

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



**NO.300**

**AUG. 2017**

## EDITORIAL

As we approach the 50<sup>th</sup> anniversary of the end of BR steam in the north east, which occurred on 9<sup>th</sup> September 1967, disappointingly we will not be able to steam the J27 and Q6 together as had been originally hoped. It is not for lack of trying, however, but is indicative of the nature of steam locomotive overhauls that, almost inevitably, they take longer and cost more than planned. An oft asked question is “When will it be ready?” The usual - and pragmatic - response is that it will be ready when it is ready! Whilst the end is in sight for both locomotives, it would be foolish to give rise to false hopes by predicting a date for their return to steam; suffice to say, that all concerned are doing their utmost to get them back into traffic as soon as possible, and that is all you can ask from our hard working volunteers.

Part of the problem that has beset the Group for some time and is only too apparent with the J27, is the lack of locomotive caretakers. Paul Hutchinson has responsibility for the K1 and Fred Ramshaw the J72, but there has been no one who has taken overall control of either the J27 or the Q6. Having said that, Andy Lowes did a tremendous job organising working parties on the Q6 but did so in the full knowledge that he did not want to be a Q6 caretaker. Likewise, Neal Woods played an essential role in the J27 boiler overhaul, and Dave Pennock, Bryan Orange and Chris Lawson have all played their part in progressing the overhaul, as have, of course, the RO's such as Terry Newman, Nigel Hall and Trevor Wilford and the work force at Hopetown, but the project has lacked an overall leader and it shows. As reported elsewhere, Bill Dobson has now assumed the role of Q6 caretaker; any volunteers for the J27?

More than the usual number of inserts with this issue: an appeal for financial help towards the ongoing repairs to the Q6, a ballot form for members to chose the next livery for the Q6 and last, but by no means least, a booking form for the annual NELPG members' dining special. Insofar as the last is concerned, the NYMR has come up with a splendid menu and, as demand is expected to be higher than usual, early booking is strongly recommended.



*50 years ago the sun set on BR steam in the north east. Here, 65894 forges along the Durham coast at Ryhope on the final day of operation, 9<sup>th</sup> September 1967. Some more, evocative images will appear in the October NEWS to mark the anniversary (John Hunt)*

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

**J27 NO. 65894**

Following the completion of the overhaul at Crewe, the boiler was reunited with the frames at Hopetown on 23<sup>rd</sup> June. The engine was then shunted into the Hopetown workshop and coupled up to the tender.



*The J27 boiler is lowered into the frames at Hopetown on 23<sup>rd</sup> June (Nigel Hall)*

However, it was then discovered that there was a problem with the front boiler support, as it was sitting too low, but this is being resolved. Similarly, there was a problem with the fit of the new smokebox but this, too, is being sorted.

In the meantime, the lagging and cladding is being fitted to the backhead area, and boiler fittings are being refitted, though they will not be finally piped up until the boiler is sitting correctly. The ashpan spray is being installed and some new grate sections have been ordered and will be fitted when the spray system is completed.

Quotes have been obtained for the welding of the new main external steam pipe in the smokebox, but this cannot be done until the final measurements are to hand. This pipe runs from the cylinder block to the large opening seen at the top of the tubeplate in the next picture and these measurements can only be confirmed when the boiler is sitting correctly.

The tender brake gear bushes are receiving some remedial attention.



*Two views of the J27 inside Hopetown works on 15<sup>th</sup> July (Michael Denholm)*





*Work continuing on the J27 overhaul at Hopetown on 20<sup>th</sup> July, with Harry Sams working on the boiler (above) and Les Harper and Roy Marshall on the tender (Colin Smith)*



