structure within the Group for those that have authority to commit expenditure on its behalf.

As reported in the 2014 AGM Supplement, the Group has greatly benefitted from legacies during 2013. It is a delicate subject, but it is equally important for us all to think of how a gift within a will can make a significant difference to Group finances. Nick Stringer has recently attended a Legacies Seminar organised by Museum Development Yorkshire at Rollitts Solicitors in York, who have a sector specialising in charity work. Our next meeting in June will review the key issues arising and consider development of a legacies plan to best benefit the Group.

Following Andrew Scott's 'Easyfundraising' article in the February 2014 NEWS, a few of us have been 'giving it a go' when purchasing items on the internet. At the time of writing £15.51 has been raised by the suppliers donating a small percentage of the purchase price. The donation is made with no additional cost to the buyer and many major retailers, e.g. Argos and Amazon,

happily give around 1.5% of the purchase price to a nominated charity. We could benefit much more if more members registered and used the ‘easyfundraising’ link when ordering.

The details of how it works are as per the February 2014 article but, as a reminder, the web site is [www.easyfundraising.org.uk](http://www.easyfundraising.org.uk) . Please give it a try and help the Group in the meantime. And don’t forget to encourage your family and friends to sign up and nominate the Group as their charity. As that well known supermarket says – ‘Every little helps’.

The web pages associated with the magnetic QR code plates for the K1 at Fort William and the J72 on the Wensleydale Railway have been updated for 2014, to encourage visitors to read about the locomotive and the NELPG as the owner and operator. Nigel Hall has completed the web side of the links and if you have a smart phone you can connect directly to the pages by using the codes below:



**K1 link**



**J72 Link**

Last, but not least, has been the consideration of the forthcoming 50<sup>th</sup> Anniversary of the NELPG in 2016. John Hunt noted at the May AGM our aim for a NELPG Autumn Gala with all our engines in steam on the NYMR but what are your thoughts?

Chris Lawson is putting together some ideas and thoughts for the Sub Committee to consider as a basis for recommending a programme of events to the Committee to mark this major milestone in our history. But he would welcome any suggestions you might have to add to the list, whether they be through publicity material, books, DVD, a commemorative railtour, special workings, social meetings or anything else. His contact details are on the inside front cover of NEWS.

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

*14<sup>th</sup> April Committee meeting* – Derek Parry of Bluefin, our insurance brokers, attended this meeting to review our insurance needs for 2014. The claim for last year's K1 stay failure was still outstanding, and he was anxious, as were we, to pursue this. The further information required was agreed, which Paul Hutchinson would co-ordinate and submit to Derek as soon as possible. Following changes to the Performance Regime Charges for 2014, and the premiums now involved, it was decided to reconsider this cover at the next meeting. Otherwise, the recommendations in the Insurance Renewal Report were all accepted.

The monthly financial report was noted, with checks of the late invoice from West Coast raising doubts over a possible previous payment for tubes. Subject to this being resolved, payment was authorised. Payment of the PRISM grant for the J27 overhaul was confirmed. Dave Pennock, Chairman of the Fund Raising Sub Committee, was also present, and reported on its latest meeting, attended by both the Chairman and Treasurer, when it further considered the key strategic issues it had previously identified during its Strengths, Weaknesses, Opportunities, Threats (SWOT) Analysis - succession planning, volunteer recruitment, group governance and the shape and form of the Group's 50<sup>th</sup> Anniversary in 2016. The main focus was on group governance, and financial management and control in particular, taking into account recent Charity Commission guidance. A full discussion followed, which concluded with the Treasurer agreeing to document the existing financial framework for consideration at the next Committee meeting. He also agreed to circulate for that meeting, the draft job descriptions he had prepared, proposing to split the current Treasurer's role and introducing a separate Book Keeper.

An update on the new PTS arrangements was given, as were reports on the locomotives, in which no significant issues were identified. The arrangements for the GBVII railtour, and follow up action following the Wansbeck railtour, were confirmed, and John Graham reported that he would be attending a meeting next month about ERTMS.

*Hopetown Carriage Works* – the sharp eyed among you will have noticed the poor state of the track under the lorry taking the J27 boiler across the field at Hopetown in the photograph on the back cover of the last issue of the NEWS. That had also been brought to the attention of Darlington Council, and by the time the J72 was due to be moved out, new gravel had been laid on the track to give a much firmer base for the movement of heavy vehicles. With the A1 Trust, we each contributed to the Council one third of the cost of the replacement gravel.

***Talk in Scotland at Broughty Ferry*** – as a result of an approach from member Peter Bainbridge, I have been invited to give the illustrated talk about NELPG to the Angus Railway Group in Dundee on Sunday 23<sup>rd</sup> November. The meeting starts at 7pm and will be held at the Royal Tay Yacht Club headquarters at Broughty Ferry just to the east of Dundee. Any NELPG members in the locality who would like to come along would be most welcome.

