

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



**NO.299**

**JUN. 2017**

## EDITORIAL

Elsewhere in this issue, a proud Paul Hutchinson relates his tale of the K1's role in the Railway Touring Company's annual 'World' tour, Great Britain X. Starting and finishing in London, the tour encompassed the ECML from Kings Cross to Dundee, Perth to Kyle of Lochalsh and back, Glasgow to Preston, Grange over Sands to Bristol via Shrewsbury, Bristol to Penzance and Penzance to London Paddington.

The K1 played a major role in this, covering no less than 951 miles and in the process achieved a number of 'firsts' (unless someone can prove to the contrary, of course!). It traversed the Highland main line between Perth and Inverness, including the climbs to the highest point on the National rail network at the 1,484 feet Druimuachdar (or Drumochter) pass, and Slochd, visited Kyle of Lochalsh, and in the space of two days took in both of Glasgow's termini, Central and Queen Street. It concluded its stint on GBX with a run from Glasgow to Fort William, enjoying splendid weather over most of the five days. As Paul recounts, the locomotive performed almost faultlessly and Sandy Smeaton, train timer extraordinaire, says that the formidable climb up to Ravens Rock from Foddarty Junction on the Kyle line was one of, if not, the best in preservation! A number of generous lineside photographers have supplied pictures of 62005 on GBX and, because the scenery and weather were outstanding, the Editor offers no excuses for including them!

The K1 has now settled down to doing what it loves best, operating the 43 miles from Fort William to Mallaig, whilst the J72 has resumed its less arduous, but equally important, duties on the Wensleydale Railway.

It will be a bit longer before the Q6 and J27 can join them: removal of the Q6 wheelsets afforded the opportunity for a thorough examination, which resulted in the decision to fit new tyres. Fortunately, due to the Group's foresight, new tyres had been ordered some years ago in anticipation, so were already in stock at Buckfastleigh. As this issue goes to press, the old tyres have been removed and the new ones are being fitted. In the meantime, work has started on fitting the new large flue tubes.

The end is in sight for the J27 boiler overhaul, with a delivery to Hopetown expected at the end of this month. It has been a protracted affair but when the boiler is back in the frames, reassembly can proceed apace. Lessons have been learnt from both the Q6 and J27 projects, one of which is the need for someone to manage such projects. Neal Woods has done a sterling job on the J27, ably assisted by Dave Pennock and others, whilst Andy Lowes has been a stalwart with the Q6. However, Neal and Andy have decided to take a back seat and I am sure all members will join with the Committee to thank them for their invaluable efforts. Bill Dobson has offered to assist in this area, and the Committee has accepted his offer. However, he cannot – and understandably does not want to – take this on alone. We still, therefore, need someone who is prepared to take overall control of our locomotive overhauls, working with our CME: someone who has the experience of project management, has locomotive engineering expertise and, importantly, has the time to devote to what can be a complex and demanding role.

This leads on to the wider issue of succession planning and not for the first time. After the recent AGM it is still the same faces on the Committee and Chris Lawson, for one, is seeking someone to take on the Secretary's role in the longer, if not shorter, term. If you feel that you can help the Group out in either of these specific areas, or help by becoming a loco caretaker for the J27 or Q6, or in helping to implement the administrative side of the Group's affairs, please contact me or Chris Lawson. We look forward to hearing from you!

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# LOCOMOTIVE REPORT by Neal Woods (J27), Andy Lowes (Q6), Paul Hutchinson (K1) and Fred Ramshaw (J72)

**J27 NO. 65894**

At the time of writing, the J27's boiler at LNWR Crewe is very nearly complete. The final works include completion of a new smokebox, the chimney refurbishment and trial fitting of the ashpan. LNWR have now welded up the front tubeplate fixing holes which were very worn and inconsistent across the lower flange plate. These holes are used to attach the tubeplate to the cylinder block. A 'holes' team of Neal Wood, Nigel Hall and Dave Pennock have surveyed the cylinder block fitting and the measurements sent to Crewe for the new holes to be drilled in the tubeplate. This will hopefully enable a good fit when the boiler is presented to the new cylinder block.

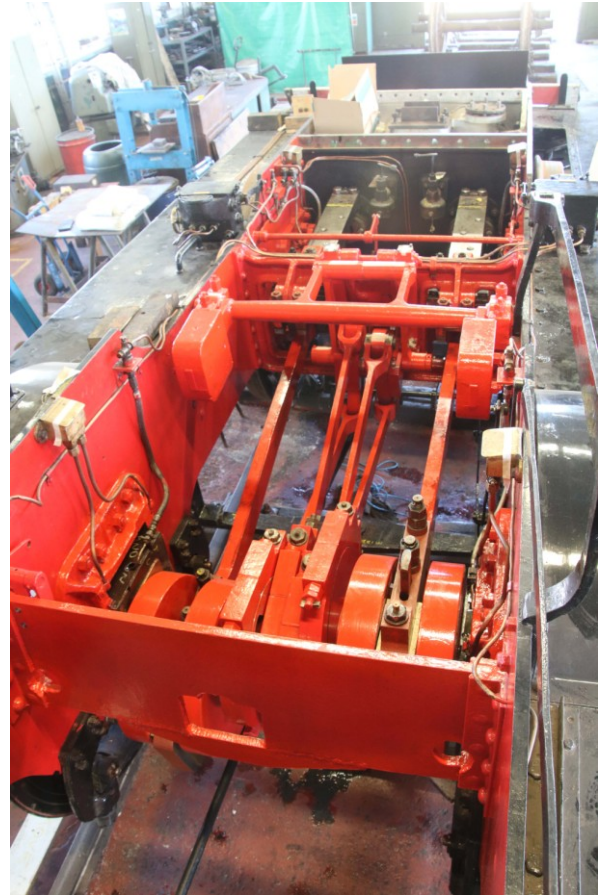


*The boiler lift on 17<sup>th</sup> May for trial fitting of the ashpan (Dave Pennock)*

A volunteer team to manage the boiler lift at Hopetown is in the hands of Nigel Hall and he is working with the DRPS to supply the shunting moves needed. Subject to a number of factors falling into place which could otherwise delay the process, it is hoped the boiler will be returning to Hopetown towards the end of June.



*The view inside Hopetown on 25<sup>th</sup> May showing the J327 tender, frames and cab (Dave Pennock)*



*Above, the new smokebox door ring, and right, a view of the completed motion of the J27 (both Dave Pennock)*

## **Q6 NO. 63395**

Work on the Q6 continues with the loco wheelsets now removed for inspection of and remounting of axleboxes where necessary and replacement of the axlebox oiler pads. Upon removal of the wheelsets the extent of tyre wear became apparent (it is very difficult to detect tread wear with the wheel sets in place) and in view of the fact that the wheelsets are on their last turning a decision has been made to replace the tyres (already in stock at the South Devon Railway). The wheelsets were delivered to the South Devon Railway at the end of May and since then the old tyres have been removed and the wheelsets are, at the time of writing, being prepared to receive the new tyres. We expect the wheelsets, complete with new tyres at the end of July.

On the boiler front the NYMR have been instructed to progress with order and refitting the new flues (although they will not be fitted until we receive confirmation from our boiler insurance company that they do not require any additional work to be undertaken) and for the re-ending of the super heater elements which have been deemed suitable for further service.

In addition to all of this our dedicated band of volunteers lead by Andy Lowes are making steady progress with the piston valves, back head fittings, improvements to the axlebox lubrication pipe work etc. Andy has also recently carried out a full inspection of the loco brake pins and bushes.