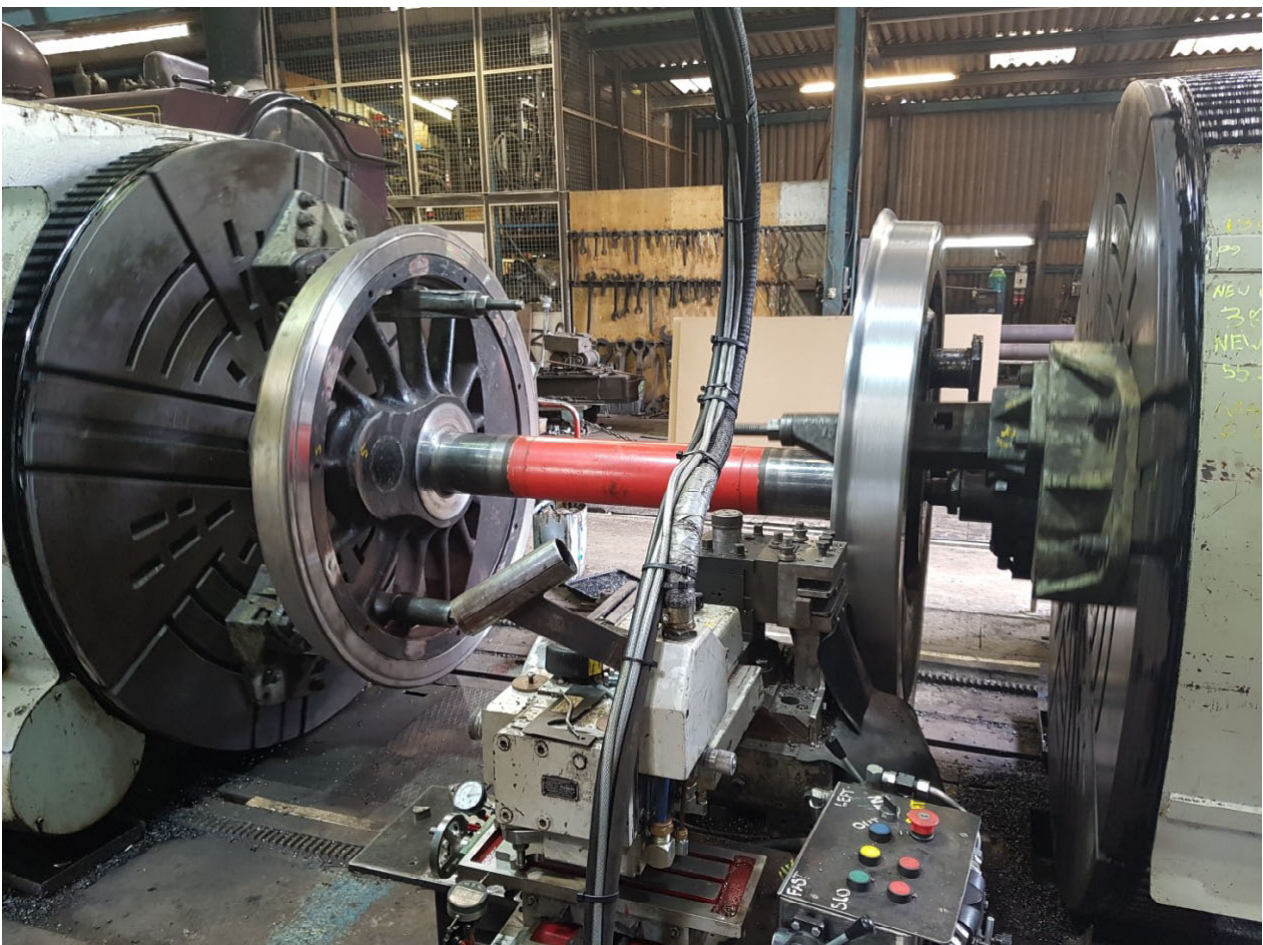
## Q6 NO. 63395

Progress on the Q6 overhaul has been slower than had been hoped. The return of the wheelsets after retiring has been delayed, largely due to additional work on the wheelset journals and boss faces. This work is, however now essentially complete and it is hoped that the wheelsets will be returned to Grosmont on 30<sup>th</sup> August. Once removed from the wheelsets a decision was taken to re-metal all of the loco axleboxes. Now that we have finished sizes for the journals and boss face back to backs, the re-metalling can proceed to completion.

Continuing on the mechanical theme, several hornstay bolt holes will require reaming and the corresponding bolts replacing. The loco brake linkage also needs some work. In addition one of the broad valves rings was found to be broken when the piston valves were removed. A replacement has now been manufactured.

Work on the boiler has also been slower than had been hoped. This work is being done under contract by the NYMR and most of the shed staff have – understandably - been concentrating their efforts in getting *Repton* back into traffic. This has now been achieved so we are hopeful that work on the Q6's boiler can resume in earnest. The top row of flue tube holes in the firebox still need to be tapped, following which the new bottle ends can be ordered. The completed flues should then be delivered within 4 weeks.

Whilst the slow progress has been disappointing the really positive news is that the Q6 now has a caretaker. Bill Dobson has agreed to take on the role which the engine so badly needs. Bill's undoubted mechanical and organisational skills will hopefully lead to an accelerated completion to the overhaul – good luck Bill and many thanks for taking the job on!



*One of the Q6 wheelsets being machined at Buckfastleigh (SDR)*

## **K1 NO. 62005**

The K1 has now covered just over 5,000 miles this year and has, at the time of writing, worked the Jacobite on 47 occasions. The loco has continued to perform most satisfactorily and has received favourable comments from footplate crews. Behind the scenes, however, life has been a little more frenetic with more maintenance being required than in recent years.

The problems encountered range from general wear and tear such as heat induced fractures to the ashpan and corrosion to the ejector exhaust within the smokebox, to unusual faults like the failure of the whistle mounting joint. The most notable problem has however been the increase in spring breakages. For the last few years we have broken 3 springs (engine and tender) per Jacobite season. So far this year, at roughly two thirds of the way through the Jacobite season, we have broken 4 springs in total. Whilst some of the track on the West Highland Extension is not as good as it was, the reason for the increase in spring breakages is not readily apparent. With only four operating weeks to go, the engine will hopefully behave itself until the end of the Jacobite season – but I guess we will see.

Attention is now turning to the coming winter's work. In the firebox there are a number of small stay heads in the fire area which need to be dealt with before the engine operates another full season. Changing the offending stays will require removal of the boiler from the frames. Consideration is currently being given to what other work should be carried out at the same time and a further report on the Committee's intentions in this regard will appear in the next edition of the NEWS.



*62005 about to go onto the inspection pit at Fort William for examination (John Hunt)*

## **J72 No. 69023**

Following its successful insurance steam test *Joem* moved to the Wensleydale Railway where it underwent some test runs. Several minor faults and problems were discovered but were soon remedied and the loco entered revenue earning service the next day with driver experience and then on a service train. There followed several days in service but then the locomotive from steaming really well suddenly struggled to make steam, eventually this was put down to poor coal.

Possibly as a result of the very small coal being drawn into the tubes dampness was noticed on the firebox tube plate. Several tubes were expanded and along with a new batch of coal the 69023 was back to its best.

Several more driver experience days were operated but the loco showed its mettle on service trains when two trips per were timetabled, the second of which were four coaches one of which was the LNWR directors saloon in which high quality afternoon teas were served, unfortunately not to the footplate crews.

Overall the J72 has performed well with any problems soon rectified due to no small measure to the sympathetic handling of the loco by the NELPG crews. Joem is running four days a week until the end of August, days and times can be seen on the Wensleydale Railway web site. Once again grateful thanks must be given to all those volunteers who have helped with the J72 in any way.

The Committee has agreed to the J72 going to the KWVR from 18<sup>th</sup> June to 2<sup>nd</sup> July 2018 as part of the celebrations of the KWVR's 50th Anniversary.



*69023 between Leyburn and Wensley on 8<sup>th</sup> July (John Hunt)*

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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 Hopetown, then Leeming Bar, please contact **Fred Ramshaw on 01325 377306**.

Finally, there are working parties on the Q6 at Grosmont and the K1 at Carnforth; 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.

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

### ***Election of Secretary***

In spite of the appeal in the last issue from both the Chairman and myself for any volunteers to help take on some of the burden of running the Group from the ageing current team, regrettably, no one has been in touch to find out more or come to a Committee meeting to observe what happens. Whilst the current Trustees will soldier on for as long as they feel able, it is worrying for the future of the Group that we seem unable to attract anyone from the younger generation to come and join the ranks of Trustees with a view to taking on the challenge of leading the Group into its next 50 years. Unless we can change that, the long term future of the Group looks bleak. So please do think about whether you might be able to help in any way and get in touch to talk through the possibilities. Succession planning is clearly an important issue and one which the Committee has been wrestling with for years now, but without much success at the moment – any thoughts from any one as to what else we could do tackle this issue?

