

N.E.L.P.G. NEWS



NO.286

APR.2015

EDITORIAL

Well, the K1 made it and arrived on the NYMR on Wednesday 4th March, together with the K4, enabling the two locomotives to work the re-enactment of the Whitby Moors railtour of 6th March 1965 exactly 50 years later. The occasion was used to formally open Maurice Burn's exhibition 'Last Train to York' in the Learning Centre, platform 2 at Pickering station, which runs until 1st October and is well worth a look. On arrival of the same train at Whitby, platform 2 was officially commissioned by BBC Leeds Look North presenter Harry Gration, who said a few words and cut the ceremonial ribbon. The K1 was crewed by driver Terry Newman and fireman Alan Whitehouse, so there was a friendly reunion of Harry and Alan, since Alan used to work on Look North!

The K1 went on to work on Saturday 7th and Sunday 8th March, as well as Whitby – Battersby trains on 14th and 15th March. It was also planned to use it on both three day steam galas at the end of April. In between it is scheduled to work both The Wensleydale and The Wansbeck charters for the Railway Touring Company, again in combination with the K4.

The J72, in between its winter maintenance, starred at Locomotion over half term, working shuttles along the demonstration track at Shildon, whilst excellent progress is being made on the Q6 at Grosmont. This has been under the guidance of Darrin Crone but, as from Monday 16th March he has taken up the full time role of Engineer for the *Sir Nigel Gresley Locomotive Trust*. We must take this opportunity to thank him for all his work on the Q6, the Committee and the Group in general, and wish him well in his new role. However, we have been in cordial and very positive discussions with the SNGLT with a view to continuing to utilise Darrin's services on the Q6, especially as we are mutually keen to sustain the enthusiastic and large working parties that now regularly attend at Grosmont under Darrin's leadership. Discussions are continuing on the mechanics and detail of such an arrangement, but it does auger well for the Q6.

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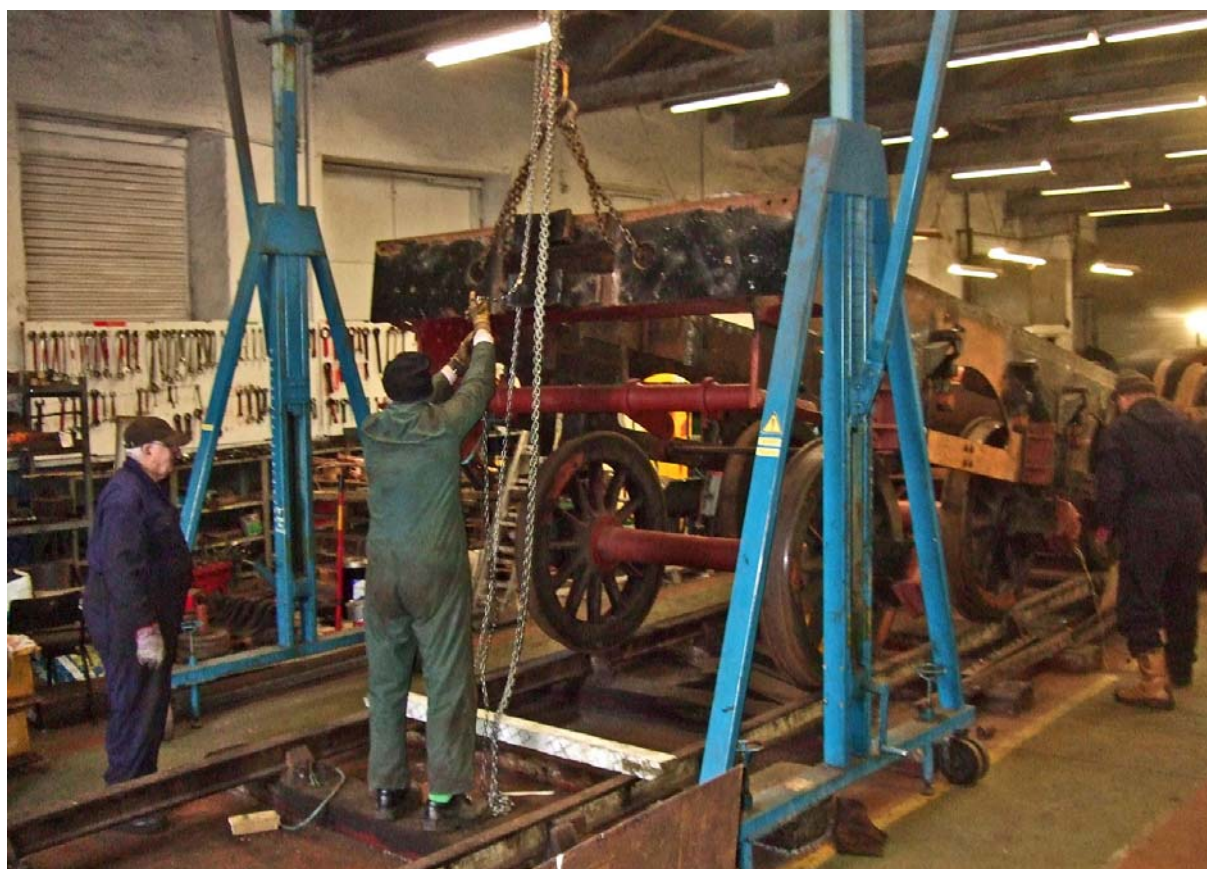
LOCOMOTIVE REPORT by Neal Woods, Darrin Crone, Paul Hutchinson and Fred Ramshaw

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J27 NO. 65894

At Crewe, work is still progressing on the boiler. All the new transverse stays have been fitted, except the front one, which has been left out to facilitate easy fitting of the sling stays. All the stay holes have been reamed out in the sides and back head and a list has been prepared for the new stays to be ordered. The caulking marks in the crown sheet have been welded up while the boiler is on its back. The new forming block is complete and the copper sheet has been ordered for the tube plate to be made out of.