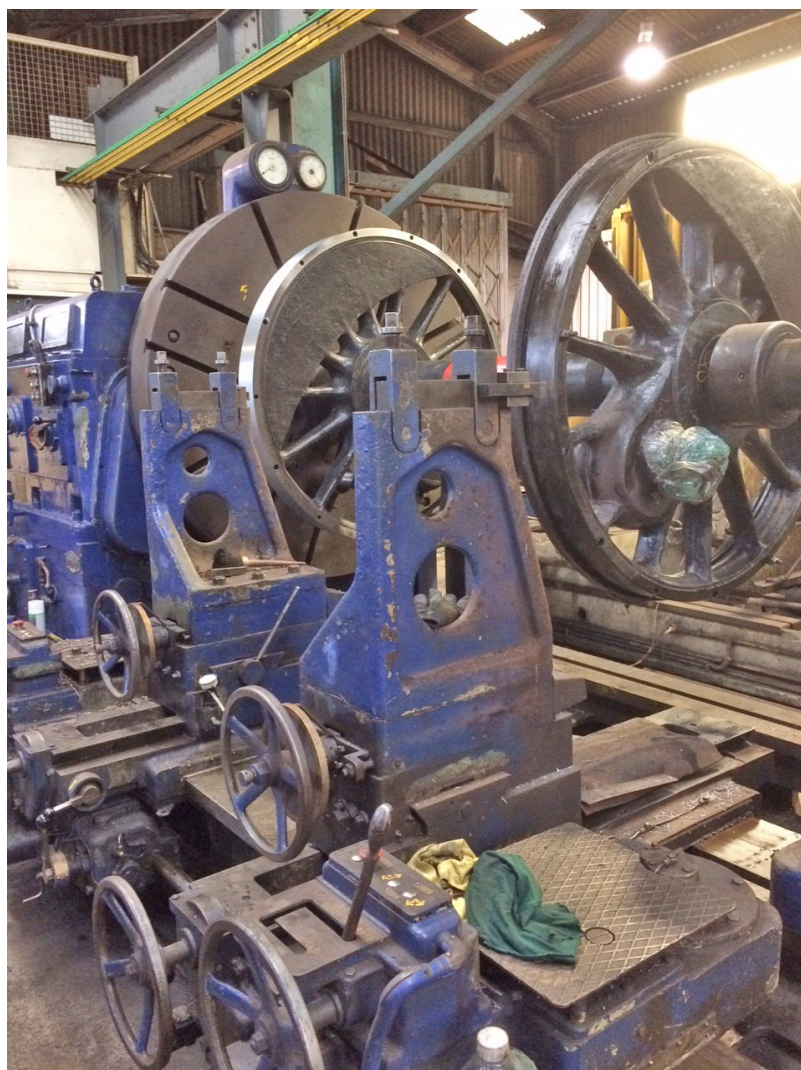
Whilst it is difficult to say for sure, it is still hoped that the loco will see some service later this year, although with the summer now upon us and our volunteers understandably looking to do other things, we may have to employ more contract labour than we had originally hoped.

This will be my last winter maintenance report, and I leave the project at a turning point where the loco is stripped and some items refurbished ready for re-assembly. It just leaves me to thank everyone who has been involved with the Q6 winter maintenance in whatever capacity whether a

one off or most weeks: we appreciate your efforts and I hope you enjoyed the experience. Hopefully we will start to see the fruits of your labour before too long



*Lowering out the leading wheelset on the Grosmont wheel drop on 9<sup>th</sup> May (John Hunt)*



*The first of the Q6 wheelsets, with old tyres removed, in the wheel lathe at Buckfastleigh on 7<sup>th</sup> June (South Devon Railway engineering - Rob Le Chevaliers)*

## K1 NO. 62005

Winter work on the K1 is now complete and the operating season has begun. The full list of work completed over winter is as follows:

- 1) Leading coupled and trailing coupled wheelsets removed for axlebox examination.
- 2) Left Leading axlebox remetalled
- 3) Lining plate copper rivets replaced to both trailing boxes.
- 4) 3 horn stay bolts replaced to left trailing horn stay
- 5) Piston and valve exam – Right hand piston rings replaced, 3 valve rings replaced
- 6) Valve crossheads re-metalled and re-aligned
- 7) Crossheads shimmed to take up wear
- 8) Left hand crosshead cotter replaced
- 9) Left intermediate side rod bush re-metalled
- 10) Right leading side rod bush and thrust ring replaced
- 11) Steam sands valve overhauled
- 12) Right hand back sands steam coil re-ended (this involved removing the sand box)
- 13) Fall plate replaced
- 14) Cab floor partially replaced
- 15) 9 roof stay nuts replaced
- 16) Concrete arch replaced
- 17) Top rails for smoke box primary screen replaced
- 18) All blower pipe brackets replaced
- 19) Bottom gauge frame plugs replaced
- 20) All gauge frame/glass nuts replaced
- 21) Vacuum lock diaphragm replaced
- 22) RH piston packing coil spring replaced
- 23) Annual checks and maintenance to safety valves
- 24) Annual checks and maintenance to cylinder relief valves
- 25) Annual checks and maintenance to cylinder drain cocks
- 26) Annual checks and maintenance to cab gauges
- 27) Annual checks and maintenance to back head valves and atomiser isolation valve
- 28) Steam heat globe valve refurbished
- 29) Right hand injector steam valve spindle replaced
- 30) Whistle stand and valve replaced
- 31) Whistle mounting studs replaced
- 32) Regulator small valve replaced
- 33) Partial replacement of left hand firebox outer wrapper (following last year's failure and temporary repair)
- 34) Mud hole doors refurbished where required
- 35) Main draw bar and pins replaced
- 36) Left driving forward sand pipe re-ended
- 37) All forward sand pipes repainted
- 38) Tender tank patched
- 39) Partial repaint of boiler cladding
- 40) Interior of tender lockers painted

Following completion of most of the above mentioned work the loco undertook a successful test run from Carnforth to Hellifield and back on the 16<sup>th</sup> April. The remaining work (which included the replacement of the fall plate and the boiler cladding painting work) was undertaken before the loco left Carnforth to carry out the Great Britain 10 work. As reported elsewhere this was entirely satisfactory and the loco is now back at Fort William where it has, at the time of writing completed its first two weeks on the Jacobite. The only defect of note to date is a split to a welded joint in the

ashpan. This has been temporarily repaired: a more comprehensive repair will be undertaken at the loco's first washout (week commencing 3<sup>rd</sup> July).

Many thanks are due to all who took part in the K1's winter maintenance – so far at least, the hard work seems to have paid off.



*62005 tops the climb from Beasdale at Borrodale on 19<sup>th</sup> May (Richard Stevens)*

### **J72 No. 69023**

Thursday 4<sup>th</sup> May dawned bright and clear and before eight o' clock several NELPG volunteers were in Hopetown preparing to move the J72 out of the shed in readiness for its first steaming following completion of winter maintenance.

It had been an intensive period of time since January during which the locomotive had undergone much refurbishment and examination, the elusive knock was diagnosed and repaired (as subsequent running has proved).

The insurance cold exam came and preparations then began for the in steam exam. The loco was pulled out of the shed and after checks the fire was lit by elder statesman, Derek Shorten and *Joem* was slowly warmed through during which mud hole doors and various joints were nipped up. The pressure gauge was reading 20psi when the fire was dropped, as time was against us, so 69023 was pushed back into the shed.

Four days later, Glyn Coxhil, the boiler inspector made a special journey from Lancashire to witness the official steam test. Another early start, the fire lit and as steam pressure slowly rose, more checks were made, and safety valves set, while we waited for the inspector. After the obligatory brew, the inspector began his examination, after which he was satisfied that *Joem* was ready for another season on the Wensleydale Railway.



*Fred Ramshaw and Malcolm Simpson watch the J72's safety valves lift at Hopetown on 4<sup>th</sup> May (Nigel Hall)*

We had intended doing some running in on the demonstration track behind Hopetown but because of the non availability of the DRPS shunter this was in jeopardy. However, we used the power of steam to push the shunter into the headshunt to let us out onto the running line, allowing most of the volunteers a chance to drive *Joem*.



*With driver Terry Newman, and Fred Ramshaw supervising, the points are set to allow the J72 to do some running on the demonstration track the same day (Nigel Hall)*



The J72 moved to the Wensleydale Railway on 12<sup>th</sup> May and a light engine test run was planned for the following Thursday; this duly took place and some minor faults were found and rectified. The following day was given over to driver experience running from Bedale to Finghall Lane station. Saturday was the first day of revenue earning service, which passed off without incident.

As an aside, I had recently had my house painted and during a tea break the painter and I were talking. The talk inevitably came round to railways and the painter said that during his apprenticeship he had painted a small green engine for a Mr. Ron Ainsworth at Keighley; he thought it was called *Joem*. When he saw a photograph of the locomotive he was totally taken aback. Certainly is a small world!



*The J72 catches a rare shaft of sunlight near Newton le Willows on 20<sup>th</sup> May (Tom Noble)*

Finally a huge thank you to all those NELPG volunteers who have helped with the maintenance of the J72 over the past four months. There has been an inordinate amount of cleaning, painting and fetching and carrying, all necessary to complete the job, thank you.

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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, please contact **Fred Ramshaw on 01325 377306**.

Finally, there are working parties on the Q6 at Grosmont; if you are interested, please contact **Chris Lawson on 01904 655003** or **Paul Hutchinson on 07964 988551** (NB If ringing Paul on a weekday please do so after 18.00), respectively.

## NELPG JUNIOR VOLUNTEERS REPORT by Bryan Orange (NELPG Junior Volunteer Coordinator)

Over the winter period our JVs have been very busy supporting the current work on the Q6 and three of the JVs managed a visit “over the border” to a very wet Carnforth in January to spend a day with Paul on the K1. Trouble with Carnforth was that it was like putting a gang of kids in a toy shop with all of the fresh loco cabbing opportunities!! That resulted in a site search party being organised to discover their whereabouts and bring them back safely to the K1!