However, on the positive side, Bill Dobson, who will be known to many from his involvement with initial K1 overhauls and support crew in the early days of the Jacobite, has been attending Committee meetings as an observer for some months. This has resulted in him offering to take on a review of the Locomotive Maintenance Policy which dates from 2007 and to act as Project Manager (as defined in the policy, which can be found on the website). Needless to say, this offer was immediately accepted, and Bill has been discussing possible changes to the engineering organisation with the volunteers at Hopetown, speaking to John Graham as CME about documentation, and considering the re-establishment of the Locomotive Sub Committee and, importantly, has taken on the Q6 caretakership.

### ***NELPG Enterprises***

Following the agreement at the 2017 AGM for the Committee to pursue the winding up of NELPG Enterprises Ltd, the Treasurer has been discussing the necessary actions with Ribchesters. The first of these is for all the Directors of NELPG Enterprises to resign, except for the Chairman and Company Secretary. This will simplify the winding up process and has been completed with notification to Companies House and removal of those concerned from the Register of Directors.

### ***J27 and Q6 models***

As a result of my appeal in the last issue of News for a modeller to take on the restoration of Nick Downing's model of the J27, I am pleased to report that Norman Crockit has volunteered for the task. He now has the model in his care, and I look forward to seeing it returned to its former glory in the not too distant future.

In the meantime, the Q6 model has been returned to the Crossing Club at Grosmont where it is back on display.

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

I have been advised by Silver Link publications that the soft cover version of the 50<sup>th</sup> Anniversary book is now completely sold out. Copies may still be available in W H Smith and railway bookshops, but neither the publishers, nor the Group, has any copies left for sale. A reprint may be possible, but this would require potential orders in excess of 300 before it went ahead, so is not likely for some time, if at all. Meanwhile, half a dozen copies of the hard cover limited edition have been located and are available for purchase. If you would like one, please get in touch via the usual contacts.

### ***Worksplate from Class A2 Sun Chariot***

Bill Dobson has had in his garage for many years an A2 worksplate for 60527 *Sun Chariot*, its original source lost in the mists of time. He decided not so long ago to have a clear out and kindly gave the worksplate to the Group to sell at auction. It was sold at Great Central Auctions at the beginning of June and made £2,600. Because the sale was by NELPG, as we are a charity, the auction house generously waived its commission and we received the full hammer price. The Committee has recorded its thanks to Bill for this magnificent gift which will be put to the locomotive repair fund.

### ***Albert Hawman donation***

A second significant donation has come from George Morton at the Grosmont Bookshop. This was for £275 and represented the sale of railway clothing which had been donated by Albert Hawman (our 104 year old honorary member, who sadly died on 15<sup>th</sup> July – see separate obituary in this issue) to the Group and was sold on our behalf by George at the Bookshop. They have now all been sold and he has taken a small commission for his efforts. The £275 represents the remaining proceeds and is to go to the J27 overhaul fund. I had written to Albert on behalf of the Group to thank him for his generosity, a letter he fortunately received just before he passed away.

### ***Tales from the Jacobite***

First - I received the following note from a senior member and steam driver on another heritage railway – ‘On Wednesday 14<sup>th</sup> June my wife and I travelled on the 10.15 Fort William - Mallaig train behind 62005, John Hunt on the regulator - a good run, arriving on time at 11.22. On the return run we stopped in mid section for 2 minutes. I wouldn't have thought anything of it except that the on train sound system informed us that we had stopped "to allow the footplate crew to empty the smokebox". Now, with 48 years experience on the footplate this didn't sound quite right. So, on arrival at Fort William I went straight to the K1 and called out to John "How long has stopping to empty the smokebox been a euphemism for stopping for a blow up?". This brought laughter from a female member of the crew who said "You know too much". John sounded rather hurt and said at least we got you here on time. Actually we were 5 minutes early! Since then, someone has suggested that, either on that day or thereabouts, a firing shovel found its way into the firebox. Could it have been a rescue attempt? Anyway it was a splendid run.’

Second - when John Hunt and I met Sir Peter Hendy, Chairman of Network Rail during the presentation of the HRA Awards last February, we extended an open invitation to him to visit us and ride on one of our locomotives. Lo and behold, in June we were told he would be in Scotland in July and would like to take the opportunity to travel on the K1 on the Jacobite. Regrettably, his diary commitments meant that this would be a week when the K1 was not rostered, but thanks to the co-operation of West Coast, it was arranged for him to travel on the morning trip with the Black 5. By all accounts he very much enjoyed the day: we will just have to try again and perhaps try to get Sir Peter to the NYMR for a trip on the Q6 (to celebrate its centenary?) or J27 (to mark its return to traffic?).

### ***Wensleydale Railway – Leyburn Station***

A major improvement scheme at Leyburn Station on the Wensleydale Railway, is to go ahead with the help of a £72,050 grant from the local authority. It will see the installation of a viewing platform

and footbridge, along with a signal box with semaphore signalling – both of which have been recovered from other parts of the National network. Richmondshire District Council has awarded the grant from its economic growth fund to the £100,000 Wensleydale Railway scheme – which also includes a water tower and crane to service steam locomotives, and provision of a passing loop. Initial work has already begun on the scheme which should be completed for next year's operating season. With the support of Network Rail, a footbridge has been recovered from Brigg Station in Lincolnshire and will be fully restored, along with a signal box from the Furness Railway.

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

Disappointingly, and to my surprise, no-one has been in touch to identify any of the K1 Support crew in the photographs taken by Alan Grange at Fort William on 21 August 1988 and published in the last issue of News. If, however, anyone has a sudden flash of inspiration, then please do get in touch with me so that I can let Alan know.

### ***New NRM Director***

The National Railway Museum has announced that Paul Kirkman, its Director for the last five years, is to step down. He joined the Museum in 2012 on secondment from the Department for Culture, Media and Sport and has led a range of developments at the museum, notably the successful return to operation of *Flying Scotsman*, arguably the world's most famous steam locomotive. Judith McNicol, currently Director of People and Culture and member of the Science Museum Group senior management team, is to serve as interim Director until a successor is appointed. Andrew Mclean will become Assistant Director and Head Curator, and be responsible for the renovation of the Great Hall.