At Hopetown, the tender frames have been examined by John Graham and a meeting has been held with Adam Dalgleish. The frames are very badly wasted on the inside and outside and have been patched before. The opinion after the meeting was the front $\frac{1}{4}$ to $\frac{1}{3}$ needs replacing due to heavy corrosion and, in places, are down to 50% thickness. It would be unwise to fit a tender tank that is hopefully good for 20-30 years, only for the frames to be scrap in 10 years. We are now awaiting a quotation for the renewal of the front $\frac{1}{3}$ of the frames.



David Wright raising the J27 tender frames to allow the wheels to be removed at Hopetown on 12th February 2015 (Colin Smith)

We have had a site visit to have a look at the tender and have decided on the scope of the work that will be carried out with, most of the platework being renewed, with the exception of the coal space. The new angle iron is on site ready for fitting, and Trevor Wilford and Harry Sams are working hard on this.

The tender journals have had an examination and at least one of these is very badly watermarked and will need skimming.

Painting continues of the new rear buffer beam, the tender wheelsets and the tender frames.

Work continues on a Monday night overhauling the cab fittings and the injectors.

Q6 NO. 63395

At the end of January we had our cold boiler exam by Ron Gregory of Bureau Veritas. No problems were found. The boiler plugs and doors can now be refitted and the boiler filled for the in steam exam. Before the inspection we found a number of blocked tubes but they were cleared by Bryan Orange and his team of junior volunteers.

We are making a new spark arrester that has been designed to be easily removable. Brian Armstrong has taken this project on.

There have been reports of the firebars dropping into the ashpan at times so we removed the grate to investigate. We found that the front bearer has deformed due to the heat and the weld that secures the front left has failed. James Percy has taken on the replacement of this section of the grate support. He has removed the old section and will replace it with new material.

Mike Oliver finished his valve overhaul marathon with the steam valve that controls the steam reverser. Perhaps the most challenging valve to do was the manifold shut off, which stubbornly refused to come out. Ian Pearson and Mike Oliver made a special tool and eventually removed it. Not an easy job as it is located just inside the front of the cab, behind the safety valves. When it was removed, it was found to be scored, so Neal Woods machined it to remove the scoring. Mike has also had help from Bill Sharp who recut the seat of the steam heat valve at Hopetown.

Now that Mike is at home in the Q6 cab, he got the job of refitting the Q6 pressure gauges. They have been expertly overhauled and returned in a gleaming condition from BKW Instruments of Manchester. We have to thank

Andy Wallace for organising this for us. He also got the J72 gauges done by the same company.



Mike Oliver, after completing the valve overhauls, has fitted the cab gauges, returned from overhaul from BKW Instruments, on 11th March (Darrin Crone)

Ian Pearson and Nigel Hall have refitted the left hand cylinder cladding with a new finishing strip on the leading edge. Both cylinder covers have been put up by James Percy and Alan Hardie, assisted by Brian Armstrong. The left hand cylinder drain cocks have been fitted with new threaded sections, as the old ones were badly worn. They have been successfully trial fitted to the cylinder.

Both piston valves have been assembled by Neal Woods. The assemblies have been checked for dimensions and to ensure the rings are free enough to float in the valve chest bore without excessive end float. Both valves have been refitted and the covers secured, oil pipes reconnected and valve spindles connected to the valve gear.

Derek Shorten has put a lot of time in deep cleaning the frames. We've also had help from NYMR cleaner Andy Stuart who put in some good work cleaning down the tender frames.

Nigel Hall started the long process of touching up the paint work, at the moment concentrating on the tender front and intermediate drawgear. Assisted by Colin Smith, Nigel has also made a start on painting the tender bottom, as very little paint protection is still in place.

The main intermediate coupling has been refitted, which involved putting up under the tender a number of very heavy components. The safety links have also been refitted.



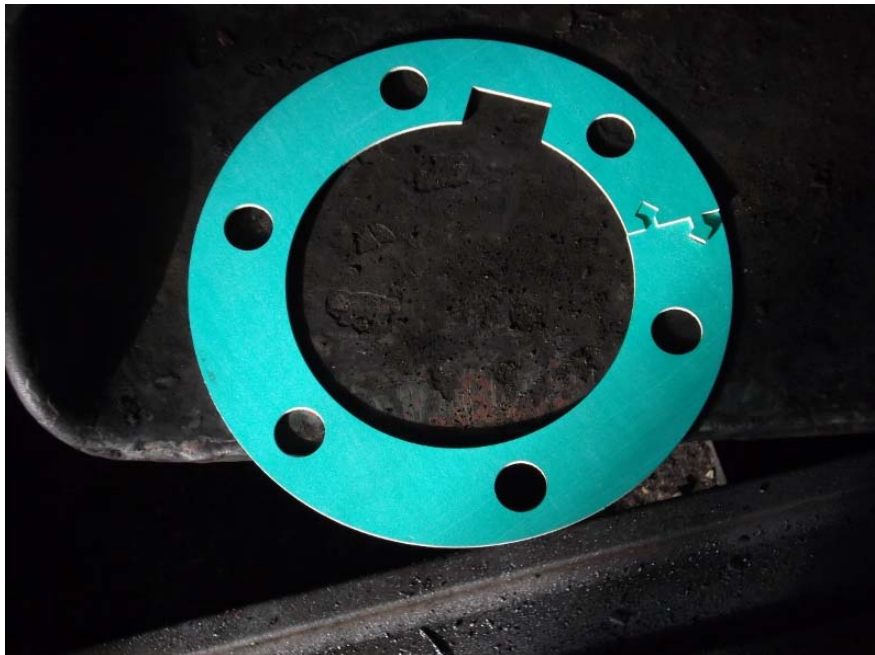
*Brian Armstrong consults the North Eastern Railway general arrangement drawing while reassembling the intermediate coupling on 31st January
(Darrin Crone)*

Mick Hammond made and delivered a new set of fire irons, bringing them up from his home in Nottingham. Many thanks to him.

Seven of the 8 reconditioned side rod bushes have been returned to Grosmont. All 7 have been trial fitted and are ready for pressing back into the side rods.