Again, three boys worked in Hopetown for one day during February half term week, doing good work putting up the J27 centre brake table and hangers, as well as some work on the J72.

We have welcomed two new faces to the JVs. Tom Readman who will be 13 in October and lives at Guisborough and Aaron Jackson (13) from Hartlepool. They have both started workshop training at the MPD and have settled in very quickly with the remaining JVs.



*Clockwise from top left: new starter Aaron Jackson pictured after he assisted cleaning 44806 on 20<sup>th</sup> May; Jim Dye assisting with Aaron's work in the Grosmont workshop, with Chris Parrish in the background; Henry Pritchard turning on of the threaded rods required for the tool makers clamp; Ed Murray on the MPD lathe (all Dylan Bonnett)*

At the other end of the age range, Rob Sowden has now ceased his Workshop Training at the MPD as he has hit 16 some months ago. Rob is most welcome on working parties but is now serving duty cleaner turns at Grosmont with a view to becoming a Moors fireman. Similarly, Tom Noble (Ginga Tom!) has also hit 16 and will be starting training as a fireman on the J72 over the weekend of 27<sup>th</sup>/28<sup>th</sup> May with Terry Newman and Rob Williamson on the Wensleydale Railway. Ginga's

progress is somewhat alarming as it doesn't seem like yesterday when he was an average height 13 year old. Now I get a crick in my neck when I look up to him at his 6 foot 2 inches!!

All of the JVs have again been undertaking quality locomotive mechanical work, as well as the necessary cleaning that's always required from all of our working members. Thanks are extended to all NELPG adults, but particularly Paul Hutchinson, Fred Ramshaw, Terry Newman and Andy Lowes for supporting our future investment in the Juniors. Our Juniors really are a great set of young adults and I'm very proud for them for the progress they have made and continue to make in the locomotive areas.

Chris Parrish and attendant adults (Heather Parrish, Jim Dye, Martin Ashburner, William Parrish and I) have continued to advance the youngsters workshop skills to the point where Dylan and Ethan have finished the manufacture of a tool maker's clamp and Finn is virtually finished. The other youngsters are not far behind with the exception of the two beginners. Once more, huge thanks to these people who give up their time to assist our Juniors!

### **CRB CHECKS**

I have expanded the numbers of Junior Volunteer Supervisors to meet the Child Protection needs of the work being undertaken at Grosmont MPD by our JVs. Chris Lawson, Chris Parrish, Andy Lowes and Joan Lowes have all been through the CRB process as well as myself. This gives us the necessary support at both the MPD and Deviation Shed when we have separate groups of Juniors working.

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## **MEMBERSHIP SECRETARY'S REPORT by Colin Smith**

New members welcomed to the Group since the last newsletter are:-

Mr. A. Halton from Leeds,  
Mr. B. Limb from Normanton,  
Mr. G. Russell from Edinburgh,  
Mr. G. Tattersall from Huddersfield,  
Mr. S, Mr. T. and Mr. T. Wood from Northallerton.

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## **PATRON AND FUNDRAISING REPORT by Dave Pennock**

### **Patron Events**

The Patron's 'Hands on Signalling' day at the NRM in York in May proved to be as enjoyable as the previous Junior Volunteer session in February. Somehow, the 1913 L&Y layout and its absolute block belling out of trains engages everyone so much so that, again, there was a reluctance to sign off at the end of the day. Thanks are due to Phil Graham of the NRM and his team of helpers for making it possible. A useful £60 was donated on the day to the Signalling School to support their future projects.

Beyond the arranged Hitachi Assembly Plant visit on 7<sup>th</sup> June, for which we have a full attendance, no specific future events are planned in 2017. We do however await completion of the J27 to enable a suitable launch event to be arranged. Hopefully in the August NEWS we will be in a position to update the plans for the J27.

### **Patron Fund supports the J27**

The Group's 2017 AGM approved an increase in the sum needed to complete the J27 overhaul by £125,000. To support this cash injection a transfer of £25,000 from the Patron Account has now been completed by the Treasurer leaving a balance of £47,930 at the end of May.

The ability of the Patron Members to support the J27's completion is very gratifying, in that the regular contributions have built a useful fund from which the Committee has been able to draw. Please keep supporting the Patron Fund, as it does make a real difference to keeping our engines in steam. Increases to existing subscriptions are of course welcome, or you can convert your ordinary membership to Patron Member status from only £5 per month.

Patron membership is inclusive of the ordinary membership subscription. Should you wish to make the change, please contact Dave Pennock by email [davepen@talktalk.net](mailto:davepen@talktalk.net) or telephone 01423 868138.

### **Legacies update**

During March the Group was notified of the wishes of the late Colin Manuel by his executors. We were deeply touched to hear Colin had, in his will, gifted 50% of his residual estate to NELPG. Details of the sum involved are still awaited, and, with such matters, it may be some time before these are notified.

It serves as a reminder though, that legacy giving can be a way of supporting NELPG and of saying thank you to the Group, both for what it has achieved as well as making provision for its future needs. Nick Stringer is our Legacies Officer, and 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 Nick. Also, if you have already made provision for NELPG in your will, then it would be good to have the opportunity of thanking you in your lifetime, so do please let him know. Again, all conversations will be treated in strict confidence. His contact details are telephone 01423 340331, mobile 07973 215251, or email [nickstringer701@btinternet.com](mailto:nickstringer701@btinternet.com).

### **All Members Event - Steam Farming Weekend**

Member Mick Hammond has kindly invited all NELPG members to the annual steam weekend on his Nottinghamshire farm on Saturday and Sunday 7<sup>th</sup> & 8<sup>th</sup> October 2017. The event is thoroughly recommended by Martin Lloyd and he notes it represents a very pleasant reminder of farming yesteryear, and steam with no PTS, medicals or HiViz.

Mick has his own steam ploughing engine and invites another to put on a show with the pair ploughing or cultivating. There are usually several other vintage and unusual tractors working the land in various ways. Tea or coffee is provided in the morning and afternoon as well as a buffet lunch. Advance notification will be necessary and the booking details will be published in the August NEWS.

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## THE K1 AND GREAT BRITAIN 10 – THE LOCO CARETAKER’S VIEW by Paul Hutchinson

At 04:30 on 29<sup>th</sup> April the K1 left Carnforth for Thornton Junction in the company of a West Coast class 37 and our support coach. With the winter maintenance completed, it was time for the K1 to go to work.

Whilst this sounds straight forward enough, winter had been a hard slog and even the prep day for the move north threw in an unexpected broken spring (right leading coupled) so while 04:30 is a time that rarely exists for me, it was a relief to be on the move. I must confess, however, to being a little apprehensive about how the loco would perform over the five days that were to follow, given that we were essentially coming out of winter maintenance into a five day, near 1,000 mile marathon, with the Great Britain 10 (or GBX). As it turns out my apprehension was very much misplaced, the loco performed pretty much faultlessly and any defects that did arise were dealt with at the time or during the following day’s prep.

The support crew for the full five days were, Emma Mountain, Angie Buxton, Rowland (Rolly) Bingham, Mark O’Brien, Duncan Richardson and me. We would be working long hours but with 6 of us, including three passed out as RO’s, we would be able to spread the work and all do our share of travelling in the NELPG car which was to shadow the loco and coach as far as Perth on the second day and then from Perth on the 4th day to Fort William the day after.

The run up to Thornton was fairly routine, the highlight for those with the loco, being the run over the Forth Bridge. Duncan and Angie had taken the car as far as our one and only water stop for the day at Carstairs, where Rolly treated us all to his excellent sausage and bacon buns. Angie and I took the car from there on to Thornton collecting a few provisions on the way.



*Top, Angie Buxton and Emma Mountain, and bottom l. to r. Duncan Richardson, Mark O’Brien, John Graham, Rowland Bingham and Paul Hutchinson after arrival at Fort William (Ian Riley)*

Arrival at Thornton was slightly ahead of time and we had plenty of time to service and clean the loco ahead of the following day's scheduled 10.30 departure. By the time it was ready to leave the engine was spotless but this would be the last chance we would have to get it so clean until we got to Fort William. The servicing was carried out at John Cameron's depot within the remains of Thornton yard. We were made to feel very welcome there and thanks must go to Mr Cameron, Fraser Birrell (who set it up) and to Marilyn and Ian Leven who met us there, showed us around and generally made us feel at home. We ate out in Thornton that evening - I think it is fair to say that Thornton, an ex-mining and railway town, has seen better times, but following our very early start that morning we were just looking for a bite to eat and a quick drink, and that is what we got.