### ***J21 to steam again***

The Locomotive Conservation and Learning Trust, the owners of J21 No 65033, has been awarded an HLF grant of £954,900, which will also cover the restoration of a 1902 built NER stores van to act as an interpretation vehicle. This is the culmination of a two year development phase, funded by a £38,500 grant from the HLF to properly assess the cost of restoring the locomotive and interpretation vehicle, professionally design a range of exhibits that will appeal to a wide range of the public, and to identify the needs of the public, local schools and organisations, and the volunteers to make the railway at Kirkby Stephen East grow.

It is hoped that the locomotive will return to steam in two years time, 36 years after it last steamed, when it will become the flagship locomotive of the Stainmore Railway Company at Kirkby Stephen East, its current home.

### ***NYMR News***

#### ***Successful HLF bid***

The NYMR has announced that, following two years preparing a bid, it has received Stage 1 approval for a grant of £4.6M towards a £9.2M investment programme aimed at helping underpin the NYMR's future and its resilience. These investments will:

Renew and repair the worn-out iron bridges around Goathland, removing a threat to the NYMR's continued operation (£2.67M)

Provide a *fuss free* access carriage in every train, with ramps, loos and seating so that the needs of all passengers can be accommodated, whatever their mobility (£770k)

Construct a covered shed for up to 40 carriages at Pickering, reducing decay and easing maintenance (£4.16M)

Better serve school groups and families with a dedicated education carriage at Goathland, building on success at Pickering and providing interpretation so visitors get more from their visit to a perfect country station (£330k)

Create a new volunteer hostel at Grosmont, providing decent facilities to encourage new volunteers including families and young people (£450k)

Develop initiatives to recruit new generations of volunteers to the line (£170k)  
Build a railway apprenticeship programme (£470k)  
Place a new emphasis on the care and management of our 18 miles of lineside (£170k).  
(The individual figures are approximate.)

The HLF award depends on two things:

HLF Stage 2 approval must be gained. There is a year in which to flesh out the investment plans before a final grant award can be confirmed. Final approval is hoped for by the end of 2018.

Matching funds of £4.6M must be raised. Generous member bequests give a head start and it is hoped to secure other grants. But to deliver the investment programme there is a need to raise around £2.5M from members, passengers and the public over the next five years, and a 50<sup>th</sup> Anniversary Appeal to achieve that is about to be launched.

### *Founders Day*

As part of the celebrations to mark the 50<sup>th</sup> Anniversary of the inaugural meeting at Goathland which led to the formation of the NYMRPS on 3<sup>rd</sup> June 1967, the Saturday nearest to that day in future will be designated as Founders Day. An appropriate commemorative plaque for Goathland Station has also been commissioned, and will be unveiled, at a date yet to be announced, by Tom Salmon's daughters.

**44806/61264/80136/76069** – apart from boiler washouts and 28 day exams, all four locomotives continue in regular use and are keeping steam services running.

Steam engines under overhaul with their likely completion dates:

**825** – The S15 tender has been moved to the repair shed. It looks a bit odd without paint on the LHS, a consequence of having been on No 8 road next to the wall in Deviation Shed. Estimated completion remains mid 2018.

**926** - The boiler is now back in the frames, the smokebox has been riveted on, the smokebox door has been refurbished, the boiler cladding is back in place and final painting and varnishing is underway. Should be in traffic by the time you read this.

**3672** – Over £100k has been raised towards the overhaul of *Dame Vera Lynn* and work, by a team of volunteers, is taking place regularly at weekends. So far dismantling has been taking place with many fittings removed to secure storage. All flue tubes and the small tubes have now been removed.

**34101** – boiler now expected back at NYMR in August. Still estimated to be completed in early 2018.

**45428** – no change.

**80135** – now expected to be back in traffic in late 2018.

Current priorities remain as follows: 926, 45428, 63395, 34101, 75029, 825 and 80135.

**Pullman Car 79** – inspection of the shell has revealed that the riveted steel roof is severely corroded around the seams with numerous holed areas. Due to the coach's unusual construction, great thought is being given to the method to repair the cantrails, learning from other heritage railway's experiences with K type Pullman cars. Work is continuing on the marquetry, seating and steam heat pipe work. Expected back in traffic Spring 2018.

**E327 Garnet** (Pullman First Parlour) remains at the Llangollen Railway where it is being rebuilt under contract. Work is advancing well and by May the interior had been painted with a micaceous primer and the outside was being painted with a primer following repairs. The end plate bellow surrounds have been repaired ready for refitting. All the aluminium components are being serviced and cleaned including window surrounds, light fittings and internal fixings. A supplier of the new free standing seats is being sought. Expected back in traffic Spring 2018.

**Great Northern Saloon** - major repairs to the saloon end have been completed and it operated its first charter on 12th June.

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

Significant progress with the overhaul continues to be made at the NRM although a lot of work has been in preparing items for despatch to outside contractors for refurbishment, repair or replacement. The final documentation for the new copper tubeplate has been received from Crewe, and it has now been moved to the Llangollen Railway Engineering Works. The stays have been removed from the throat plate and backhead where sections of plate above the foundation ring were found to be grooved and have been removed. The steam supply pipe from the backhead to the internal manifold has also been removed to repair the joint in the backhead pad. This has apparently been a source of problems in the past so the joint will be refurbished. The safety valves have been stripped, inspected, reassembled and returned to store. The rear valve sees little use as the leading valve is set to blow at a lower pressure. As the leading valve does by far the most work it has worn and it is to be replaced. The air pump governor has been reassembled with new seals but will not be fitted to the locomotive yet as it is intended to reposition it to improve its accessibility in traffic. The clackboxes are to be replaced. New castings have been made at South Lincs Foundry and discussions are under way with a specialist contractor who has experience of machining this type of casting and providing pressure testing of the part machined castings. The refurbished pistons have been returned whilst the superheater header has been sent for refurbishment. The bogie centre casting has been returned to York from machining at contractors.

Down in Devon, the re-tired coupled and bogie wheels have been inspected and accepted as completed to the purchase order requirements. Once the final documentation package is provided, transport of the wheelsets back to York can be organised. We had hoped that it might have been possible to share the haulage to bring back the finished Q6 wheelsets at the same time, but delays to their completion, and logistic problems ruled that out.