***Future of Head of Steam Museum, Darlington*** – Rachel Cleminson, a newly appointed Project Officer with Darlington Borough Council, visited Hopetown Works on 20<sup>th</sup> March to learn about the Group and its activities. Among the projects she is responsible for is the development of what is becoming known as the ‘Heritage Campus’, embracing Head of Steam, Hopetown Carriage Works, the Goods Shed occupied by Darlington RPS, the Lime Kilns, and the offices in McNay Street where NERA have their archive store. It was therefore extremely helpful to have this opportunity to explain to her the history of the Group, our activities and contribution to the local economy, and links with others on the site, whilst giving her the opportunity to see at first hand the work involved in maintaining two of our Darlington built locomotives.

As far as the future of the Museum is concerned, the planned April meeting of the Railway Heritage Group, on which we are represented, and which is considering the future development of the site, was cancelled at short notice. No new date has yet been notified, so I regret there is no progress to report at this stage, although I understand that there is a lot of activity behind the scenes. In addition, following the decision by the Council to approve the expenditure required to re-render the outside of Hopetown Works, the Council has recently approved £150,000 expenditure on necessary electrical works and other repairs to the Goods Shed. So there are positive signs for the future.

***Things to See and Do on the Bishop line*** – a new, free, guide has been prepared by the North Eastern Railway Association (NERA) and published by the Bishop Line Community Rail Partnership. The train journey from Middlesbrough to Bishop Auckland follows in many places the route of the original Stockton and Darlington Railway, and this guide points out the many historic sites and locations along the route, including our workshops at Hopetown. Illustrated with photographs from the NERA collection, if you would like a copy, please contact me.

***Friends of the Stockton and Darlington Railway*** - the Friends of the Stockton and Darlington Railway was formed on 15<sup>th</sup> October 2013 to work with statutory, non statutory and voluntary bodies to identify, preserve, promote and develop the 1825 Stockton & Darlington Railway line as an educational, cultural and historic site of international significance, and to develop its recreational, economic and tourism potential. The long term vision is to create

a rail trail from the beginning at Witton Park in County Durham to the end of the original track in Stockton on Tees and to secure National Heritage Listing for England and World Heritage Status for the 1825 route. A website is being developed, and there is a Facebook page, but, in the meantime, for more information, contact Alan Macnab on alan.macnab@ntlworld.com

***European Railway Traffic Management System*** - on 8<sup>th</sup> May 2014 John Graham and John Midcalf attended a presentation in York on the above system with regard to Charter and Heritage users. Basically the system does away with the fixed infrastructure (signals) found today along the railway. In place of these, the driver has a Driver Machine Interface (DMI), which lets the driver know what speed he should be doing as he travels along the railway: this is calculated by knowing the position of each train along the track as it passes over Balise placed in the four foot, and the braking distances of the different types of traction unit. The system relies on the GSMR radio system to provide the necessary information. The system will intervene if the driver does not respond to information given to him. It is being trialled on the Hertford loop and on the Cambrian Coast line.

However, at this time, no equipment has been decided upon, and the possible system to be fitted on steam locomotives is in a very open state. There are to be more meetings to discuss possible arrangements.

***Darlington Social meetings 2014/15*** – John Midcalf has announced the programme for the 2014/15 winter Social meetings at the Darlington Club and Institute on Northgate, Darlington, and these are listed on page 35.

***Motions passed at NELPG Ltd AGMs and SGMs*** – the list of motions passed at AGMs and SGMs since the formation of NELPG Ltd in 1990 has been updated and is now on the NELPG website – go to ‘About NELPG’ on the menu on the left and then click on ‘Governance Documents’ at the bottom of the list. A number of these motions, particularly those dealing with expenditure approvals for previous locomotive overhauls, are now time expired, but have been retained for historical accuracy, and because they may provide a valuable reference point in the future.

***News from the NYMR*** – a busy winter has seen probably the heaviest relaying programme the Railway has ever seen, with the ‘mile plus’ relaying on Levisham straight, and raising the formation with new track at Hunting Bridge, north of New Bridge, where the Environment Agency has started its flood relief scheme for Pickering. Work is now also well under way at Whitby with the track work in place to serve the new platform 2, whose completion is awaiting an adjustment to the adjoining Co-op boundary wall. At Grosmont, the ex-Scarborough gantry has been installed, along with its dollies, as the most



## THE WANSBECK



*62005 brings the ECS into Newcastle Central station, passing the Castle Keep and, on the right, the Bridge Hotel, venue of the first NELPG meeting (Maurice Burns)*



*In a rare burst of hazy sunshine 62005 passes Norton West signal box (Bob Green)*

- 29<sup>th</sup> MARCH 2014



*In the gloom, 62005 accelerates away from Freeman's Crossing at North Blyth, as a FLR 66 waits to proceed to Battleship Wharf (Maurice Burns)*



*This fine monochrome image sums up the weather on the day, as 62005 heads south across Bedlington viaduct over the River Blyth (Ben Collier)*

obvious sign of the enormous amount of work put in by the signalling team to enable trains to and from Whitby to pass in platforms 2 and 3. At Pickering, thanks to the generosity of a Life Member, Mulberries Bistro (at the end of the head shunt and directly adjoining the railway's boundary) has been acquired and will be incorporated into Pickering station's facilities. It is planned to be developed into a discrete licensed eatery with a very distinct railway flavour.