Andy Lowes confirmed that the leak on the hydraulic cylinder of the steam reverser was at the trailing cover gasket. He then removed the old gasket working in this cramped and inaccessible location. Thanks Andy for putting up with this very awkward job over a number of weeks. A new gasket was supplied by Jetline of Thornaby. Thanks to Steve Brown of Jetline for his expert help. After reassembly, the steam reverser was put on test over a 2 week period. Much to my relief the reverser proved to be tight, with no oil leaks. Once testing was completed the air supply was removed and the steam supply pipe refitted.

This is a major step forward and means as soon as the driving wheelset is ready it can go back into the engine.



*The new steam reverser gasket supplied by Jetline Cutting Ltd. on 7th February
(Darrin Crone)*

The axleboxes were returned with new bearing surfaces that face the inside of the wheels. Les Harper brought them to Grosmont, assisted by Nigel Bill. They successfully wrestled them from the car across the railway line into Deviation Shed. Not an easy job as I know as I did the reverse in December when I collected them. Chris Lawson had previously cleaned down and sheeted the driving wheel set in preparation to receive the axleboxes. New and additional shims have also been fitted to the driving horns to minimise the movement of the axleboxes when exposed to the thrust of the pistons.

The driving axleboxes were both fitted onto the driving wheelset by Andy Lowes and Ian Pearson, assisted by NYMR fitter Phil Naylor. Once the axlebox is on the journal the underkeep tray has to be put in. This is very awkward as it has to be pushed up into the axlebox from underneath while holding it so that the oil in it doesn't run out. The underkeeps are also a tight fit. It was found that the right hand underkeep would only go in so far and would then go very tight. It was decided to take the axlebox back off for investigation.

After discussing our difficulties with Richard Campbell it was decided to spread the axlebox to enable the underkeep to enter the axlebox more easily. A hydraulic jack was borrowed from the A4LT and a dial test gauge from the NYMR. Assisted by James Percy the axlebox was carefully spread so that the gap was increased by a few thousandths of an inch then the underkeep tray was fitted. When the fit was satisfactory the axle box was refitted to the

wheelset by Ian Pearson and James. Thanks also to Phil Naylor of the NYMR who used the telehandler to lift and lower the axlebox onto the wheelset.

Richard Campbell then measured the assembled driving axleboxes and the horn gap in the frames. Unfortunately it was found that the driving axleboxes require further work. This is very disappointing. The axleboxes were again removed. We are getting quite good at this now. Well it is quite easy when you've got NYMR's Paul Whickham driving the telehandler to pick them up, but we still had to manhandle them across the railway to the car.

As I have to be at work on Wednesdays and have had to miss a couple of Saturdays I have to thank Ian Pearson and Neal Woods for leading the Q6 working parties. Mike Oliver and Chris Lawson have also found themselves filling in for me. At the time of writing it is planned to have working parties at Grosmont on Wednesdays and Saturdays.

Nigel Hall has been posting brief updates and pictures of the Q6 working parties on the NELPG website www.nelpg.org.uk so have a look.



A happy working party taking a well deserved break sharing a cake supplied by Mrs Andy Lowes on 31st January. L to r: James Pearcy, Andy Lowes, Alan Hardie, Brian Armstrong and Neal Woods (Darrin Crone)

As a postscript to the last issue, we need to thank John Wilks of Stapleford, Leicestershire for the donation of the lathe for Hopetown, and Mick Hammond for transporting it from Stapleford to Darlington.

It is hoped that the Q6 will be ready for the main NYMR season but especially the spring steam galas over the weekends of 17th – 19th and 24th – 26th April.

2015 marks the 25th anniversary of the formation of the Wensleydale Railway Association, one of the three groups that work together to run the line from Northallerton West to Bedale, Leyburn and Redmire. To mark the anniversary, a special service will operate on Saturday 23rd, Sunday 24th and Monday 25th May in celebration. It is planned that the Q6 will play a part in this commemoration and stay on the line for the following weekend, 30th and 31st May, before returning to the NYMR. Further details regarding this special event from the WR on www.wensleydalerrail.com

K1 NO. 62005

The steam test for the insurance company and the vehicle acceptance body (VAB) was successfully carried out on Monday 23rd February. The following weekend the final bits of reassembly were completed in readiness for the move from Carnforth to Grosmont.



Driver John Hunt and loco caretaker Paul Hutchinson pose on the K1 during a water stop at Hellifield on 4th March 2015 (Colin Smith)

This took place on Wednesday 4th March in the company of the K4 61994 *The Great Marquess*. Originally there were intended to be two separate moves, the K4 from Bury and the K1 from Carnforth, meeting up at York. However, gauging problems decreed that the K4 had to come from Bury via Manchester to Carnforth to join the K1. A steady run to Hellifield revealed that all the remetalled surfaces were running normally, and both locomotives arrived safely on the NYMR that evening.

On 6th March the K1 and K4 re-enacted the SLS/MLS Whitby Moors railtour of 50 years previously working a special train of VIPs between Whitby and Pickering. During the course of the day, Frank Dean opened Maurice Burns' photographic exhibition 'Last Train to York' at Pickering and BBC Look North presenter Harry Gration formally opened the new platform 2 at Whitby. The K1 was also used over the ensuing two days, double heading with the K4.

Unfortunately, upon examination, two broken springs were discovered and these were replaced by the MPD during the following week, for which grateful thanks are due. Other repairs included replacement of the RH crosshead cotter, repair of a broken steam supply pipe to the left trailing sands, and replacement of the NRN handset.

The K1 was used on the NYMR's Whitby – Battersby trains on 14th and 15th March, and on Friday 20th March was scheduled to go with the K4 to York to work the Railway Touring Company's Wensleydale railtour from York to Redmire and Sunderland. On the following Monday the K1 was due to work to Tyseley for tyre turning and was due to return to York on Friday 3rd April so that the same locomotive combination could work The Wansbeck tour the following day. The K1 was expected to work the two weekends of the NYMR spring steam gala – 17th – 19th and 24th – 26th April before being prepared for its move north for the Jacobite season.

J72 No. 69023

Work is progressing well on the J72 at Locomotion, Shildon with most of the jobs being completed or almost completed.