Sunday 30<sup>th</sup> April's operations started with a short run to Perth in the company of the class 37 again. We overtook the GBX on the way, hauled by Ian Riley's black 5 45212 (deputising for A4 60009 *Union of South Africa*). After arrival at Perth and taking water we would lose the Class 37 and join the black 5 to double head the train (with black 5 leading) on to Inverness. Perth itself has a lovely station, largely unspoilt by modernisation, so our loco's and vintage rolling stock fitted right in – wonderful. Mark and Emma had brought the car from Thornton to Perth and having parked up we were able to leave it there until we returned two days later. Our CME, John Graham also joined us at Perth and stayed with us until we got to Fort William.

Now on leaving Perth, the real work for the K1 would begin and much of the winter maintenance work would be properly tested for the first time. The line from Perth to Inverness is rarely level and includes two long climbs the first and most notable being up to Druimuachdar (the highest point on the national network at 1,484 ft). It is fair to say that both locos performed very well, with some excellent climbing and fast running (well, for the K1 at least) on the level and downhill sections. We stopped for water at Kingussie. On looking round the engine all was well and I was relieved! From there after a few levelish miles we faced another long climb from Aviemore to Slochd (at a mere 1,315ft) before the long drop into Inverness - as far as I know this was the furthest north the K1 had ever been and it was a good feeling to get it there.



*After their run from Perth, 45212 and 62005 rest at the buffer stops at Inverness (John Hunt)*



*With a clear exhaust, 62005 effortlessly surmounts the 1 in 50 climb out of Garve to Corriemuillie summit (John Hunt)*



*The K1 crosses Loch Achanalt between Garve and Achnasheen (John Hunt)*

We had quite a wait before we were released from the station and we knew that servicing the engine and ourselves would not be as straightforward as it had been at Thornton. Rolly, however, did us proud again with one of his superb beef stews – or did he call it a casserole? – anyhow it was excellent. Looking after the engine was a little more complicated and time consuming but we managed. Any thoughts of sampling the delights of Inverness were, however, put to one side as we worked late into the night. Whilst servicing the engine had been time consuming, it had been relatively straight forward. Getting the support crew clean did however prove to be a little more problematic as the showers (in the Scotrail depot) were over a quarter of a mile from the loco via quite a convoluted route. Some of the support crew never found them yet. I the last one to go and was very fortunate as, while I was trying to figure where the Scot Rail depot was, I was invited to use the Network Rail facilities a mere 50 yards from the loco (we had previously been advised that these were not available for our use).

The next day's preparation was completed well in time for our booked departure from the yard. This day was to be the highlight of the whole trip for me. I have wanted to get the K1 to Kyle of Lochalsh for a long time and had been looking forward to the day ever since we were invited to take part in the GBX. I was not disappointed – what a great piece of railway through some wild and spectacular countryside. The K1 again performed faultlessly with some excellent climbs in both directions. The only defect noted upon our return to Inverness was an unusual one. The left trailing tender under keep tray lubrication flap had disappeared. I can only think that this was removed by some of the undergrowth that grows very close to the line to Kyle. This was temporarily replaced with a timber plug and I have since borrowed a replacement off our V2 tender frames at Grosmont.

Owing to the nature of the line (in particular the steep gradients, some of which are at 1 in 50) the K1's load was limited to 7 vehicles. This meant we had to leave the support coach in Inverness for the day. We were, however, allowed to use a compartment in the train's brake vehicle and were provided with tea and coffee from time to time (but not always when we needed them) and with lunch on the outward journey. The chippy at Kyle provided us with more sustenance before we headed back for Inverness. Whilst our arrival back at Inverness was more or less on time at 22.00 we had another wait before we could detach the loco and turn on the triangle within the station limits, in readiness for the following day's journey south. Turning the engine took some time too, so it was almost midnight by the time we got the engine back to its stabling point on the depot. Whilst it was late, the engine was inspected and serviced (again straight forward but time consuming) before we got cleaned up and went to bed.

The next morning was another relatively late start. It would be a long day for the K1 and the support crew however as the engine would stay with the train all day, being booked to leave Inverness at 11.35 and arrive at Bo'ness junction exchange sidings, via Perth and Glasgow Central, at 21.00.

The climb out of Inverness is severe; a mile of level/gentle grades followed by 20 miles of pretty much unbroken climbing with long sections at 1 in 60. It is fair to say that this was a good test for the K1. Full regulator and lots off cut off for just about the whole climb. The loco performed brilliantly although I think the fireman (none other than our esteemed Chairman) would have preferred a more sedate approach. I was lucky enough to be the owner's rep for that part of the journey and from where I stood it appeared that the K1 was doing most of the work – an excellent performance.

Once over the summit at Slochd we made the long descent to Aviemore for our first water stop of the day. For those that do not know, Aviemore was Richard Campbell's spiritual home. He had planned to "retire" there and before he sadly passed away had despatched most of his machine tools and equipment to the Stathspey Railway. As we passed the workshops, I was able to give Richard's spirit a long hello on the K1's whistle – something he would appreciate, I am sure.





*The K1 skirts Loch Gowan on the climb from Achnasheen to Luib summit, at 646' the highest point on the Kyle line (Phil Waterfield)*



*Journey's end at Kyle of Lochalsh with the mountains of Skye in the distance. In the foreground is the Inter Caledonia, a Norwegian fish carrier registered in Fosnavaag (John Hunt)*



*45212 and 62005 have just crossed the impressive Culloden viaduct and begin to dig into the climb to Slochd (John Cooper Smith)*



*The same combination further south, this time just after passing through Dalwhinnie and climbing to Druimuachdar summit (Bob Green)*



*62005 after arrival in platform 1 at Glasgow Central (John Hunt)*



*The K1 awaits departure from Glasgow Queen Street, a station much changed from steam and even diesel days, with the onset of electrification, track renewal and platform improvements. Only the 1½ miles of 1 in 41 to Cowlairs remains the same! (John Hunt)*



*The K1 works out of the Horseshoe curve between Upper Tyndrum and Bridge of Orchy  
(John Cooper Smith)*



*With the class 47 on the rear, miraculously removed, the K1 in glorious surroundings at Achallader  
on the long climb from Bridge of Orchy to Gorton (Richard Bell)*

I was able to check round the K1 while we took water and found all was well following out earlier thrash out of Inverness – the loco had passed its test!

The rest of the run to Perth was relatively uneventful; suffice to say that both loco's continued to perform well. At Perth the black 5 was detached and would start its journey back to Fort William to resume its Jacobite duties and, after taking water, the K1 took the train on to Glasgow Central (with a class 47 on the rear). I believe that this is the first time our K1 has worked into Glasgow Central.

Angie and I picked the car back up at Perth and drove straight to Bo'ness. We had a few hours to kill before the K1 and the stock arrived (at approx 22:00 into Bo'ness station) so we got a bite to eat and went to check on the arrangements for the K1's arrival and servicing. In the meantime, in the support coach, Rolly prepared and served up another culinary delight for the rest of the support crew.

By the time the K1 had arrived at Bo'ness, had been detached from the train, coaled and serviced and the support crew had got cleaned up it was nearly time to start preparing the loco to go (the departure time from Bo'ness station was 04:30). As I had been off duty the longest, I did the prep, Duncan got up shortly after me to make a very welcome cup of tea and then helped me with the prep. Duncan had agreed to take car to Craighendran, our first water stop of the day and it was planned for the rest of the support crew were to stay in bed for a while. Well that was the plan, but after we set off for Bo'ness junction (with class 47 leading) it became apparent that all was not well with the support coach. We therefore had to return to the station, detach the coach, grab sufficient tools, provisions, clothes, food and whatever else we could think of, load them onto the rail tour stock, reattach the K1 to the train and leave the support coach behind. So much for the support crew's sleep in, plus we had a broken coach to somehow sort out and get up to Fort William in time for the start of the K1's Jacobite season. Sorting that out would, however, have to wait for a while (we did however arrange for the SRPS to carry out the necessary repairs and the coach went up to Fort William with an SPRS rail tour the following Saturday).