*12<sup>th</sup> May Committee meeting* – in the absence of John Hunt, who was Responsible Officer on the Jacobite for the week, Martin Lloyd took the chair. Following the AGM, and in accordance with the Articles of Association, the Committee elected the following officers for the next year: Chairman – John Hunt; Vice Chairman – Martin Lloyd; Secretary – Chris Lawson; Treasurer – John Marsland. Arising from the previous meeting, the Committee decided not to take up the Performance Regime Charges insurance for the time being, and Paul Hutchinson reported that he was still collecting the information required to pursue the insurance claim for the K1 stay failure, with the aim of its submission to Derek Parry by 10<sup>th</sup> June.

On finance, the checks on the late invoice from West Coast had been completed and a credit note for previously invoiced materials received. The net sum of £13K would now be paid. In addition to the two recent donations (reported elsewhere in this issue of the NEWS by Dave Pennock), £500 had been received from John Midcalf, representing the latest raffle takings at Darlington Social meetings. The formula for calculating the sum of money needed by the RO for Jacobite support crew subsistence costs was agreed. It was emphasised that these were not £15 per day, but 'up to' £15 per day. Further work was under way, as part of the governance exercise, to identify who in the Group should have authority to separately commit and spend money, and up to what limit, without Committee approval. Draft job descriptions for Treasurer and Book Keeper were agreed.

The review of the AGM was deferred in the absence of the Chairman, but the Secretary was authorised to investigate other possible AGM/SGM/ Open meeting locations in view of the continuing complaints about noise and inaudibility of speakers at Locomotion. A further update on the new PTS arrangements was given, with the first PTS sponsorship application under the new NELPG procedure due to come to the next Committee meeting. A report on the summer work programme for Deviation Shed, largely involving the NYMR Junior Volunteers, was noted, as was a report on the electrical work currently being undertaken by Chris Davison at Hopetown. Concern was also expressed at the lack of an RO at Hopetown for Thursday daytime working: that would be pursued.

The background to the K1's non appearance on the NYMR was discussed. NYMR shed staff had been helpful throughout, but, once the remedial work had been satisfactorily completed, it appears that NYMR Control was not notified by the time it closed on Saturday night that the K1 had been cleared for traffic. It was not therefore rostered for the next day. In the circumstances, the Committee expressed a strong sentiment that the K1 should be seen in the North East/on the NYMR following its winter maintenance next Spring, if time permitted.

All was now well, and the K1 had performed more than satisfactorily on GBVII subsequently, and on the Jacobite earlier on the day of the meeting. Possible problems with support crew seating on the Jacobite, following changes in the coaching stock this season, would be discussed with the Chairman, and the practicality of refurbishing the Group's V2 tender frames and fitting a new tender tank, as a replacement for the increasingly tired K1 tender, would be explored.

Reports on progress with the other locomotives were considered, including the arrangements for managing the return of the Q6 to traffic on the NYMR and its subsequent maintenance.

The movement costs, and possible implications for the Hoptown electricity supply, would be explored for the otherwise free offer of a Colchester Warrior lathe and horizontal milling machine, to improve our machining capability.

*Committee meetings* – the next meetings of the Committee will be held on 9<sup>th</sup> June, 14<sup>th</sup> July and 11<sup>th</sup> August at Middlesbrough Municipal Golf Club, starting at 7.30pm and finishing no later than 10pm. 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 any necessary papers.

--ooOoo--

## **2014 AGM REPORT: 25<sup>th</sup> APRIL 2014**

In the presence of 47 members, at 7.30 pm, the Chairman, John Hunt, opened the 2014 AGM at Locomotion, Shildon. A total of 54 apologies for absence had been received, including 46 proxies.

The minutes of the 2013 AGM and the Special General Meeting held on 22<sup>nd</sup> November 2013 were unanimously accepted as a correct record without amendment.

The Director's Reports were considered:

**(a) Chairman's Report**

In response to a question from Maurice Burns about any changes to the K1 examination procedures following the stay failure, Paul Hutchinson explained that the 28 day wash out exam had now been extended, a boroscope was being obtained to assist with checking stays, and a mirror was being used to examine the back of the firebox. Daily exams were also more detailed, although there was still a reliance on hammer testing.