Steve Gibson has overhauled all the valves in the cab and has also removed the regulator valve for examination and some slight machining by Neil Woods. The cab floor has been removed after showing signs of wear and tear and a new hardwood timber floor fitted. The gauges, which have been refurbished and calibrated by BKW instruments of Manchester, have been refitted, safety valves have been examined and refitted, brake blocks removed and signs of flanging ground off.



The J72 on display inside Locomotion (Fred Ramshaw)



Brian Armstrong working on the J72's cylinder drain cocks in the warmth and dry of Locomotion (Fred Ramshaw)

The brick arch and grate have been removed and the boiler prepared for the cold insurance examination and hopefully by the time the NEWS is published, the in-steam exam will have been completed and the locomotive will have had two days steaming at Locomotion and possibly be on its travels to the Epping and

Ongar Railway where it is due to stay for six weeks before returning to the Wensleydale Railway for the remainder of the 2015 season.

A sincere thank you must be given to all the staff at Locomotion for their help and assistance freely given while the locomotive has been there. There is a certain feeling of smugness and satisfaction to work on the engine when outside the wind is blowing and snow swirling while inside it is warm and dry. A big thank you must also be given to the small band of volunteers who have helped with the winter maintenance who have worked both inside in ideal conditions and also outside in not so ideal conditions and some at three locations on three of NELPG's locomotives.

The J72 is expected to star at the Epping and Ongar Railway's 150th anniversary celebrations over the weekend of 24th to 26th April. This year marks 150 years since the opening of the line between Loughton and Ongar, and along with the J72 there will be visitors in the form of the N2 No.1744 and Y7 No.985, creating a Great Eastern steam atmosphere, with brake van rides and demonstration freight trains, plus the ever-popular services to the western boundary at Epping! Further information can be obtained by visiting the website www.eorailway.co.uk or by ringing 01277 365200.



The J72 passing the coal drops on 15th February (Ken Snowdon)



69023 approaches the museum on 15th February (Ken Snowdon)

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WORKING PARTIES

This winter has been a big challenge since it involved working parties at four different locations - Grosmont, Carnforth, Hopetown and Shildon. Despite concerns that we might not be able to resource such a commitment, it worked out quite well, especially at Grosmont.

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 this winter at Locomotion, Shildon, and subsequently at Leeming Bar, then please contact **Fred Ramshaw on 01325 377306**.

If the K1 is your fancy, then there are currently regular working parties at Grosmont; if you want to help out please contact **Martin Lloyd on 01642 316258 or 07970 851895.**

Finally, there are regular working parties on the Q6 at Grosmont; if you are interested please contact **Darrin Crone on 01642 875857 or 07931 695565** (see Editorial).

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PATRON AND FUND RAISING UPDATE by Dave Pennock

The Fundraising Sub Committee at its meeting on 3rd March, following a review of current funds, principally concentrated on the proposed programme of 2015 Patron events and the options arising for NELPG's Golden Jubilee in 2016.

It does look as though we are all in for a series 50th anniversaries, with this year seeing those for the Whitby lines closures, the founding of the Severn Valley Railway, and Winston Churchill's funeral train at the NRM to name but a few. It does make quite a few of us remind ourselves what's on the birth certificate but, equally, how important it is to celebrate these milestones.

It was great to see a good turnout for the NYMR's Whitby 50th anniversary train commemorating the Grosmont – Rillington Junction closure, and enjoy the two LNER built Class K's handling the day very well. Star of the NELPG coach was John Addyman who provided the BBC camera crew with a few words regarding the NYMR line closure and it's reopening, and he made it into the BBC Leeds Look North feature that evening. John Midcalf was also on top form, ensuring no one missed the raffle and, as a consequence, raised £159 which will be allocated to the K1.

Equally, through the sale of seats, the £468 raised will be split equally between the Group and the NYMR, with our half also going to the K1 fund. Thanks, as ever, are due to Bryan Orange for organising the day and Andrew Scott and Chris Lawson for making the NYMR arrangements.

Two future events are being planned. The first is for a Q6 members' evening special on the Wensleydale Railway, hopefully on the evening of Saturday 30th

May 2015, and the second is for some footplate experience trips in September, again on the Wensleydale line, but with the J72.

For the May event, we have yet to confirm any arrangements with the Wensleydale Railway. Because this will be the last NEWS issue before the planned day, all working members and Patrons will be specifically contacted, principally by email, once the details can be confirmed.

All members and guests will also be welcome, and, if you want to travel on the Q6 special, to ensure you are not left out, please can you express an interest to Bryan Orange, ideally by email, such that we can equally contact you once the details are known. Bryan's contact details are bryan.orange@ntlworld.com tel 0113 259 1672. In addition the members' special will be announced on the web site allowing advance reservations to be made. Please note though, that this is not a replacement for the original Q6 thank you special which had to be postponed on the NYMR last year: that has yet to be re-arranged and details will be circulated once a date has been agreed.

Turning to 2016, the Group is now committed to celebrating its Golden Jubilee over the weekend of Friday 28th to Sunday 30th October 2016, with a Friday meeting in the Bridge Hotel in Newcastle, a commemorative dinner on the Saturday evening, and a Gala on the NYMR over both the Saturday and Sunday. Please put these dates in your diary.



For the locomotives, the aim is to have all the Group's locomotives running, along with long associated locomotives 44767 *George Stephenson* and No 29. At the time of writing we do not know if No 5 will be operational by 2016, and, of course, all are subject to the usual qualifications as to availability.

In the pipeline, but at an early stage of development, is a commemorative book, and art and photographic exhibitions commemorating both the formation of the NELPG and the demise of North Eastern steam in 1967. Head of Steam at Darlington has offered us exhibition space at the museum from 6th May to 3rd July 2016 and John Wigston is arranging an art exhibition during 2016 in Hartlepool.

To help with these, if you have, or know others who have, any photographs, but particularly cine film, or other artefacts relating to the Group's early years and the end of North Eastern steam which have not already been passed to the archive, can you please contact Chris Lawson so that we can compile what we have and direct it to those planning the exhibitions.