Back in York, the buffer housings, with secondary buffers and new rubber springs, have been fitted, which allows the front corner streamlining to be attached after being thoroughly descaled internally. As well as the continuous painting, repair and refurbishment of the locomotive frames and their components, work has also been carried out on the tender. Attention initially concentrated on the front, removing corrosion and a solid block of compacted coal dust before moving to remove various archaeological layers from the back corner of the corridor. Some of the epoxy coating put on in the tank at the last overhaul has been removed to enable its flammability to be checked before the burning gear is used on dismantling! The underneath of the front of the tender is crammed with pipework and brake gear and the process of removing this has begun with the 007 Gang of junior volunteers starting the separation of the water valves from the removed pipework. The water feed is taken from a sump and this is in the form of a box which can be removed.

Finally, the axleboxes for the coupled wheelsets and bogie have been delivered to the NYMR's Grosmont MPD where they will be re-metalled and machined. Sean Bowler will be carrying out the casting of the new white metal bearing material on to the axleboxes. The reception at the MPD was reportedly very welcoming, as usual, and no doubt was left that they are very keen to get 60007 back in traffic on the NYMR. While at Grosmont, the boiler mud hole doors that were required at Llangollen for refurbishment, were retrieved and have been cleaned up.

### ***Sale of original NER Offices in London***

'The Times' has reported that the Mansion House in London, built originally as the offices for the North Eastern Railway and designed by the architect Horace Field, is now on the market with a price tag of £36 million. Recently transformed into a nine bedroom home (seven en suite) it now boasts a garden, spa, gym, home cinema and walk in wine room. Any offers from interested NELPG members looking for a pied a terre in London should be directed to the joint agents Savills and Knight Frank!

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*Castle Bolton from 69023 (Tom Noble)*

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

### **Patron Events**

The Patron's visit on 7<sup>th</sup> June, primarily to the Hitachi Plant at Newton Aycliffe, proved to be quite a shed bash. The round of visits started with tea, biscuits and a walk round our own workshops at Hopetown to see the J27 well advanced under its current heavy general overhaul. Nipping through the internal access door to the A1 Locomotive Trust, the scale and sheer might of the new build P2 2-8-2 No 2007 became apparent, and Ian Mathews kindly briefed us on progress to date. Finally, with a walk across to the Darlington North Road Museum, amongst the 1825 era exhibits was, of course, the Q7 63460, a locomotive very familiar to the NELPG.

Then onto the main visit to the Hitachi Assembly Plant, which proved to be memorable in many ways. The expectation, following initial company presentations, was for a modest walk around the production facility to see the new Class 800 Azumas in various stages of construction and to witness Hitachi's state of the art of train building facility. Initial from the floor discussions with the Hitachi team did include the potential for establishing training links and opportunities for prospective young engineers. This is an area that both Andrew Scott and Bryan Orange will be able to consider building links between the NYMR and NELPG respectively with Hitachi.

Our heritage party were very much treated to a VIP briefing and full tour of the current train production lines. Interestingly all their staff are very much recruited to work as team members and have to become fully skilled in all aspects of the assembly process, ranging from fitting windows, carriage insulation, plumbing, wiring and cab fit outs. The plant, a large cavernous hall with multiple assembly lines and an internal traverser, allows for the switching of individual cars as they complete specific production stages. We were allowed to access, internally, the respective cars in all stages of their production, even sitting in a First Class section of the Azuma build for Great Western and enjoying cab access to Class 385 emus destined for ScotRail.

A huge thank you is noted to Bryan Orange for arranging the day, along with the respective players at Hopetown, the A1 locomotive Trust, and Hitachi's Mark Chivers, Ross Nagle and Jordan Hazel.



*Hopetown visit (Dave Pennock)*



*Admiring the P2 with Fred Ramshaw centre and Bryan Orange right (Dave Pennock)*



*Inspecting the new ScotRail Class 385 (Dave Pennock)*



*End of visit in the Hitachi Plant (Dave Pennock)*



## Mick Hammond's Steam and Vintage Farming Weekend - All Members Event

In the June NEWS advance notification was made of member Mick Hammond's Annual Steam and Vintage weekend, inviting all NELPG members to his Nottinghamshire Farm on either Saturday or Sunday 7th or 8th October 2017. The day's events run from around 11.00 to 16.00 with a break for lunch at 13.00.



*Photos by Martin Lloyd*

The gathering is thoroughly recommended by Martin Lloyd and he notes it represents a very pleasant reminder of yesteryear farming, and steam with no PTS, medicals or HiViz. Mick has his own engine and, pairing with another, puts on a show ploughing or cultivating his land. 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 is necessary to allow Mick to cater for the numbers attending. Please contact Mick by email at [mickhammond123@icloud.com](mailto:mickhammond123@icloud.com) or telephone 0115 9206836. Whilst every attempt will be made to run the event, it will be subject to satisfactory weather conditions. If you are planning to go please check with Mick prior to making your journey.



*Above Steam Weekend directions*

The farm location is off the A60 Mansfield Road on the northern approaches to Nottingham. From the North, take the turn off the A1 south of Ranby onto the A614 and follow this road to the A614/A60 roundabout. From the roundabout take the A60 south along Mansfield Road. Take the first left into Arch Hill, proceed up this lane and turn right over the bridge spanning the A60, follow the lane passing fields on one side and the steam event will be evident as you travel along the lane. The address is Wernbank Cottage, Mansfield Road, Redhill, Nottingham NG5 8PE.

### **LNERCA Special train Saturday 7<sup>th</sup> October - Patrons and Working Members Offer**

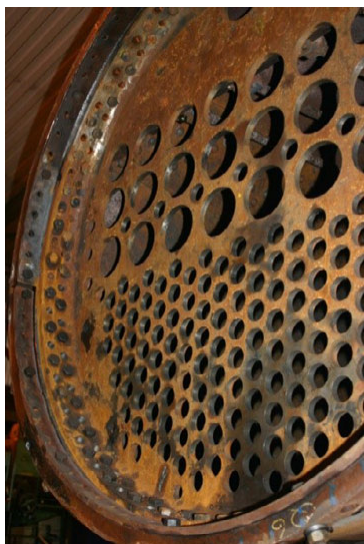
Notwithstanding the recent vandalism to the LNERCA rake during July the LNERCA is to run their teak set on Saturday 7<sup>th</sup> October and have kindly offered a limited number of places to the NELPG. Nick Stringer is endeavouring to find a guest teak buffet car for the occasion as the damaged LNERCA buffet vehicle is unlikely to be available.