The Report was then accepted unanimously.

**(b) Secretary's Report**

There were no questions and the Report was accepted unanimously.

**(c) Treasurer's Report**

Nigel Bill asked for a breakdown of the K1 earnings between its various hirings in 2013, and why the J72 earnings on the Wensleydale Railway were significantly less than in 2012. The information was not readily to hand, and the Treasurer undertook to write with this after the meeting (*subsequently advised as East Lancs £4,500; NYMR £5,549; Wansbeck railtour £4,240; Jacobite £90,301*).

The Report was then accepted unanimously.

(Editor's note: following the meeting some members expressed concern about the Independent Examiner's qualified statement in his report to the Trustees on the accounts. In response, the Treasurer has commented –

*'Can I assure members that our 2013 accounts will comply, as always, with all the necessary statutory regulations and the Charities SORP. Our Independent Examiner, Ben Duncan, will be signing off the accounts submitted to the Charities Commission, HMRC etc during June.*

*Our report to members for the AGM is prepared in a management accounting format which is then converted to comply with standard accounting practice.'*)

There were no questions on the reports from the Membership Secretary, Archivist, Chairman of the Fund Raising Sub Committee, Chairman of the Locomotive Sub Committee, and Darlington Social Meeting Organiser, which were accepted unanimously.

The two motions before the AGM were then considered as follows:

- 1. The Committee has authority to arrange for the transfer of Company & associated Locomotives from the NYMR to other locations. With the exception of locomotive 69023, all such transfers shall not be for more than 12 months and the membership shall be informed of the salient facts of each transfer.***

A number of questions were raised. It was confirmed that whenever a locomotive goes to another location, there is always a Responsible Officer in charge of it; the NYMR was fully aware of, and content with the proposed change to the home base for 69023; the difference in interpretation of home base between the NYMR and ourselves would not disadvantage us; the J27 would be used by the NYMR on the shoulders of the operating season, but would then be available for hire during the NYMR peak; there was now no relationship with the Weardale Railway; requests for locomotive hire were carefully considered, but a key issue was always our ability to resource the proposed hire; Deviation Shed at Grosmont was still regarded as our NYMR home base, but, although it was currently full with non NELPG locomotives, we did receive a contribution for their occupancy, and it would be available for our use once the Q6 returned.

The motion was then approved, with one abstention.

- 2. To seek authority, on a contingency basis, to spend up to a further £15,000 on repairs to the Q6, additional to the £120,000 previously agreed, to make a total of up to £135,000.***

It was reported that the hydraulic test was planned for the next week. If successful, the steam test would follow, and then reassembly by LNWR Crewe, before return to the NYMR, possibly by mid May. Significant extra essential work had been found necessary to that originally contracted: that had resulted in considerable extra cost and timescale for the repairs, but a successful end was now near.

The motion was then approved, with one abstention.

There being no other nominations, John Hunt and Chris Lawson were re-elected as Directors on a show of hands, and Ben Duncan was elected unanimously as the Independent Examiner of the Accounts.

Under Any Other Business, the following issues were raised:

Hopetown – as well as the external re-rendering of the walls to be carried out by Darlington Council, internally, work was necessary to rectify failures identified during the annual Portable Appliance Testing and to deal with other electrical issues. There was a need to identify an RO for Thursday daytime working. A request from Chris Davison for some form of height access to replace fluorescent tubes would be considered by the Committee at its next meeting (*and has since been provided*).

North Road Museum, Darlington – Alan Bowman was assured that the Group was aware of, and keeping a close watch on, developments over the future of the Museum.

Succession planning – it was confirmed that this was a major issue and high on the Committee's agenda.

Future of NELPG News – a number of comments had been received, with a wide diversity of views. Analysis was under way, but the majority appeared to favour no change, and there was a strong aversion to the use of Facebook and Twitter.

50<sup>th</sup> Anniversary 2016 – attention was drawn by Dave Pennock to the start of planning for this major occasion in the Group's history. One aim was to have all 4 of the Group's locomotives operating services on the NYMR at one time in the year: if done, this would be a major achievement.

J27 boiler overhaul – Maurice Burns expressed concern at the proposal to re-use the old copper tubeplate as part of the J27 boiler overhaul. He argued that it would be better to take this opportunity to renew it and the Chairman agreed that the Committee would consider this at its next meeting (*it agreed that the position would be reviewed once the tubeplate has been removed and its condition assessed*).

A vote of thanks to the Committee for their hard work during the year, and to John Midcalf for organising the Darlington Social meetings, proposed by Steve Hyman, was approved. In closing the meeting, the Chairman also thanked all members for their support and help during the year, in keeping our historic locomotives at work

The meeting closed at 8.05pm, with Roger Bastin reminding everyone to take a look at the restored tender for the Stirling Single No 1 at the back of the Museum, and in particular the donation box next to it!