Part and parcel of the Golden Jubilee is the creation of a logo to link all the planned events. Bryan Orange has promoted this concept with our junior

volunteers and within days we have had two excellent initial entries illustrated below.

	
Entry by Tom Noble	Entry by Nic Boothroyd

We are open to other entries so, if you have an idea and wish to enter it, please send it in to Chris Lawson by 30th April 2015 and we will announce the winner in the June NEWS.

Legacy Considerations by Nick Stringer

What's a good way of helping NELPG without costing you a penny right now? The answer of course, as most readers already know, is to leave a legacy to NELPG in your will, thereby helping to ensure that NELPG engines will run for many more years.

Until now, legacies have not proved to be a major source of income for the Group, but in the future they will become increasingly important. It is pleasing to report that we have been notified of a potentially sizeable legacy in 2014, to be devoted to the restoration and maintenance of our locomotives and any placed in our care, but the full details are still awaited.

If you are considering leaving a legacy to NELPG, and you would like to talk with someone confidentially, then please do get in touch with me. Also, if you have already made a provision for NELPG, then it would be good to have the opportunity of thanking you in your lifetime, so do please let me know.

My contact details are nickstringer701@btinternet.com or 01423 340331.

EASYFUNDRAISING UPDATE by Richard Wheeler

An update from a previously sceptical supporter.

The response to Andrew Scott's suggestion in the February 2014 News that members, when making internet purchases, could use 'Easyfundraising' to generate income for NELPG has been rather less than we had hoped. The total raised so far, albeit from a handful of supporters, is only £62.48, so we make no apology for repeating the appeal.

Easyfundraising is a free and simple way for UK schools, charities, sports clubs, community groups and other good causes to raise money from everyday online shopping. Every time you buy something online with participating retailers they say 'thank you' by giving a donation to your chosen cause. It's that simple, and if more members, friends and relatives sign up the quantities raised could be greatly increased.

The range of retailers who will give donations is quite staggering, and in the last quarter, over £750,000 was given to charities in this way. Retailers involved include Amazon, Argos, John Lewis, Marks & Spencer, Tesco Direct, Boots, Currys, Debenhams etc, etc. You don't even have to place orders for home delivery – most of mine have been "click and collect" orders.

You can also secure donations by booking holidays on-line with Thomson and First Choice. I have been slow to get involved myself, but recently made 3 hotel bookings with Booking.com, and each resulted in a donation of £4.35. A click and collect purchase of a radio from John Lewis produced £8.95 for the Group.

Full details of how to join, previously published in the February 2014 NEWS, are repeated below. Do please join the party and raise funds for NELPG at no cost to yourself or others. You do not need to be a member of the Group to nominate the NELPG as a recipient charity.

To join in, simply spend a couple of minutes following these easy steps:

- 1 Go to www.easyfundraising.org.uk
- 2 Click **support**
- 3 In the **name of good cause** box enter **North Eastern Locomotive Preservation Group**
- 4 Click **support this cause**
- 5 Fill in your name and e-mail details as requested and tick the privacy options
- 6 Click **install find and remind** (you may need to click an 'allow installation' button on your browser)

- 7 Click **install now** then restart your browser
- 8 Click **hide toolbar** and **hide sidebar**

Now, when you next go to any one of the huge number of participating companies you will see a yellow strip at the top of the screen. Click **activate donation** then whenever you use that site, the company will make a small donation to NELPG and, if you have ticked to say you are eligible, it will be gift-aided too. Generally, the yellow strip doesn't appear again and your computer use is completely unchanged.

It really is as simple as that and I do implore you to overcome the natural reluctance we all have to internet complications and sign up. If you can, persuade your family to join in too. I am no expert in computing, but this really has proved to be a hassle-free way to raise money.

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MEMBERSHIP SECRETARY'S REPORT by Colin Smith

Members should now be in possession of their membership cards. Those subscribing after 1st February will find their card with this newsletter (envelope marked "X" on the back). New members joining since the last NEWS are:-

Mr.G.H. and Mr.S.H. Ball from Bridlington,
Mr.S. Davison from Hull,
Mr.S. Lambert from Bishop Auckland,
Mr.P.A. Holder from Leyburn and
Mr.D. Kirby from York.

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ARCHIVE CORNER by Chris Lawson

Contributions

Not long since my last report, so only a few donations to report this time - Patrick Haseman, a non member, has provided a cutting from the 1971 Standard Gauge Standard about the locomotives on the NYMR in which ours are

prominently featured, Nigel Hall the K1 log book from June 1987 to September 1992, Keith Widdowson a copy of his book *Riding Yorkshire's Final Steam Trains* (see separate review), and Rob Tibbits approximately 180 colour slides of the NYMR and KWVR including our locomotives and some associated with us. Once sorted through, those non NELPG interest ones will be going to the NYMR and KWVR archivists as appropriate. My thanks, as always, to them for their generous donations which are very much appreciated.

Remember, 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 – the **K1** passed its steam test in March and was used to work the NYMR Easter services. A BR examination was due in connection with its possible use on Battersby – Whitby trains during the summer. The **P3** also had a successful steam test in March and its first trip of the year was double heading a six coach LNER Society special to Pickering on 12th April. The new flue tubes for the **Q6** arrived in early April, and the machined tube ends welded on with the aim of fitting them and hydraulically testing the boiler by the end of the month. All other outstanding mechanical work had now been completed, including the fitting of LNER pattern vacuum equipment, replating part of the smokebox and a complete overhaul of the axlebox lubrication system. During March the engine and tender were separated for the first time since our purchase, the drawbar examined and found to be fine, and the opportunity taken to paint those parts not normally accessible (*shades of winter 2015!*). Otherwise work concentrated on filling and rubbing down the tender sides, in competition with the counter attraction of steam services – not only watching the trains go by, but bearing in mind that the hard core of volunteers were also involved as crews and in other operating roles. Desperate appeals were therefore made for more help if restoration was to be completed in time for S&D 150 in August. Back at Thornaby, the two repaired engine springs had been replaced on **4767** and a successful steam test carried out on 15th March. After thoroughly testing the braking system, the engine was run over 800 yards of track, the first time it had moved under its own steam since December 1967. Subsequently, repairs to the faulty boiler fittings had been completed, and replacement of the blue asbestos boiler insulation by fibreglass was in hand to enable the boiler cladding to be refitted. Painting work had been confined to the tender, while the George

Stephenson nameplates were being cast by BR at Swindon Works, along with the commemorative plaque.