Two tickets per Patron or working member holding an ICE card on a first come basis first are available to travel on the train. The planned haulage will be behind B1 61264. The special train will depart Pickering at 1.00pm and arrive Grosmont approximately 2.10pm returning from Grosmont at 3.30pm with an arrival back at Pickering at 4.40pm.

To apply for travel tickets please contact Bryan Orange by either email [bryan.orange@ntlworld.com](mailto:bryan.orange@ntlworld.com) or telephone 0113 259 1672. An optional buffet lunch is offered at £10 per head but lunches must be purchased in advance by sending Bryan a cheque covering your needs. His address is: 21, West End Rise, Horsforth, Leeds. LS18 5JL.

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## **Q6 TUBES AND TYRES APPEAL – WE NEED YOUR HELP** **by Dave Pennock**



*Left: Q6 the new front tubeplate in 2005, flue tube positions top (Dave Pennock)*  
*Right: Profiling of the new tyres at the South Devon Railway in July 2017 (Paul Pridham, SDR)*

Our magnificent Q6 is rapidly approaching its Centenary year and thoughts are being given to how to best celebrate what will have been 49 years of railway service and 51 years in the custody of the NELPG. It is quite salutary that by 2018 we will have owned it longer than its railway service life.

Whilst we are unlikely to receive a telegram from Buckingham Palace, the milestone needs to be recognised enjoyed and reflected upon.

You may recall that the Q6 came out of traffic in January this year as its ten year boiler certificate, set at Grosmont, in 2006 had expired. The good news is that our insurers have agreed the recertification of the boiler to 2024, provided the twenty four large boiler flue tubes are replaced. This work will complement the major firebox repairs completed at Crewe in 2014.

In dismantling the motion and examining its mechanicals over last winter, the need for new tyres due to excessive wear became apparent. Fortunately, the Group has been able to draw on tyres previously purchased and in store at South Devon Railway Engineering at Buckfastleigh in Devon. Work on both the flue tubes and the tyres is well underway and, with full cooperation of the NYMR, the Q6 is a priority locomotive to have back up and running as soon as possible later in 2017. Attention is also being given to fettle the axleboxes at the same time.

This work is putting some strain on our cash reserves, coupled with recent expenditure on the J27 and consideration of future overhauls for the K1 and J72. During 2015 and 2016 the Q6 performed admirably on the NYMR, more than proving its worth when rostered on their Pullman Dining services. The locomotive income less expenditure during 2016 was £45,460, and its deferred maintenance fund as at 31<sup>st</sup> July 2017 stood at £19,170.

Despite these earnings, the Q6 expenditure now being incurred will exceed this deferred maintenance reserve by some £22,000. Hopefully we have turned the corner, but we now need your help in getting the Q6 up and running again.

The expected costs including fitting are **Tubes £25,000, Tyres £12,000 and Axleboxes £4,000**. The Committee is therefore launching a Q6 Tubes & Tyres Appeal and an appeal insert is included with this issue of News. We need your help in sponsoring or part sponsoring a tyre or tube or an axlebox.

### **Sponsorship Opportunities**

The boiler has 24 Flue tubes each 15ft in length. The linear cost of replacing the tubes is around £5 per inch. Please consider sponsoring a few inches, a foot of tube at £60, a half tube at £500 or going the full hog for a full tube for £1,000?

Alternatively, you could part sponsor one of the 8 tyres. Each wheel has 14 spokes. A spoke is approximately £100 with a full tyre at £1,500. Pick a wheel or some spokes ...first come, first served! Then come to the NYMR, and watch your wheel go round!

There are 8 axle box repairs/refurbishment at £500 each. Pick an axle box....come and view your box at work!

The larger sums can be spread out by completing a standing order to suit your pocket.

All sponsorships of £100 or more will be invited to a re-launch of the engine on the NYMR. With your help, we can ensure that the Q6 runs right the way through to 2024.

Thank you!

--ooOoo--

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

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

Mr.L.Perry from Leeds,  
Mr.R.A.Radford from Ipswich,  
Mr.D.Scott from Boat of Garten,  
Mr.C.Wakefield from Stockton and  
Mr J.Williams from Southport.

--ooOoo--

## **NEXT MEETING OF VOLUNTEERS' AND MEMBERS' OPEN SESSIONS**

Following on from the success of the last VAMOS meetings both last year and this, the next meeting will be held on Wednesday 4<sup>th</sup> October at 7pm at Darlington RA Club (Snug Room) on Brinkburn Road.

Please come along and tell us what you think or explore any initiative you wish to pursue etc. Come along anyway even if you just want to catch-up with old friends over a drink.

The intention is that things are kept informal so that all views can be heard and a response given by the Board to previous questions.

If you cannot attend on the night and want anything to be raised contact Dave Whitfield as follows:-

**Email**            [jdwhitfield60532@btinternet.com](mailto:jdwhitfield60532@btinternet.com)  
**Tel.**             01429 261053  
**Write**           14 Milbank Close, Hart Village, Hartlepool TS27 3BT

NELPG faces some hard years ahead and without your input things will become increasingly difficult for the Group. So please come along and help us find the correct way to resolving any obstacles that may lie in our path.

We can always do things better and with potentially four engines in steam, need volunteer help more than ever.

We look forward to seeing everyone again and hearing what you have to say.

--ooOoo--

## **Q6 LIVERY BALLOT**

Following the work done on the boiler at Crewe in 2014, coupled with that now under way at Grosmont as part of this year's winter maintenance programme, we should get a boiler ticket for the Q6 to 2024, subject to satisfactory annual inspections by the insurance company. That in effect

means a full 10 year overhaul has been carried out and triggers a Q6 livery ballot, to be carried out in accordance with the motion passed at the AGM on 12<sup>th</sup> May 1995.

A voting paper is included in this issue of the NEWS. The ballot itself is in two stages. The first is to vote for the railway company in whose livery you would like the Q6 to appear. For this you get only one vote, and any voting papers showing more than one vote will be regarded as spoilt and disregarded.

The second stage is to vote for your preferred livery within each of the three companies. You may vote in each of the three sections (although only once in each), so, if you wish, you can show your livery preference in each of the three railway company boxes, irrespective of the company for which you voted in stage 1. It is also part of the ballot process that if the winning livery fails to get more than 60% of the vote, then the locomotive will spend 5 years in the winning livery and then 5 years in the second placed livery.