--ooOoo--

## **MEMBERSHIP SECRETARY'S REPORT**

New members joining us since the last newsletter are:-

Mr. M. Ashburner from Whitby,  
Mr. A.M. Bridge from Paignton,  
Mr. J. Butterworth from Hartlepool,  
Mr. J. Jones from Brandon and  
Mr. S. Robinson from Darlington.

--ooOoo--

## **ARCHIVE CORNER by Chris Lawson**

### **Contributions**

I have received in the last couple of months a photograph from Sam Woods taken by H C Casserley of our J27 as 5894 at Neville Hill shed, Leeds on 3<sup>rd</sup> October 1948 (interestingly this shows the boiler handrail running continuously down the side, over the smokebox door and back down the other, rather than being broken into three distinct sections as at present); a ticket and passenger joining information for the Group's *The North Eastern* railtour on 29<sup>th</sup> May 1994 from Gordon Wells; and a ticket for *The Moorlander* railtour on 22<sup>nd</sup> October 1978 from John Broadley. I have also received a steady stream of archive photographs of the early days of the Group from Maurice Burns and John Midcalf, and of the recent Wansbeck railtour from Dave Pennock.

My thanks, as always, to them for their contributions. Please do keep them coming. 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](mailto:chrisjlawson@btinternet.com). I look forward to hearing from you.

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

*Locomotives* – completion of the **K1** was the priority, with 19<sup>th</sup> May set for the steam test. With weekend working parties, rapid progress was made on the mechanical side and all major work was completed by 21<sup>st</sup> April. Things were more critical on the paintwork side, in particular with the black and white lining out of the apple green livery. With two weeks before the scheduled arrival of the sign writer, a team of liners out was instantly trained and managed to complete the bulk of the work by 11<sup>th</sup> May. Then the sign writer found that he was unable to come as planned, nor in the following week. A frantic search for a replacement was successful, and he duly arrived on 17<sup>th</sup> May and completed his work by lunchtime the next day leaving just enough time to get a coat of varnish applied to one side. Next day the fire was lit, the boiler slowly warmed, and by early afternoon pressure raised to 100psi and the safety valves reset to 225psi. Unfortunately one safety valve was found to have a weak spring and would only reach 185psi. With no spare springs, it was decided to set both at this level temporarily, and by tea time the insurance boiler inspector announced that he was satisfied. With driver Stan Hindmarch at the controls, the locomotive was then slowly eased out of the roundhouse and for the next couple of hours was tested over the ½ mile of line outside the shed, with all the volunteers having a footplate ride.



*2005 ready to move out of Thornaby roundhouse for the first time (John Hunt)*



*Peter Hutchinson, Terry Newman and Paul Smith admire the finished product at Thornaby on 18<sup>th</sup> May 1974, as Stan Hindmarch enters right! (John Hunt)*

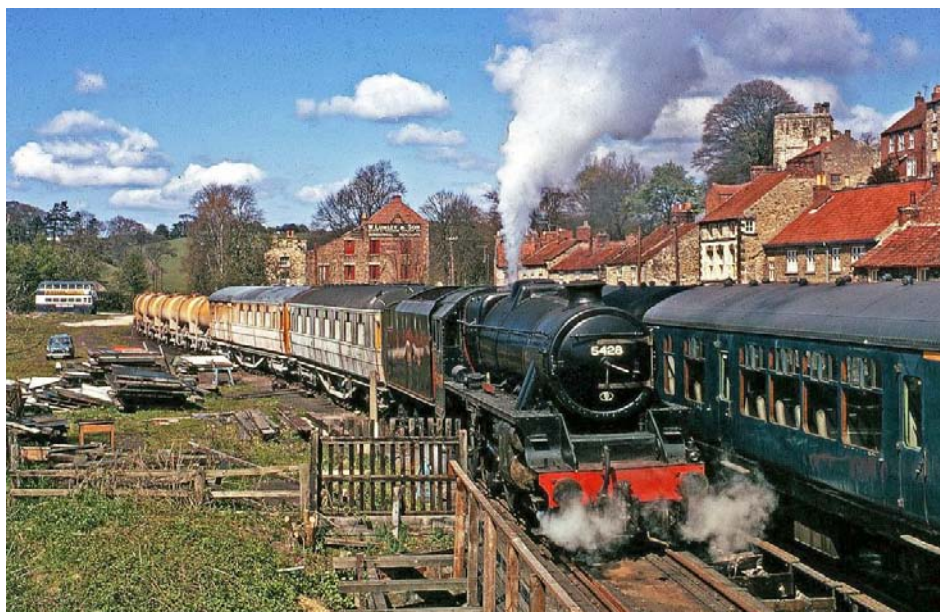
The obligatory group photograph of all who had been involved was taken on the front of the locomotive to conclude the day.