The problems with the support coach delayed us sufficiently to lose our path away from Bo'ness Junction, but amazingly, on a very busy stretch of railway, at very nearly its daily peak, we got out onto the mainline very quickly and arrived at Glasgow Queen Street only an hour late. Unfortunately we did have to wait to get away from Queen Street, leaving a hour and a half late, but still very good (and lucky) in the circumstances. Unfortunately, there had been a couple of fairly significant fires on the Mallaig line over the previous few days and in view of the increasing fire risk it was decided that the Class 47 which had brought us in to Queen Street and was to remain on the back of the train to bring it back from Fort William, would do most of the work on the various climbs on the run to Fort William. Therefore, unlike the day before, the K1 had quite a leisurely and uneventful trip. Water was taken at Craighendran, where Mark and Emma took over the company car from Duncan and at Crianlarich, where Angie and I took over the car from Mark and Emma. Angie and I arrived in Fort William well ahead of the train and were able to go to the depot, drop the watering gear out of the car and check out the depot ahead of the K1's arrival. In the meantime the train had made up nearly three quarters of an hour of the hour and a half late start. On arrival at the station we needed to get the engine away (and turned in preparation for its Jacobite work) as well as all of the gear we had loaded onto the train. We managed this, but there was not a lot of room to spare.

After turning the engine, we examined it and put it to bed for the last time. With that done, as I walked past the engine to go and get cleaned up, it suddenly dawned on me what a wonderful thing we had been a part of. I for one had been just too busy to appreciate it while it was happening but our little engine had run almost 1,000 miles in 5 days with no significant problems and had performed brilliantly. In doing that it had given the support crew, loco crews, passengers, train stewards and anyone else fortunate enough to be involved, or even just watch it go by, a great deal of pleasure and satisfaction. For someone who takes his role as K1 caretaker very seriously, this was all rather nice and makes the long winter slog totally worthwhile.

As we had no coach to sleep in we stayed in B&B that night (we were fortunate to all get into the same place which was close to the station). We did, however manage a pint or two and a decent meal before we went to bed. A very pleasant end to a brilliant few days.

I would just finish by saying a huge thank you to the support crew for the week and to anyone involved in the maintenance and upkeep of the K1. Unashamedly my greatest thanks goes to those who plod across the Pennines (or come from further afield) week in week out over the winter. Well done – you should feel very proud – I know I do.

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## **2017 AGM REPORT: 21<sup>st</sup> APRIL 2017**

In the presence of 46 members, at 7.30pm, the Chairman, John Hunt, opened the 2017 AGM at the RA Club, Brinkburn Road, Darlington. A total of 65 apologies for absence had been received, including 40 proxy votes (one each held by Terry Newman and Paul Hutchinson, three by the Secretary and the remainder by the Chairman).

After welcoming members to the meeting, the Chairman reported the deaths of a number of members since the last AGM. Those present stood for a minutes silence in memory of the 9 members who had died since the last AGM.

The minutes of the 2016 AGM, which had erroneously been shown in the AGM Supplement as signed by the Chairman on 14 March 2017, were unanimously accepted as a correct record without amendment and signed by the Chairman.

The Chairman thanked John Hall for all his efforts in preparing the Trustees/Directors Annual Report for 2016, which was adopted unanimously without discussion, as were the Financial Statements and Accounts.

The motion to approve the transfer of an additional £125,000 to the J27 overhaul fund to complete the overhaul was approved unanimously. A question was asked about the percentage this additional sum represented of the likely total overhaul cost. To 31 December 2016, the cost had been £345K and the final cost was likely to be of the order of £425K. The additional transfer sum thus represented approx. 28%. The increase in costs was largely a consequence of the boiler being found to be in worse condition than first expected and the loss of specialist skills in our volunteer workforce, meaning that more was having to be paid for work to be done. It was impossible to say whether this level of expenditure could be expected for future major overhauls, but this level investment in the J27 should mean that it would be good for the next 10 years. It remained the case though that, in time, it may prove impossible to operationally maintain all four locomotives and plinthing may become necessary. This was why an overhaul and operational strategy was being developed, taking account of the availability of physical and financial resources and how they may be secured, to try to avoid such an eventuality. The second motion, to authorise the Committee to pursue the winding up of NELPG Enterprises was also approved unanimously, only attracting a comment from the floor that, when concluded, it should reduce the size of the Annual Report by about half!

The re-appointment of John Hunt and Chris Lawson as Directors was endorsed unanimously as was the re-appointment of Ribchesters as Independent examiner of Accounts. In doing so however, the

Chairman made an impassioned appeal for members to consider appointment to the Committee. None of the existing members was getting any younger, and we needed an infusion of fresh blood and ideas to take the Group forward into its next 50 years. If anyone was interested, then there was an open invitation to attend a Committee meeting to see what was involved, an opportunity being taken by one of our younger members at the May meeting.

Under Any Other Business an explanation was sought for the long delay in getting the Q6 back in traffic, from the optimistic report in the previous issue of the NEWS. Paul Hutchinson explained the time consuming process that had been followed to get insurance company agreement to the work required to get a boiler ticket until 2024. This required an inspection after the flue tubes and elements had been removed, which had been achieved very quickly by volunteers, but had then suffered significant delays in the inspector's availability. That had now been done, the new flue tubes ordered, the elements would be re-used, and fitting would be carried out by the NYMR boilersmith on contract. There remained work on the axleboxes and we were awaiting access to the wheel drops – that should be achieved shortly. It was confirmed that the written documentation to support all these decisions on the boiler work were being pursued urgently, but an assurance given that the flue tubes would not be fitted until all the paperwork was in place.

In response to questions about the future of the K1, Paul Hutchinson reported that having done five years, his intention was to take the boiler out next winter and do the necessary work to give a potential for the locomotive to work on the main line until 2025, and on heritage railways until 2028. The boiler work would be done on contract at Carnforth. The bottom end appeared good for another seven years, after which it would come back to Hopetown – so not this next winter. The K1 tender tank was fairly rotten, so with the V2 tender frames at Grosmont, Paul was thinking of bringing them back to Hopetown for refurbishment and having a new tender tank built – but a thought only at the moment.

A question was asked about the working arrangements for the J27 once the overhaul was successfully completed. Paul Hutchinson said that there were a number of options – working on the NYMR in the shoulders of the season and then being available for hire in the season peak, working the teak train on the NYMR as a vintage train on limited occasions with premium fares, make it available for hire full time, or working on the Wensleydale Railway as a replacement for the J72 when it comes out of traffic in August 2018. The J27 could also be run in on the Wensleydale Railway. This would have the benefit of being close at hand, would be manned by our own crews, and be suitable for us, but had the disadvantage of poor facilities. No approach had been made by either party however.

Other questions related to the possible changes in the Q6 hire agreement with the NYMR – likely to move to one where the NYMR did running maintenance during the operating season and the Group met the costs; the fitting of a drop grate to the Q6 – would need careful organisation and volunteers to do the work, but a hopper ashpan would be needed which was thought very difficult if not impossible to design and fit, and there were also issues over possible damage by distortion to the ashpan: the answer continued to be the application of traditional engineman skills in managing the fire and its disposal; and the equivalence of hire fees – these varied, dependent on the locomotive and the circumstances of the hire, so daily steaming fees for the K1 and J72 whilst the Q6 (and ultimately the J27) were on a mileage rate.

The meeting closed at 8.25pm.

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

### *Election of Secretary*

As reported elsewhere in this issue of the NEWS, the Committee decided, at its meeting following the AGM, to elect me as Secretary for a further year. In accepting this appointment however, I made clear that as a result of changed family circumstances and other commitments, I would not be able to devote as much time to the Group's work as I had in the past, and that I would miss at least the next three Committee meetings, and possibly others later in the year. To ease the burden, John Hall has agreed to act as Minutes Secretary for future meetings, and I will continue to do my best to fulfil my responsibilities on behalf of the Group. However, please accept my apologies in advance if actions are delayed, and replies to letters, emails and other queries take longer to deal with than I would otherwise like.

At the same time, can I emphasise the appeal made by the Chairman in his editorial for volunteers to come forward and help with the management of the Group. Working volunteers on the locomotives are clearly crucial to the success of the Group, but equally important are those volunteers who may have no engineering skills or experience, but who beaver away in the background on the many administrative tasks essential to keep the Group operating successfully and meet its charitable aims. Sadly, a number of us on the Committee are now beginning to suffer from advancing years, and we would welcome an influx of new blood and ideas to take the Group forward into its next 50 years. No special skills are required, just some common sense and a bit of time (although if you have some legal, accounting or administrative experience so much the better). If you think you might be able to help, why not give me a ring to talk it through, or, better still, come along to a Committee meeting to see what happens for yourself (second Monday of the month, 7.30 start at Middlesbrough Municipal Golf Club).