After indicating your choices, to complete the form, please fill in your name, address and membership number and return it to the address shown by 30<sup>th</sup> September 2017 (the prescribed 'opening day'), so that counting can take place and the result be announced in the October issue of the NEWS.

The list below details the 10 livery options from which you can choose. In considering your choice, bear in mind that, in preservation, the Q6 has carried three liveries. It was outshopped from Thornaby MPD in June 1970 as 63395 in unlined BR black (option 10) but this was soon changed, in August 1970, to 3395 in unlined LNER black (option 7). In 1975, the locomotive appeared at the S&D 150 celebrations at Shildon as T2 No 2238 in NER black with red lining (option 1), a livery it carried for the next seven years until the locomotive was withdrawn from NYMR service in 1982. The last livery ballot in 2004 resulted in the selection of unlined BR black (option 10), in which livery it currently appears.

If you have any questions or comments, please contact the Secretary.

The Committee makes no recommendation: the choice is yours.

### **Option 1**

NER No 2238 (carried in preservation between 1975 and 1982)

Black with red lining, the tender is lettered NER and the number is on a 24" brass plate mounted on the cabside. Predates construction of the Q6 in 1918.

### **Option 2**

NER No 2238 (1919 – 1923)

Black with red lining, the tender is lettered NE with engine number between the lettering. A 9" brass oval builders and number plate is carried in the middle of the cabside.

### **Option 3**

LNER No 2238 (1923 – 1926)

Black with red lining, the tender is lettered LNER. The engine number is also on the tender underneath the lettering. A 9" oval builders and number plate is carried in the middle of the cabside.

### **Option 4**

LNER No 2238 (1926 – 1928)

Black with red lining, the tender is lettered LNER. The engine number is on the cabside and a 9" oval builders and number plate is carried in the middle of the centre sandbox.

### **Option 5**

LNER No 2238 (1928 – 1942)

Black unlined, the tender is lettered LNER. The engine number is on the cabside and a 9" oval builders and number plate is carried in the middle of the centre sandbox.

### **Option 6**

LNER No 2238 (1942 – 1946: wartime)

Black unlined, the tender is lettered NE. The engine number is on the cabside and a 9” oval builders and number plate is carried in the middle of the centre sandbox.

### **Option 7**

LNER No 3395 (1946 -1948 and carried in preservation between 1970 and 1975)

Black unlined, the tender is lettered LNER. The engine number is on the cabside and a 9” oval builders and number plate is carried in the middle of the centre sandbox.

### **Option 8**

BR No 63395 (1948 – 1951)

Black unlined, the tender is lettered BRITISH RAILWAYS. The engine number is on the cabside and a 9” oval builders and number plate is carried in the middle of the centre sandbox.

### **Option 9**

BR No 63395 (1951 – 1957)

Black unlined, the tender carries the early BR emblem. The engine number is on the cabside and a 9” oval builders and number plate is carried in the middle of the centre sandbox.

### **Option 10**

BR No 63395 (1957 – 1967 and current livery in preservation)

Black unlined, the tender carries the later BR crest. The engine number is on the cabside and a 9” oval builders and number plate is carried in the middle of the centre sandbox.

--ooOoo--

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

The June & July period has been very quiet in terms of Working Parties for the Juniors as there have been none held at Grosmont due to the Q6 waiting the return of its wheel sets from South Devon. Workshop training with Chris Parrish has also been paused.

We have welcomed 1 new face to the JVs since the last News issue - Luke Perry who is 13 and lives at Horsforth, Leeds. Luke delivers my morning newspaper and made the (mistake?!) of telling me in the Newspaper shop of his existing Junior Volunteer work on the Emsay. He was quickly enrolled in the NELPG as a JV! In his first week as a NELPG Junior, Luke has attended the NRM Signalling course on their large model railway layout, spent a day on Sir Nigel's overhaul and had a day out with Joem at the Wensleydale Railway, where Tom Noble has been a trainee fireman on the J72 for a month or so. Fred says that Tom is making good progress. Thanks are extended to Fred and the other J72 drivers who are assisting Tom with his footplate career. Tom has applied to the Emsay to start firing training at that railway. Tom is also starting the footplate ladder at Grosmont for the NYMR. During the last week or so whilst Tom has been on holiday in Whitby he will have served 6 Duty Cleaner turns at Grosmont MPD.

Tom is now the Junior Volunteer member representative on the Heritage Railway Association Training & Education committee. With myself he will be organising a national Young Persons day to be held during April 2018 at the Kirklees narrow gauge railway.

Rob Sowden continues his extensive Grosmont MPD Duty Cleaner work. He has had a number of footplate “ride out” turns on NYMR locos.



*Some of the NELPG lads starred with the “King” of Pop during the Moors 60s weekend! What an honour! To be a little more descriptive, in the photo above and from left to right, Finn Allen (cool saxophone dude!), Ed Murray (PermEd!) and Tom Noble (Dopeman!) dressed up for the 60s occasion and thoroughly enjoyed their experience as no doubt many others did who admired their outfits including the late, great Elvis Presley (2<sup>nd</sup> right!) . Tom started off with a moustache but the adhesive was ruined when he sipped from a beer glass!?!? Oh, and Elvis was very good singing as well! (Bryan Orange)*



*The above photo shows (left to right standing) me, Ed Murray, Ethan Humble and new JV Luke Perry (sitting) wrestling with the Sir Nigel Gresley tender water valve fixing bolts on Saturday 5<sup>th</sup> August 2017. Luke is wearing one set of the overalls which Steve Hyman donated to me for future use by our Juniors. Many thanks to Steve! (Will Harrison)*

The JVs have again been undertaking quality locomotive mechanical work by assisting Darrin Crone and the Sir Nigel Gresley Locomotive Trust at NRM York.

As I mentioned in the last issue of the NEWS, I have been assisting/mentoring 3 of our 15 year old (year 10) NELPG JVs to obtain Work Experience (W.E.) and possible apprenticeship opportunities. An update on this is : -

Ethan Humble from Whitby worked at North Bay Railway Group workshops/narrow gauge railway at Scarborough for his Work Experience during the second week of August. Thanks are extended to Dave Humphries for affording Ethan this opportunity. Dave was very impressed with Ethan's enthusiasm, focus and work rate. Well done Ethan!