On the NYMR, the repairs identified previously to the **P3** remained outstanding, but it was still classified as in traffic. Following concerns about the apparent poor maintenance of the locomotive, representations had been made to the NYMR to rectify matters, in line with the Locomotive Hire Agreement. With efforts concentrating on completing the K1 no work had been done on the **Q6**. However, approval had been given for the proposed reconditioning of the flue tubes, by welding on new ends to the firebox end. Estimates were being sought for this work and for the supply of the 63 x 2" tubes also required. Whilst waiting delivery, work priorities were the repositioning of the handle controlling the steam supply to the reversing gear. This was necessary so that the Gresham and Craven vacuum ejector could be positioned in the same way as on the P3. Painting priority (to NER lined freight livery) was to be given to the tender.

**Other locomotives** – **No 5** was out of traffic because of a water leak from the tank under the coal bunker. A replacement plate was due to be welded in position shortly which would return the locomotive to the 'available for traffic' category, although it was likely to be regarded as a standby for the rest of the season. A new crosshead had been cast for **No 29** and once white metallised, machined and installed, the locomotive would return to traffic.

## Elsewhere –

**NYMR** – the three blowing superheater elements on **5428** had been blanked off with little apparent effect on performance, and it had successfully worked service trains on several weekends, making light work of the bank up to Goathland. It had also taken the 250 ton weed killing train to Pickering and back.



*5428 on arrival at Pickering with the BR weed killing train (John Hunt)*

As for the **J52**, a hydraulic test up to 100psi had revealed three burst tubes. A decision on a full or partial retube had yet to be made.

**NELPG** – on 28<sup>th</sup> May, the K1 was back in steam ready for its light engine move to Grosmont, in the path used on some other days of the week by the Whitby pick up freight. Leaving at 5.25am, no problems were encountered on the way, although one safety valve persisted in blowing off at all pressures from zero upwards, and there was a long wait at Glaisdale to pass the early morning DMU from Whitby, as it was running well ahead of schedule. Arrival at Grosmont at 7am saw the safety valve problem sorted, a leisurely breakfast taken and then the long job of unloading all the spares carried in the tender. It was then decided to give the K1 a trial run, and it took four coaches up to Goathland with ease. Following that, with the sun shining and large numbers of potential passengers milling around at Grosmont, a number of ‘trial trips’ were run, with about 300 passengers carried on the day.

The K1’s first official day of service was to be 8<sup>th</sup> June, with its first train due to be the 10.50am departure from Grosmont. This would be preceded by short handing over ceremony with speeches from representatives of NELPG and the NYMR.



*Speeches after the handing over ceremony on 8<sup>th</sup> June; l. to r. Geoff Drury, Brian Hollingsworth, Richard Rowntree (NYMR Chairman), Ian Storey (NELPG Chairman), Alan Higgitt, Valerie Burns, Terry Newman and on the far right, Dave Hancock. In the cab are Stan Hindmarch, Maurice Burns and Andy Teasdale (John Hunt)*

It was hoped that as many members as possible would take the opportunity to attend and participate in this special day. The sales team would also be in action on trains throughout the day.



*The K1, as LNER 2005, pilots No.5 at Green End on a 'trial run' (John Hunt)*

**And finally.....**

Brand new editions of both Austrian and Italian Steam had been produced by the Sales Team, along with an amendment booklet for the 1973 edition of West German Steam and the promise of a further, Summer, amendment booklet being available soon – all available from Richard Wheeler.

**--ooOoo--**

## **LETTER TO THE EDITOR**

### **THE TRAVAILS OF AN ITINERANT PAINTER by Len Clarke**

The reference to Chris Lawson's OGS in NELPG News No.280 stirred the embers of my memory. I carried out a clean-up, patch repair and re-varnish of this wonderful old NER vehicle at KWVR a decade or two ago.

As I write, on this day 25 years ago, the reprieve of the closure of the Settle-Carlisle Railway was announced. The BBC interviewed Robbie Coltrane, the character actor, for the breakfast programme.

When on the KWVR one day, having a tea-break, on to the platform came Robbie Coltrane with his wife and youngster. I got on talking to him and suggested he might like to see the carriage shops and the OG Saloon. He followed me into the workshops, his wife and child having an ice-cream on the platform. He ran his hand over the bodywork, told me that he had a cabin-cruiser which he was very fond of and could he have a look inside? I said of course and big chap that he is managed to get up the steps. Inside he drooled over the interior and thanked me profusely. I had really made his day.

Working on the coach and having my sandwiches at breaks, I'd often pondered on the many well upholstered posteriors that might have graced the Old Gentleman's Saloon. None more famous than Harry Potter's Hagrid.