### *Hopetown – Red Wheel Plaque*



*The dignitaries (see below) pose for the camera outside Hopetown (Maurice Burns)*

As previously advised, on 7<sup>th</sup> April, Sir William McAlpine, President of the Transport Trust, unveiled a Red Wheel Plaque at Hopetown Carriage Works, in the presence of Mrs Sue Snowdon,



the Lord Lieutenant of County Durham, Mr Alasdair MacConachie OBE, DL, the Vice Lord Lieutenant of County Durham, Councillors Mr Brian and Mrs Doris Jones BEM, the Mayor and Mayoress of Darlington, Ada Burns, the Chief Executive of Darlington Borough Council, along with other invited guests. A number of NELPG members were also present. The Red Wheel Plaque Scheme, run by the Transport Trust, identifies significant buildings in railway history, and in the case of Hopetown, recognises its importance as the site of the original Stockton and Darlington Railway Carriage Works, opened in 1853.

After completion of the formalities, the guests were given a tour of our part of the building by Fred Ramshaw and myself, and viewed progress with the overhaul of the J27, and the winter maintenance work on the J72. They also signed the visitors' book, and dropped some money in the NELPG donation box before moving into the A1 Trust part of the building where David Elliott brought them up to date with the construction of the P2. Tea and biscuits were served in the works before everyone departed.

Some valuable publicity was gained for the Group, as well as providing an opportunity to bring our activities to the attention of some key players in the Region who had not previously been aware of our existence. A successful afternoon therefore, and my thanks go in particular to Fred Ramshaw for helping show our visitors round, Maurice Burns for acting as official photographer, and Nigel Hall and Colin Bowman for their considerable work in tidying up the workshop and mowing the grass before the event.

### ***Darlington site development***

After a two year gap, the Railway Heritage Group met on 12<sup>th</sup> April for an update from officers of Darlington Council. It was reported that since the last meeting, the Council had had to deal with budget cuts and austerity, the new combined authority for Tees Valley had been created, and there had been a change in strategic direction, with the importance of heritage (and railway heritage in particular), culture and arts being emphasised. In recognition of this, the Council had invested in the refurbishment of Hopetown Carriage Works, repairs to the Goods Shed, and work had just started on North Road Station train shed roof over the running line.

The Tees Valley Strategic Economic Plan now had a cultural strand in which railway heritage had an important role, and the previous Hopetown Heritage Campus work had now been incorporated into the wider visitor economy strategy. Separately, Darlington, Stockton and Co Durham Councils had established a partnership to work together on funding and planning for the 2025 S&D 200 celebrations. An environmental audit had been carried out, and funding agreed for a 12 month post to develop ideas for the 2025 celebrations – although it was made clear that these were most unlikely to include a 1975 style locomotive cavalcade.

For Darlington itself, a visitor economy strategy was being developed with three emerging priorities – railway heritage, theatre, and a possible 2025 City of Culture bid. Public consultation was, at the time of the meeting, about to close, and the final proposal would be put to the Council for adoption in July. In the meantime, the Skerne Bridge walkway was due to be opened in May, a Red Wheel plaque application had been made to the Transport Trust for the whole of the Bishop line, and the possible running of steam on the Bishop line was being explored with Arriva and Network Rail – with Virgin Trains reportedly also wanting to be involved with railway heritage. There still remains however, a need to develop economically viable activity at North Road to guarantee the Museum's future: there was a clear warning that it could not rely totally on Council funding, which was only guaranteed for 2 years.

So, in some respects, no real progress, with many of the familiar concerns being raised by those organisations represented round the table. However, there were one or two issues identified which we should perhaps be following up to make sure that our interest and potential role is fully

recognised. The meeting closed though with an appeal that it not be another two years before we reconvene, and that our potential contribution to the current debates be both respected and recognised. We will see!

### ***Darlington North Road Railway Museum***

Sarah Goldsborough, the Acting Museum manager, has asked me to remind everyone that NELPG members can claim free entry to the Museum on production of a current NELPG membership card.



### ***Alan Grange photographs***

Member Alan Grange, originally from Hartlepool, but now living in California, has been going through some old photographs taken on 21<sup>st</sup> August 1988 during his week on the K1 Support crew at Fort William. Unfortunately, he did not record the names of the individuals concerned and the passage of time has dimmed the memory. He has asked if anyone can help to identify the individuals in these photographs. Maurice Burns was clearly part of the team that week, as was Dave Martin (Alan is the person in the black cap with the water hose), but neither Maurice nor John Hunt have been able to help. So, if anyone can put a name to these characters, or even recognise yourself, please let me know so I can pass the information on to Alan.

### ***50<sup>th</sup> Anniversary book sales***

As a result of the review of the book in the latest Moors Line, occasional orders are still being received. All the 63 copies of the limited edition that the Group acquired, additional to the subscribers' copies, have been sold, but I am aware that there are just two final copies available. If you have missed out but would still like to purchase one of these, please get in touch with me to confirm availability and reserve a copy (£34 inc P&P). In addition, the Group has sold 77 copies of the soft cover version, and I still have copies of this in stock at £20 inc P&P. Sales of the book thus far have raised over £1,800 for Group funds. Many thanks to all those who have purchased copies, and to those responsible for putting the book together.

### ***Locomotive blogs***

If you want to keep up to date with the latest news on the locomotives, then the locomotive blogs on the website are the place to go. Go to loco histories, click on the particular locomotive and then on 'blog' which will appear immediately below, and you will find the twice weekly progress reports on the Q6 winter maintenance for example.

### ***J27 model***

Members will recall that for the 50<sup>th</sup> anniversary year, we managed to find Nick Downing's original model of the J27 – the companion to that for the Q6 which was on display at the Crossing Club in Grosmont. The J27 model was eventually discovered in the basement store at Head of Steam Railway Museum, Darlington and was not in the best of condition. In spite of this, it was displayed at a number of 50<sup>th</sup> anniversary events, but now needs some attention to restore it to its former glory. I am therefore looking for a keen modeller who would be prepared to take on the restoration task. Most of the parts that have broken off have been kept and are in the tender – it should therefore be cheaper and less time consuming than for the real thing! If you are interested in taking this on, then please contact me at the usual address – my wife looks forward to me hearing from you.

### ***NYMR News***

#### ***50<sup>th</sup> Anniversary***

This year is the 50<sup>th</sup> Anniversary of the formation of what is now the NYMR, that inaugural meeting being held in Tom Salmon's house up the hill out of Ruswarp, on 3<sup>rd</sup> June 1967. Little could those present have imagined how their desire to re-open the railway between Grosmont and Pickering would have resulted in the Railway we know today. A number of events are planned to mark the anniversary, the first being the visit by *Royal Scot* at the end of March. Coming up are:

- Chase the train – 17<sup>th</sup> June. Up to 800 runners will take the Rail Trail from Grosmont to Goathland and then back along the edge of the moors to try and get back before the 14.00 special train from Grosmont to Goathland returns.
- Golden Age of Steam – 26<sup>th</sup> June. Special excursions using the B1 and the LNERCA Gresley coaching stock to recreate the Golden Age of steam travel. Departs Pickering for Grosmont return at 10.00 and 13.00.
- 60's FEST 22<sup>nd</sup>/23<sup>rd</sup> July. 60s music, vintage vehicles, country show and more involving all the stations on the railway.

### ***Steam Motive Power update***

**44806** – the new tender is nearing completion with the handbrake and tunnel fitted and the water gauge fitting underway. The tender from 45428 continues to be used and the engine remains in traffic. being used.

**61264** – the B1 attended the GCR 'Goods Galore' event on May 6th & 7th returning on Tuesday 9th May. It continues in regular use.

**80136** – joined the B1 at the GCR 'Goods Galore' event, but is now back on the NYMR and in regular use.

**76069** – continues in regular use.

Steam engines under overhaul with their likely completion dates:

**825** – boiler work being undertaken at private site in Scarborough. Chassis being overhauled and tender being repainted in Deviation Shed, but likely to move into the MPD repair shed shortly. Estimated completion remains mid 2018.

**926** - the boiler work continues. All tubes are now in place and preparation to expand the ends is underway. Awaiting delivery of replacement stays for the initial order which was not up to quality standard. Space created in the boiler shop by fitting the tubes has now been taken up by the superheater elements which require cleaning and hydraulically testing so that they can be fitted once the boiler is back in the frames. Now estimated to be available for traffic in July.

**34101** – boiler at South Devon Engineering for new firebox construction. Expected back at NYMR in July. Estimated to be completed in early 2018. On the priority list for completion.

**45428** – the overhaul continues apace, and a return to traffic by late summer remains the target.

**80135** – has now dropped down the priority list and completion will be some way off. Current priorities remain as follows: 926, 45428, 63395, 34101, 75029, 825 and 80135.

**D2207** – has been moved out of Deviation Shed into the diesel overhaul area in the MPD. The replacement engine (from a fishing boat) has now arrived and is being rebuilt with parts from the original engine. When completed, will be used as the Pickering Carriage and Wagon Department shunter.