Other locomotives – **No 29 worked** a special train to Levisham on 5th April and was available for traffic, in spite of some trouble with leaking tubes.

Elsewhere –

NELPG – Peter Potts provided another full sales report, with new items including ‘Steam 75’ the official ARPS handbook giving details of the various preservation projects around the country and their locomotives, and a giant colour poster designed by NELPG member (and renowned railway artist) John Wigston for the S&D 150 celebrations, showing Locomotion leaving Stockton on its first historic journey. The latest S&D 150 update gave details of the planned steam operations on the Battersby – Whitby line during each weekend in June, involving the K1 hauling nine coach charter trains. One of these would be run by NELPG as a raitour from Newcastle on 15th June, the first venture of this type since the successful *Flying Scotsman* raitour in the summer of 1969. Leaving at 9.45am and returning at approx 8.30pm, it would allow time on the NYMR or at Whitby, or, by utilising BR’s early afternoon ‘Whitby Shuttle’, at both. Fares were £4 for adults and £2.25 for children. The K1 was also possibly going to haul the ‘Civic Special’ on 17th August for the civic heads of areas close to the S&DR route.



The K1, as LNER 2005, stands in a now much changed Whitby station in June 1975 with one of the Whitby – Battersby specials referred to above (John Hunt)

This issue of the NEWS also contained articles by founder member Kevin Gould about his experiences with ‘*Sir Nigel*’ on tour in 1974, and, in complete contrast, an NYMR lodging turn involving a two day pick up freight from Grosmont to Pickering and back, using the 0-4-0 Fowler diesel No 21. Richard Wheeler also reviewed the prospects for visitors to Western Europe in search of steam in 1975 – they were not too promising. With the replica NER brass worksplates about to be cast for the Q6, expressions of interest in having additional castings made for members private collections were sought. They would be available as cast (i.e. unpolished) at a price of £20.

NYMR – much progress was reported on the locomotive front. 80135 and 6619 had both been moved to Grosmont, the former to be stored in the headshunt, the latter to the maintenance shed where work had started on its restoration. The side tanks and a large part of the cab had been removed, along with much of the cladding, to give access to the boiler for a full examination. 1247, the GNR saddle tank, was back in service following its overhaul and partial repaint, as was *Salmon* following three years out of action. Mileage figures for the period since 1971 showed that the P3 had the highest individual mileage at 5,122, of which 2,830 were clocked up in 1973 when it was responsible for two thirds of the total locomotive mileage.

At the beginning of May, No 29 was due to take the Borrows Well Tank ‘Wallsend No 3’ to Pickering to await a move to Springwell in Gateshead for restoration on the Bowes Railway scheme. Whilst at Pickering, No 29 would be used for some filming work with the two Hull and Barnsley Railway coaches. The 300 ton BR weedkilling train was also due to be taken through to Pickering behind 5428 *Eric Treacy* and the K1.

Carriage and Wagon had been working on the Gresley BSO, and renovation of the interior was well under way. Some repanelling of the exterior and reglazing of broken windows would be necessary. The green DMU set had been refurbished internally for the new season, and the blue unit was expected to be repainted into the standard green and cream livery in June. Possession of Grosmont signal box had been obtained and it was due to be re-equipped to serve a comprehensive signalling scheme at the Station.

And finally.....

It was reported that John Bellwood had recently taken up a post at the National Railway Museum in York where he would be in charge of the restoration and maintenance of the Museum’s locomotives. As a result, he had given up his role as Honorary General Manager of the NYMR, although he intended to maintain close links with the line.

SECRETARY'S SCRIBBLINGS by Chris Lawson

9th February 2015 Committee meeting – John Hunt declared a general interest as an employee of West Coast Railways. Richard Pearson declared an interest as an employee of Locomotion, Shildon.

As **matters arising** from the previous meeting, it was agreed that, no matter the means of distribution of NELPG NEWS in the future (electronically or by post), the principle of a common arrival time should be maintained to ensure that no members were disadvantaged when applications for events such as the annual diner were involved. Following an offer from Ian Storey for the use of his space in Deviation Shed by Peter Robinson to work on 3814, currently stored on the headshunt at Grosmont, the Committee had asked for a plan setting out the work that was intended to be carried out, and how long it was envisaged it would take. However, the Committee was disappointed with its contents and asked for more detail, including intermediate target dates and a clear end point, together with assurances that full insurance was in place with sight of any policy. Subject to Ian Storey's agreement, the possibility of annual reviews should also be pursued. Having attended the recent MSLOA AGM, the Chairman recommended that there was no value in renewing membership: this was accepted (*Ed - this decision has subsequently been rescinded*).

In noting the **Monthly Financial Report** the Treasurer reported that winter maintenance costs were the main spend at the moment and had already exceeded the initial £30K budget. He had circulated the draft 2014 Deferred Maintenance Fund (DMF) accounts to the locomotive caretakers to consider in advance of the AGM, and noted that whilst earning £135K in 2014, the K1 had also incurred costs of £81K, which included the delayed £13K invoice from Carnforth, and £13K spend on the support coach.

In view of the continuing, comparatively high, levels of expenditure on the Support Coach, it was suggested we should be looking 3 – 4 years ahead, and considering now its possible replacement. Purchase of a coach in the next 12 months could see it moved into Hopetown after the J27 overhaul was complete, and its refurbishment provide a project well within the capability of our volunteers, before the current coach had to be withdrawn. To inform this consideration, it was agreed that Jerry Hawley (NYMR C&W) should be invited to carry out a survey of the current support coach while it was at Grosmont in March/April.