*Chris Lawson writes – I had the privilege of assisting Len Clarke with the revarnishing of the Saloon in Oxenhope Exhibition Shed in 1996. Here is a photograph of the master at work.*



*I was not previously aware of this visit by Robbie Coltrane, and will add his name to my visitors' book. Of course the most important posterior to have graced the Saloon is probably that of Wilson Worsdell, designer of our P3/J27, and for whom the Saloon was rebuilt in 1904 to its present configuration. Others include Vincent Raven (designer of the T2/Q6), Arthur Peppercorn and Edward Thompson (responsible for the rebuilt K1), but not, in spite of popular legend, Sir Nigel Gresley – at least not as far as I have been able to establish.*

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## **THE NORTH EASTERN RAILWAY IN THE FIRST WORLD WAR by Rob Langham**

Like all of the British railway companies, the North Eastern Railway was faced with many challenges during the Great War. Upon the outbreak of war it was placed under the control of the Railway Executive Committee who would ensure, as best as possible, that the railways were able to deal with the new tasks of moving soldiers, sailors, horses, vehicles, equipment and munitions over the network, despite the many strains placed on it. This happened over half

way through what was set to be the North Eastern Railway's most profitable year – 1913 had already beaten previous years, and 1914 was set to do even better. The Durham coalfields had their best year in 1913 also, which, of course, had a major knock on effect to the NER, and, at Darlington Works, the superb Z1 (later C7) express passenger and T2 (later Q6) mineral locomotives were being produced – as well as a fleet of BO-BO electric locomotives for the Shildon to Newport line. This was being fitted with an overhead catenary, following on from the successful electrification of the Tyneside suburban passenger lines and the Newcastle Quayside branch in the 1900's.

The war quickly slowed down the electrification of the Shildon to Newport line – not helped by the fact that there were German engineers involved in the construction, who, understandably, had returned home. The mineral traffic which it was designed to haul had also drastically changed. Previous to the war it would have been run the relatively short distance from the coal mines to the coastal ports for onwards transport by sea. However, owing to the threat of German U boats and surface warships, it now travelled to its destinations around the country by rail, placing further importance onto the large mineral goods locomotives used on these trains. Despite being delayed, the electrified line did eventually open in stages from 1915 onwards, fully opening in 1916, the electric locomotives helping to free up the valuable T, T1 and T2 Class 0-8-0's.

A blow came to the locomotive fleet in late 1916 which would have an effect on the availability of mineral engines – the Battle of the Somme, which raged from 1<sup>st</sup> July 1916 until November 1916. It had proved, amongst other things, the need for improved logistics on the western front, to ensure men, munitions and equipment could be where it was needed, when it was needed, and as swiftly as possible. There was to be a huge expansion of the military operated railways, run by the Railway Operating Division (ROD) on the standard gauge lines, a part of the Royal Engineers. The call went out to the British railway companies for, ideally, 0-6-0 and 0-8-0 locomotives. Originally, the North Eastern Railway prepared and stored twenty-two P Class (later J24) 0-6-0 locomotives for this use. However, in the event, fifty – the entire Class – of the T1 (later Q5) 0-8-0 locomotives, fitted with slide valves, were sent to the ROD.

The fifty locomotives were sent to France via Portsmouth and Le Havre in early 1917 (the nearest places where there were cranes capable of lifting their weight) and gave good service on the western front, not returning until 1919 – crews particularly appreciated the large, comfortable cab. Percy Rosewarne was one of the NER men that took the T1's down to Portsmouth, and describes the journey;

*On duty 12 noon 'waiting orders'. My mate was Jack Leeming and I had not been booked for the turn but while I was in bed I was sent a 'ticket' saying 'Book on 12.0 noon: spare'. On duty I learned that seven engines were on the*

*road to Portsmouth, en-route for France. The first two came at 4.0 pm and we went first engine. Food at that time was very hard to get and I had only two shillings in my pocket. As far as we knew we had to work them to Mexborough. Both engines were new from overhaul at the Works and they were a picture to behold. My mate and I checked over the list of engine equipment – ninety-eight articles in all – and everything brand new. I had never seen so much equipment before or since. All new mahogany seats in the cab and all side cab window frames. Three new headlamps, two handlamps and a gauge lamp. Our orders were to run at a speed of 25 mph. At Mexborough there was no relief but another pilotman, and so the day became far spent until we came to Woodford. A guide took us to our lodgings and we booked off for eight hours. There was no food available and we went up to bed only to find that two men were in. As they got out we moved in and I slept until we were knocked up. A wash and then out on to the streets to look for food. I was lucky and got one pork pie, the only food I had had for about fourteen hours. We prepared the engine and off we went again; pilotman after pilotman came on, all were amazed at the engine, the cab and its fitting. The comfortable seats, steam reverse, and brake all to the driver's hand. Dewrance's boiler gauge fittings and Gresham's Combination Injectors. The tender coalway, with its good shovelling plate and removable boards giving access to all the coal, was something to be proud of. Still no food available and so for the rest of that day we went hungry. We arrived in Portsmouth in fine style because at some point during the night we had to wait and all seven engines were coupled together. Seven 'Geordies' all in a line. What a photograph it would have made!*