### *C&W*

**Pullman Car 79** The shell has returned to C&W from New Bridge where the roof was grit blasted to determine the remedial work needed. Expected back in traffic Spring 2018 and remedial works are likely to be put out to tender.

**E327 Garnet** (Pullman First Parlour) shell has been grit-blasted at Llangollen and awaits inspection by NYMR to agree remedial work needed. When it returns from Llangollen it should only need painting before going back into service. A supplier of the new free standing seats is being sought. Expected back in traffic Spring 2018.

### *NYMR Head of Traction and Rolling Stock*

Eddie Knorn tendered his resignation from this role on 18<sup>th</sup> May. The resignation will take immediate effect to enable the Railway to review the current T&RS situation including the formulation of a new strategy for the management of the department. In the meantime, Chris Price will be undertaking the administrative duties of the Head of T&RS whilst Phil Crawshaw will continue to ensure all legislative requirements are met.

### ***Overhaul of A4 No 60007 Sir Nigel Gresley***

Work proceeds apace at York under Darrin Crone's leadership, with reassembly now underway, along with significant areas now repainted.

The bogie has been stripped, inspected, cleaned and repainted up to the gloss coat. The accommodation bogie supporting the front of the frames has been removed and replaced by screw jacks to enable the bogie stretcher to be examined. The splashers have been refitted and the footplating sections riveted, inspection and assessment of the loco draw gear is under way, and the combined brake and spring bracket repaired at Flavells, although final fitting required some remedial work. The reassembly of the air pump revealed markings on the clutch of 2510 and 15, both numbers carried by A4 60015 *Quicksilver*, whilst taking the paint off the trailing brake shaft revealed marking of 4901. There was an A4 numbered 4901 and named *Capercaillie*, which became BR 60005 *Sir Charles Newton*, so it seems No 7 is a true representative of the A4 class. The dragbox is being refurbished, the oil pots for lubricating the coupled wheel horns have been fitted and the oil pipes cleaned and fitted, the overhaul of boiler fittings and valves has continued with the steam heat valve requiring replacement. The mechanical lubricator has been returned from overhaul and fitted, work has begun on the Cartazzi, the coupled wheel springs have gone to contractors for refurbishment, reinstalling pipe work between the frames continues, and the Junior Volunteers have refitted the brake hangers and beams to the locomotive and started to descale under the tender front dragbox. The tender has now been shunted back next to the locomotive.

On the boiler, work at Llangollen has seen the stays removed from the back corners of the firebox and will be replaced as a precautionary measure due to age and being in a known stressed area. The leading sling stays that support the firebox crown have also been removed to enable the new tubeplate to be fitted. That is now complete and is ready for inspection at LNWR Crewe. The main

body of roof stays are in good condition and it may be possible to retain these. In addition, the left hand side out wrapper sheet has been finally fitted in place and the plate on the right side has now been offered up and tack welded in position.

At South Devon Railway Engineering (where the Q6 wheel sets have now gone for retyring), the A4 wheelset retyring has now been completed. As the refurbishment of the wheelsets has been relatively straight forward and has not incurred any substantial unexpected expense it has been decided to replace the driving crankpins on the crank axle. The overhaul remains on target for completion by July 2018.

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## **NOTES OF VOLUNTEERS' & MEMBERS' OPEN MEETING HELD IN DARLINGTON RA CLUB WEDNESDAY 22<sup>nd</sup> MARCH**

22 members present.

Terry Newman – Chair

Dave Whitfield - Sec.

Chris Lawson – Board Representative

Terry Newman opened the meeting and Dave Whitfield gave a brief outline of the comments received prior to the meeting

One concerned the livery and naming of the K1 at Fort William and Charters. (Question 1 had already been answered by Dave).

*"1. Is there any chance the K1 could be returned to its original green colour scheme. If yes, maybe an appeal for the full cost of the paint and other materials/costs could be made to members. It would certainly be a very popular choice and could help bring in valuable new members and income from Tour Operators and charter hirers.*

*2. Are there any plans for the K1 nameplate "Lord of the Isles" to be returned to loco for The Jacobite trains?*

*3. Again, any plans for NELPG Loco's to be used to run members charters on the NYMR (out of season) as per the 50th Anniversary event (very successful) and this time charge £75-£100 per member per day with a limit of 30 attendees raising some new income".*

- a second email gave advice about volunteer recruitment

*"As you may (or may not) know we organised an HRA Seminar on "Volunteer Recruitment, Training and Retention" last Autumn. The challenges facing NELPG are common across the movement. The papers are freely available from the HRA website at: <http://www.hra.uk.com/docs/volunteer-seminar-08-november-16-crewe.pdf>*

*The presentation titles are hyperlinks to the individual papers (except for the Dinosaurs presentation where the speaker gave us no notes!). I think the work Bryan Orange is doing with young volunteers is important but needs backing in other areas. I know we think that "everyone is welcome" but is that quite how the world sees us? I am currently tasked with arranging follow up actions on the various seminar topics –bright ideas very welcome!"*

The proceedings of the last meeting on 21<sup>st</sup> September were then outlined. Everyone had seen these plus the answers by the Board to the questions posed which was well received and much

appreciated. Chris Lawson explained that this document had not been considered by the Board as a separate item but most of the points had been addressed subsequently as items in their own right.

A brief discussion ensued about Health and Safety issues. It was agreed that the Group's Policy should be made clearer as well as the arrangements for putting this into practice (as required by law). Also it should be made clear who the Group's H&S Officer actually was and the relevant appointments should appear in a Family Tree. That way, members will know who to contact in the case of problems.

There had been developments with the revised Articles of Association but regrettably not in a positive manner. Several issues had emerged e.g. the copy of the Articles on the Website was not the same as the one deposited with Companies House, none of the amendments made since 1991 had been notified to Companies House too. The Board were working hard to resolve all the issues but it was a case of too much work for too few people.

If there was any legal advice available within the membership then it would be a big help – please contact Chris L. direct.

The Board were also looking at the difficult problem of recruiting Responsible Officers (ROs). There was a thought that we needed to move away from the traditional concept of a RO. - for instance does a RO at Hopetown need the same skills as a RO at Fort William?

The Skills Matrix was still being actively pursued. It was thought that a Members' Survey would be of more value in that we had little knowledge of exactly what was available within the membership and our age profile etc. Dave Whitfield offered to get involved if the Board decided on this course of action.

Strategies were discussed both Long Term and Operational – Chris L. agreed that the Group didn't have one at present but it was “in the system”.

Communications – it was agreed that we could do better and it was accepted that this type of meeting would help to improve things. The Loco Blog exists on the Website but not many people knew of its existence and was difficult to find.

There was a need for a Family Tree – who does what? This should appear in the NELPG NEWS and Website with “vacancies” indicated.

Succession Planning was also discussed and accepted as a major issue. It was evident that a great deal of questions remained to be answered. If members had any ideas they should contact Chris L.

Discussion centered on volunteering – what are we good at? Should we have a Volunteers' Day as at the NYMR? We need to sell ourselves to people who do not know us. We can't rely on people responding to emails or calls for help in NELPG NEWS. Perhaps the Group should consider a Press and Publicity Officer. Could Mike Amos help? Colin Smith (Membership Sec.) explained that as little as 20% of new members ticked the box on the application form indicating that they would be interested in volunteering. Bryan Orange contacted these members personally about what they could offer in the way of volunteering. Chris L. informed the Group that more volunteers were required for the Open Days at Hopetown.

The Website was considered to be good but more emphasis needed to be put on recent news. It was noted that the Board Minutes had not been updated since last September. Chris L. promised to attend to this and said difficulties were encountered with “confidential” items which resulted in extra work. It was explained that all local Councils had similar issues and they simply rendered items blank

which were considered sensitive. Nobody wanted to involve the Sec. in any extra work and this procedure seemed a reasonable course of action.

Also the Board Minutes had not appeared in NELPG NEWS for some time, pressure of space being cited as the reason. However it was pointed out that Archive Corner, NYMR News, 60007 news, A1 Trust regularly appeared in the NELPG NEWS. Whilst these reports were interesting, it was considered that the Board Minutes were more important to members and if there were pressures on space some of the peripheral news items like this could be omitted to enable the Minutes to appear regularly in NELPG NEWS.

Discussion then centered on Portable Appliance Testing (PAT). Bryan Orange said that there had been a delay in PAT due to the meter being broken. This had been repaired and testing was expected to begin shortly. This was done on a voluntary basis and there was a big problem with equipment moving around between worksites. A better system was needed to ensure all items were identified and tested.

There was a feeling that members should be more involved with formulating Group Policy. At present there is no mechanism for members to be consulted prior to important decisions being taken by the Board and perhaps VAMOS could be used in this way.