Following changes previously agreed by the Committee, the accounts will have a slightly different presentation for this year's AGM. In particular, application of the depreciation rules to comply with accounting requirements, will result in a considerable increase in this item compared with previous years, and the move

to an accrual accounting approach means that Gift Aid, which had yet to be claimed, and the outstanding invoices at year end for the NYMR (now paid) and Wensleydale Railway, would show as income received.

A report from the Secretary following the meeting at the end of January with the Wensleydale Railway Finance Director, setting out his plans to pay the outstanding invoices by 31st March, was accepted. The Treasurer would monitor the promised payments and alert the Committee if the commitments were not met.

In considering possible subscription increases, it was agreed that the Treasurer should establish what impact an RPI increase would have on membership subscriptions since the last increase, and make recommendations on the way ahead to the March Committee meeting. Finally, he reported that the trial electronic banking payment had failed its security test. This was being pursued with Barclays Bank, and further trials would be carried out.

On **succession planning**, Richard Wheeler had confirmed his interest in taking on the Treasurer role from John Marsland. Ribchesters would be advised that Richard would be working with them, but that he was likely to do all the financial work, except for the preparation of the statutory accounts, and their first involvement was therefore expected to be the preparation of the 2015 statutory accounts in January 2016.

Under **Health and Safety**, further comments on Bryan Orange's draft Railway Yards Risk Assessment were still awaited. In the interim, it was agreed that it should be copied to ROs for consideration and comment at their meeting on 16th February. It was also agreed that existing risk assessments should be identified and considered for annual review by ROs. Concern continued to be expressed about the fire evacuation arrangements in the support coach. Identifying the risk was one step: it was equally important to ensure that arrangements were made for dealing with the identified risk. This pointed to the need for a parallel safe system of working to be developed and this would be discussed with Bryan Orange. Martin Lloyd reported that all those requiring PTS medical and/or rules renewals had been notified. Some had indicated that they would not be renewing this year, and Martin Lloyd agreed to bring the up to date list of renewals to the ROs meeting on 16th February. Four Wednesdays in March and April had been reserved in the classroom at Grosmont for the one day renewal course and our one new PTS candidate had been successful on the recent two day course at Carnforth.

Subject to a presentational change to the discussion document on the **review of the Articles of Association**, the recommendations in the paper were agreed. An article should be written for the NEWS explaining the process to be followed in

taking the review forward, which was aimed at giving all members the opportunity to understand and contribute to the development of updated Articles. The discussion document on possible changes to the Articles would be made available either in hard copy or by email.

The normal **Locomotive updates** were provided and the latest position is reported elsewhere in this issue of the NEWS. In addition though, in view of the difficulties in getting volunteers at Carnforth this year for the K1, it was suggested that, in future, consideration should be given to moving locomotives back locally as soon as possible after any specialist work required away from the North East had been completed.

A request for details of the J72 steamings at Locomotion, Shildon on 14th/15th February and 28th/29th March to go on the website was agreed, along with a request to the Webmaster for a regular report on the number of website hits and the areas being viewed.

For **railtours** the Chairman had received confirmation from RTC of the use of the K1 on the Wensleydale and Durham Coast railtour on 21st March and the Wansbeck railtour on 4th April, although, subsequently, doubts had been raised about its use on the Wansbeck railtour because of its speed restriction on the ECML. This was being pursued (*Ed – its use on The Wansbeck is now confirmed*). Subject to the outcome, the K1 was booked to move from Carnforth on 4th March, work the NYMR 50th Anniversary special from Whitby on 6th March and trains that weekend, Battersby trains on 14th/15th March, the RTC railtour on 21st March, then to Tyseley for tyre turning and return for the Wansbeck railtour on 4th April, the two NYMR Spring Steam Galas, and then have a fortnight free for preparation for the move to Scotland for the Jacobite season.

Following discussion with the Wensleydale Railway about their possibly limited use of the J72 at the beginning of the operating season, it was agreed to accept an offer from the Epping and Ongar railway for a **hire** of the J72 for six weeks from the beginning of April. This would include their 150th Anniversary Gala over the weekend of 24th -26th April, and involve a minimum of 10 steaming days. It would return to the Wensleydale Railway in the week beginning 18th May, and remain there for the rest of the operating season, including Santa Specials at the end of December. In the week beginning 18th May, it would also be joined by the Q6 which had been requested for a two week hire, which would include a Gala over the weekend 23rd - 25th May to mark the 25th anniversary of the Wensleydale Railway Association. It would then return to the NYMR and rejoin the service locomotive pool for the rest of the operating season.

There were a number of items under **Any Other Business**: a card had been sent on behalf of the Group to Len Clarke on his 80th birthday. The Secretary reported that he had been contacted by Toby Jennings of Steam Railway for an update on the Group's activities which would appear in the next issue. This conversation had identified that at least 25 individual volunteers were working on the Group's locomotives at the 4 different sites each week, representing over 25% of the total volunteer workforce – a remarkable achievement.

Carole Hardwick of the NYMR had been in touch with the Secretary, seeking a meeting with the Committee to discuss their preliminary thoughts on a development plan for Grosmont MPD site. It was agreed that they should be invited to a future Committee meeting. Following the special meeting of the Fund Raising Sub Committee on 27th January to consider possible events for NELPG 50, the Secretary agreed to circulate the latest progress report with an invitation to Committee members to attend the next Sub Committee meeting on 3rd March in York.

Head of Steam/Heritage Campus developments – A report of the meeting of the Railway Heritage Group on 6th March will appear in the next issue of the NEWS.

Bishop Line Service Improvements – the Department of Transport has announced a range of improvements on the Darlington – Bishop Auckland line. The current two hourly service to Bishop Auckland will be increased to hourly, there will be more Sunday trains, and the 'Pacer' units will be replaced by modern, more comfortable rolling stock. However, these have been included in the new Northern franchise which is due to start in March 2016, with most timetable improvements not due to be in place until 2019. There is silence on the timetable for the introduction of the new trains. So there will be a little delay before the more frequent, more comfortable, trains finally arrive.