*We had a few hours sleep and were given a little food, and with one permit to cover all the men we boarded a train for London. There we walked all the way to King's Cross, buying any food we saw. Jack Cook, No. 1, a well-known Yorkshire bred lad, with big basket and leather strap over his shoulder, led the way. The sun was shining and we caused some comment. At one point we came to a halt, not sure of the way to go. Jack looked around at the fine buildings and said, in broad Yorkshire 'Tha nivver naws where yan gets to when yan gets away from yam'. London stopped and all eyes were turned on us.... We arrived back in York shed at 11.30pm on Saturday after the longest shift I ever worked*

On their return from France, the grey ROD marked T1's were overhauled and put back into North Eastern Railway colours – which, since 1917 for mineral locomotives, was a more simplified black with smaller brass cab side plaques replacing the larger ones, and the tender now stating N.E. with the locomotive's number in between the N and E. As a reminder of their wartime service, they were also fitted with a brass replica of the Royal Engineer's insignia (a flaming grenade with nine flames), and three chevrons to signify (almost, but not quite) three year's overseas service on the cab side (this moved to the front wheel



splasher in LNER days when the locomotive number was painted on the cab side).

As a form of compensation for the loss of the locomotives the NER was allocated materials to build replacement T2 Class 0-8-0's – the first of these was 2213, which left Darlington in April 1917. Forty T2's were built as replacements, all at Darlington. Nineteen in 1917, eight in 1918 and thirteen in 1919. One of those built in 1918 was 2238 – now better known as Q6 Class 63395 and, of course, owned by the North Eastern Locomotive Preservation Group. To the best of my knowledge it hasn't operated in preservation in 1917 onwards NER markings. It would be wonderful however, in my (biased!) opinion, to see it in these.

*This article by Rob Langham is based on material collected by the author for his book of the same title and is of interest to the Group in recording the circumstances leading to the construction of our Q6. The book tells the chronological story of the impact of the First World War on the North Eastern Railway, from the damage done to the Railway's property by the German Navy bombardment of Scarborough, Whitby and Hartlepool at the beginning of the War, the huge numbers of NER men who joined up and the consequential increasing role of women to keep the Railway running, through to the Armistice in 1918 by which time 1,745 NER men had been killed on active service: approx 10% of the number who enlisted. The magazine style presentation covers a variety of diverse topics in a very readable style, focussing on social issues, with items about locomotives on war service, ambulance trains, railway accidents, wounded soldiers, the NER Battalion, prisoners of war, caring for dependents and the National Projectile Factory at North Road Works. A fascinating read.*

*The North Eastern Railway in the First World War – Rob Langham. Published 2013 by Fonthill Media Limited. £18.99. ISBN 978-1-78155-081-6*

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## **FORTHCOMING EVENTS**

John Midcalf has announced the programme for the 2014/15 winter Social meetings at the Darlington Club and Institute on Northgate, Darlington. Details are:

12<sup>th</sup> September 2014: NER HIGH LEVEL WOODEN COAL STAITHES by David Fraiser

10<sup>th</sup> October 2014: **THE GREENFIELD COLLECTION** – a selection of pre and post war LNER images by Bryce Greenfield from the NELPG collection, presented by Dave Whitfield

14<sup>th</sup> November 2014: **LAST TRAIN TO TEESDALE** by Maurice Burns

12<sup>th</sup> December 2014: **CHRISTMAS EXTRAVAGANZA** – members slides

9<sup>th</sup> January 2015: **DARLINGTON TO SALTBURN** by Chris Davies

13<sup>th</sup> February 2015: **STEAM IN AND AROUND YORK, PART 2** by Chris Nettleton

13<sup>th</sup> March 2015: **PHOTOGRAPHIC MEMORIES** by Chris Nesbitt

10<sup>th</sup> April 2015: **DISTANT TRAILS** by Ted Parker

Meetings start at 7.30pm and begin with an update on the Group's activities. So to keep up to date with developments and enjoy an evening of high quality railway entertainment in good company, put the dates in your diary now. John looks forward to seeing you in the Autumn.

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.

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## COVER PICTURES

Front: In one of the locations that epitomises the West Highland main line, 62005 crosses the second viaduct in the Horseshoe Curve between Bridge of Orchy and Upper Tyndrum with the returning GB7 on 3<sup>rd</sup> May (Bob Green)

Back (top):- The same train above Loch Treig on the 1 in 69 climb from Tulloch to Corroul (Rob Stevens)

Back (bottom):- Another picture of the above train, this time climbing out of Ardlui with Loch Lomond behind (Phil Waterfield)