The meeting closed at 21.30. No date was set for the next meeting but with the AGM and summer “recess” coming along, it would probably be September again.

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## **ARCHIVE CORNER by Chris Lawson**

### **Contributions**

Another quiet period with the main contribution being a large box of assorted slides, negatives, press cuttings, tickets and other transport related material from Dave Whitfield, including much which he collected from Richard Campbell. Unfortunately, my time available for archive work has been severely limited of late, and it will be some time before I will be able to catalogue this collection. I have not been able to do much archiving in the NRM recently, so my apologies to those who have provided material in the past and have heard no more subsequently. Your contributions are important to the Group’s archive, and are now securely held for the future, but cataloguing them all will take a little time.

In the meantime, Rob Tibbits has sent me an extract from the April 1966 issue of the RCTS ‘Railway Observer’ which records a rare visitor to Chester on 3<sup>rd</sup> February 1966. Class K1 No 62005 worked to Chester General that day on an afternoon Manchester to Rhyl parcels train. Later it worked the 16.25 Birkenhead – Paddington forward from Chester to Shrewsbury. On 5<sup>th</sup> February it was again noted at Chester at the head of a train of conflat waiting to leave for Manchester. This rare excursion into foreign territory (although no doubt to the pleasure of the Chairman!) must have been one of its last turns out of York before it was transferred to North Blyth in early 1966. Another piece of the K1’s history for which I am indebted to Rob.

Please remember, if you have any 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)**

This issue recorded the sad news of the death of Major Bryce Greenfield at the age of 59. He was one of the instigators of the move to preserve examples of the surviving locomotives of the North Eastern Railway and was the first Chairman of the Group during the period up to 1971 when we secured both the J27 and Q6.

**Locomotives** – the new ashpan for the **K1**, manufactured and donated to the Group by AML Ltd of Marske, arrived at Grosmont in early May. With a large volunteer team it was fitted over the next few weeks (not without a little difficulty). Because of a steam power shortage on the NYMR, although some other jobs were then still outstanding, a steam test was arranged for 19 June and, following much burning of midnight oil beforehand and a successful light engine run to Goathland on the day, the locomotive was pressed into immediate service, working the ‘North Yorkshireman’ to Pickering and the evening train to Goathland. Even so, there remained a number of repairs to be completed before the BR exam in mid-July. Motive power shortages also meant that the **T2** had been pressed into regular services, covering 850 miles so far that year, more than it had done in the whole of the previous period of the Group’s ownership. Only routine maintenance had been required to keep it in service. At the AGM on 20<sup>th</sup> May, members agreed to the proposed three year loan of the **P3** to the NRM at York. It had been hoped that the locomotive would have been able to run on the NYMR over the summer before it moved to York in September, but, on the Queen’s Silver Jubilee Bank Holiday Sunday it blew a tube and had to be withdrawn. No further operation was possible, and the planned P3 Week in mid July was to be turned into a repainting session in the capable hands of Len Clarke to prepare the locomotive for display at York. ICI had agreed to donate all the paint required, amounting to some 100 litres. The problem with the leaking tubes on **4767** had considerably eased, but the persistent refusal of one injector to work, in spite of the efforts of all concerned, meant that the T2 had to substitute on the Silver Jubilee special working on 13<sup>th</sup> June. Further thought was reported as being given to the problem!

**News from the Line** – No 5 had recently passed its hydraulic test, an important step on its return to service, re-assembly of No 1247 continued but still awaited re-wheeling, No 29 continued to give good service but ‘as usual’ was plagued with relatively minor problems, No 31 had suffered a recurring hot box problem and No 20 was on the point of entering limited service; passenger figures for Easter 1977 were below those for the equivalent period in 1976, but subsequently have risen steadily, necessitating running of a four coach set; two more coaches had arrived bringing the total to 11 BR Mk 1 coaches; the Autumn Enthusiast’s Day was announced for 15<sup>th</sup>/16<sup>th</sup> October (*I know, a two day ‘Day’!*).

**Other contents** – a report was given of the previous month’s AGM along with the Treasurer’s Report and Accounts (which were not available for the previous issue of News); there was an article by David Chasey recounting how he joined NELPG; the Sales team reported they would be at the Castle Howard Traction Engine Rally at the beginning of August and details of a Newcastle – Whitby railtour with the K1 on 4 September, in conjunction with Metro Radio, were announced.

**And finally...** the first tape cassette, giving 66 minutes of on train and lineside recordings of the Group’s four engines at work was now available from the Sales team, priced at £2.45.

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## **LETTERS**



Dear John,

The "foreign" tender shown attached to 'Q6' No. 63377 at Tyne Dock in NELPG NEWS No. 298 was Darlington built No. 8742. This hybrid tender was attached to sister engine 63400 in October 1957 when it was involved in a collision and the rear panel was damaged beyond repair. North Road Works re-used the frames and wheels, combined with the tanks and self-trimming coal space from a tender rebuilt with straight sides in 1948. The tender remained with 63400 until September 1958 and then ran with 63377 until February, 1965 - helping to provide a seven year 'window' in dating Martin Lloyd's photo. It was then attached to 63384 until November of the same year and 63389 for another month. It was finally coupled to 63345, with which it was withdrawn in June, 1966.

Tender 8742 had also seen service with a couple of 'D20' 4-4-0's during the early 1950's, thus adding to the variety of classes with which 'Q6's exchanged tenders, which included 'B13', 'B15' 4-6-0's and 'C7' 'Atlantic' 4-4-2's during the 1930's.

Best wishes,

Michael Denholm.

(Information gleaned from Part 6C of Locomotives of the LNER by the Railway Correspondence & Travel Society, 1984).

Dear John,

My musings on the very real achievements of the Group in reaching 50 years since inception, which was published in the April NEWS, was written before the announcement of the Group being awarded the HRA's Large Group Award at Wolverhampton on 11<sup>th</sup> February.

This award is surely the icing on the cake for the achievements of the past 50 years and is so well deserved by a group of only 600 members, with such wide levels of involvement being available.

So, best thanks go to all members who have been involved with the Group for the past 50 years, however large or small their input, and we must never forget the support which has been extended to our members by their families and friends over these years.

NELPG members can be so proud of their successes in being presented with this award. What a wonderful achievement over half a century.

John Richardson,  
NELPG Hon. Treasurer, 1968 to 1978

## **FORTHCOMING NELPG EVENTS**

8<sup>th</sup> September 2017 **LOST PROPERTY** by Robin Coulthard

13<sup>th</sup> October 2017 **OLD GENTLEMAN'S SALOON** by Chris Lawson

10<sup>th</sup> November 2017 **NE WORLD WAR 1** by Rob Langham

8<sup>th</sup> December 2017 **MEMBERS SLIDES**

\* 7.30 pm Darlington Club & Institute (Northgate Club), High Northgate, Darlington.

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## **OTHER EVENTS**

### **June**

17<sup>th</sup> - Hopetown Open Day (10.00 – 4.00)

17<sup>th</sup> - A1 Trust: P2 Roadshow, Newcastle Mining Institute, Neville Hall, Westgate Road, Newcastle upon Tyne (11.00-1pm)

17<sup>th</sup> – NYMR Chase the Train

26<sup>th</sup> – NYMR Golden Age of Steam

### **July**

1<sup>st</sup> - G5 Open day, Hackworth Industrial Park, Shildon

10<sup>th</sup> - NELPG Committee meeting, Middlesbrough Municipal Golf Club, Ladgate Lane (7.30)

15<sup>th</sup> – NELPG Hopetown Open Day (10.00 – 4.00)

22<sup>nd</sup>/23<sup>rd</sup> – NYMR 60's Fest

### **August**

5<sup>th</sup> - G5 Open day, Hackworth Industrial Park, Shildon

14<sup>th</sup> - NELPG Committee meeting, Middlesbrough Municipal Golf Club, Ladgate Lane (7.30)

19<sup>th</sup> – NELPG Hopetown Open Day (10.00 – 4.00)

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## **COVER PICTURES**

Front: Breaking new ground, with Loch Carron as a backdrop, 62005 passes the rare breeds farm near Duncraig between Stromeferry and Plockton en route from Inverness to Kyle of Lochalsh on 1<sup>st</sup> May (John Cooper Smith)

Back (top):- 62005 speeds through the largely unspoilt Gleneagles station en route from Perth to Glasgow on 2<sup>nd</sup> May (Dave Collier)

Back (bottom):- On its first day of 2017 operation, 69023 approaches Leyburn on 20<sup>th</sup> May (Tom Noble)

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**THE COPY DATE FOR THE AUGUST NEWS IS FRIDAY 21<sup>st</sup> JULY 2017**