NRM visitor donations - so far this financial year the generosity of visitors to the NRM is reported to have topped half a million pounds under the Visitor Giving initiative.

Last train to York – a reminder that Maurice Burns' photographic exhibition is now open in the Learning Centre on platform 2 at Pickering station on the NYMR. Running until 1st October it is well worth visiting if you are in the area. However, it is not open every day the Railway is operating: the specific days it is open are set out on the NYMR website (go to Special Events and then Exhibitions for details).

9th March 2015 Committee meeting – this was due to be held on the same day as the copy deadline for this issue of the NEWS. It will therefore be reported in the next issue, along with those for 13th April and 11th May.

Committee meetings – the next meetings of the Committee will be held on 13th April, 11th May and 8th June at Middlesbrough Municipal Golf Centre, 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.

The Fund Raising Sub Committee next meets on 5th June at 5pm at 67 The Mount, York. As with meetings of the main Committee, members are very welcome to attend, but, again, please get in touch with me first to make sure that space and sufficient biscuits are available.

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NOTICE OF ANNUAL GENERAL

Members are reminded that the 2015 Annual General Meeting of NELPG Ltd will be held at the Railway Athletic (RA) Club, Brinkburn Road, Darlington DL3 9LF on Friday 24th April 2015 at 7.30pm.

This issue of the NEWS is accompanied by the AGM SUPPLEMENT, which contains Directors' reports, the accounts, details of all nominations to the Committee and any motions to be put to the AGM.

--ooOoo--

THE JACOBITE

The K1 is scheduled to work The Jacobite on the weeks beginning:-

18th May; 1st, 15th and 28th June; 12th and 26th July; 9th and 23rd August; 21st September; 5th and 19th October.

As per last year, it will work the morning train, which leaves Fort William at 10.20, arriving at Mallaig at 12.25, leaving Mallaig at 14.10 and arriving back at Fort William at 16.00.

Further details and booking information is available from West Coast Railways on 0844 850 4685 or bookings@westcoastrailways.net

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BOOK REVIEW by Chris Lawson

Riding Yorkshire's Final Steam Trains – Keith Widdowson

Keith Widdowson visited the North Eastern Region of British Railways on over 40 occasions during the final 18 months of steam hauled passenger services in the 1960s. He found that, with the odd exceptions (usually for railtours), most locomotives were neglected, rundown, filthy, prone to failure and often were only kept running by the skills of their crews coaxing them along with loving care.

In the 170 pages of this well illustrated book, (including photographs of our locomotives both pre and post preservation), the author describes his experiences pursuing and riding the final steam passenger services in BR's North Eastern Region, predominately in West Yorkshire – the unexpected successes, disappointments galore, journeys to and from Leeds Central, travelling the nocturnal mail trains, searching for the elusive Jubilees, but, above all, the camaraderie of like minded enthusiasts from all over Britain anxious to take this last opportunity to experience the golden age of steam. But not just in Yorkshire. Adventures to the Alnwick branch, and travelling on special trains to Ashington and Edinburgh, as well as on the Three Dales Railtour with our K1, are all recorded in the author's easy to read style which captures the spirit of the time. It will bring back many happy memories for those of us who were out and about at the time, recording the same scenes ourselves.

All in all, a good read and highly recommended – and excellent value at £14.99. Only criticism? The caption to the photograph of our J27 at Sunderland reports that having been preserved it is now on static display at a Darlington Museum. The author has been put straight! Nevertheless, the review copy has gone into the NELPG archive.

Riding Yorkshire's Final Steam Trains – Keith Widdowson. Price £14.99. Softback. Published by The History Press 2015. ISBN 978 0 7509 6047 2

OBITUARY

IAN S. CARR



It is sad to report that Ian Carr has recently died. Ian, apart from being a very well known and respected North East railway photographer, was an early member of the Group and continued his membership until his death. Alan Thompson has kindly written the following words of tribute.

Ian was born 1937 and lived in the same house in Sunderland all his life. He never married and was in the teaching profession as his employment.

His railway photographic collection started in 1955 and continued till 2005, some 50 years, of which he was very proud.

Unlike many photographers of the time, he did not give up as steam was being withdrawn, but continued to cover the changing scene to diesel and electric, so we have a very comprehensive record of the changing scene.

Living in the North East, this area was the main part of his collection, though he was at college in London, so some North London scenes do feature, as does the Carlisle area and south Scotland. He also covered well the local industrial scene, particularly the Philadelphia system, which had running powers over the main line to the docks at Sunderland and was always one of his favourites.

Ian never learnt to drive, so public transport was well used to get to locations and long walks to get a good lineside location, however being in the teaching profession meant good holidays, which he used mainly for photography.

He did all of his own photographic processing, having a darkroom set up at his home and his photographs have appeared in many books and magazines over the years, all to a very high standard.

His collection is now in the hands of the 'Armstrong Railway Photographic Trust' for future use and is mainly black and white negatives, the majority of which have now been scanned.

And so unfortunately another well known figure on the railway photographic side has passed on. He had been in poor health for some time, however his legacy lives on.



2005 heads south out of Sunderland at Hendon with the Group's North Eastern railtour (Ian Carr)

--ooOoo--

FORTHCOMING EVENTS

10th April 2015: **A TRIBUTE TO CHRIS DAVIES** by Ted Parker

24th April 2015: **ANNUAL GENERAL MEETING** to be held at 7.30 pm, the RA Club on Brinkburn Road, Darlington

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.

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

--ooOoo--

COVER PICTURES

Front: 61994 *The Great Marquess* and 62005 head the re-enactment of the Whitby Moors railtour into Pickering on 6th March 2015 (John Hunt)

Back (top):- 50 years ago the K4, running in LNER livery as 3442 *The Great Marquess*, is detached from the Whitby Moors railtour at Market Weighton to allow 62005 to couple on as train engine on 6th March 1965 (Robin Lush)

Back (bottom):- 50 years on, the same combination leaves Goathland on 7th March 2015 (Dave Rodgers)



62005 approaches Filey station during the course of the Whitby Moors railtour on 6th March 1965 (Robin Lush)