Noah Hunter worked for Bob Fussey on diesel maintenance Work Experience at the MPD Grosmont during the first week in August. Noah was "mentioned in dispatches" – Viz a Viz the MPD Facebook page - for his hard work on the Drewry Shunter's engine during his weeks work. Well done Noah!! Thanks are extended to Paul Middleton, Bob Fussey, Nick Simpson and Josh Smith for making Noah feel welcome and supporting his progress.

Tom Noble and I undertook building work within Deviation Shed to improve the building's internal appearance/safety for both NELPG volunteers and the public by completing numerous day to day maintenance tasks during the last two weeks of July.

Future NELPG JV events include a three day stint at Pickering from 21<sup>st</sup> August assisting the LNERCA by painting the external walls of the newly clad large wooden building at the rear of the turntable. Luke, Noah, Tom Noble, Tom Houseman and Ed will all be wielding paint brushes instead of hammers! Let's hope the weather in this soggy summer allows us to do some painting! Most of us will be stopping overnight at the Goathland Volunteer accommodation.

On 26<sup>th</sup> August, 7 of our JVs will be exercising their legs peddling the velocipede currently stored in Deviation Shed and owned by NYMR fitter Phil Naylor up and down the track behind Deviation Shed. I understand that John Midcalf may be assisting us.

We look forwards to a busy Autumn schedule once the Q6 repaired/refurbished components return etc, and start to be fitted to the loco.

--ooOoo--

## **ARCHIVE CORNER by Chris Lawson**

### **Contributions**

This is my 50<sup>th</sup> Archive Corner article, and I hope that at least one or two people find the reminiscences of what the Group was up to 40 years ago of some interest. If nothing else, they do show how much things have changed since those heady pioneering days, when nothing was impossible, even if some of the ways they were achieved would cause raised eyebrows today, to say the least!

The archive, and the now hundreds of items it contains, is a vital part of that story in providing an insight into what lies beneath those brief descriptions in the NEWS, how things were done, and the enormous contribution made by otherwise unsung individuals. And, of course, the archive is a living



thing as the Group continues its activities, and material related to the present is just as important as that from the past. So please keep those contributions coming, and if you have any items, no matter how large or small, related to the Group that you are prepared to contribute to the archive, then please get in touch – telephone 01904 655003, email [chrisjlawson@btinternet.com](mailto:chrisjlawson@btinternet.com), or drop me a line at 67 The Mount, York YO24 1AX. I look forward to hearing from you.

Since the last issue I have received a number of photographs from Neal Woods, Rob le Chevalier from South Devon Engineering and Neil Smedley showing the work being carried out on the Q6 wheelsets, from Maurice Burns of the J72 at work on the Wensleydale Railway at the end of July with the LNWR Saloon providing afternoon teas, from Nigel Hall of the J27 boiler being returned to Hopetown (of which one photo is due to appear in the next issue of Steam Railway), from James Kindred of the Q6 on the NYMR at the end of May 2016, and from John Midcalf of the K1 on the Jacobite this year. Neil Smedley has also provided a copy of the latest magazine of the Wensleydale Railway Association featuring more photographs of the J72 at work, and a copy of the Order of Service for Albert Hawman's funeral has also been secured.

Following on from the letter from Michael Denholm in the last issue of News about unusual tenders seen with Q6s, Alan Grange has sent in some photographs of 63445 at West Hartlepool in May 1966 with an unusual tender which it retained until withdrawal that June. One is shown below. No reference to this in the RCTS Locomotives of the LNER – any comments from the experts?



*63445 at West Hartlepool in May 1966 with unusual tender – Alan Grange*

I have also been approached by Joe Randall from NRM Locomotion at Shildon who is looking for photographs to form a small display at the museum, as part of the Autumn Steam Gala on 16<sup>th</sup>/17<sup>th</sup> September, and to mark the 50<sup>th</sup> anniversary of the end of BR steam in the North East. They would either be laid out for members of the public to view on a table within the museum, or taken on to the cab of something like 4771 to enhance a cab access session for members of the public. The types of photograph he is looking for are related to the end of steam in the North East. Items showing locomotives such as V2s, A3s, Austerity Tanks/J94s, and Standard Class 2s would be ideal, but J27s and Q6s are equally welcome. Photographs related to Shildon or nearby places such as Darlington and Bishop Auckland would also go down well.

The photographs would be copies so that any damage would be inconsequential, and they will not be available for members of the public to take away with them or copy themselves. jpegs are the required format with a short caption. If anyone is able to help can they please contact Joe Randall direct at joe.randall@sciencemuseum.ac.uk. .

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

This issue was illustrated by photographs of the P3 and T2 bedecked in an ex Royal Train headboard and Union Jack flags whilst working trains over the Queen's Silver Jubilee holiday on 5<sup>th</sup> and 6<sup>th</sup> June 1977.

**Locomotives** – the **K1** successfully passed its BR and insurance company exams in mid July, and covered 724 miles on the NYMR in July following the failure of No 29. A leak on the vacuum train pipe needed attention, but the job of greatest concern was the condition of the driver's seat: the horsehair padding was exposed through a split in the covering, and this was apparently causing considerable irritation in certain quarters! Although the **T2** was mechanically in need of a major overhaul, it had continued to steam well and kept going, no matter what the load. It had worked 35 days in the season up until early August, covering 2,100 miles, and always been available for traffic except for washouts. It was establishing a reputation as a supersub, (*one that continues to this day!*). The **P3** week, during which work began on repainting the locomotive for its display at the NRM, was reported to have been a great success. By its end, the complete engine had had one coat of undercoat and the tender two coats of black gloss, lined out and gold leaf lettered. A large number of people were involved during the week, but special mention and thanks were recorded to 'teamaker' Bill Trenholm, 'super sausage cooker' John Furness, ever present Vic Clarke, and 'slave driver' Len Clarke. There was still more painting to be done though before the move from the NYMR to the NRM during the second week in September, as well as final preparation of the locomotive at York before a formal handing over ceremony and public display from early October. During June, work on **4767** concentrated on preparing for the insurance company examination on 21<sup>st</sup> July. Both were successful, but, in spite of continuing efforts whilst the locomotive was in steam, the exhaust steam injector continued to refuse to operate. The root of the problem, it was decided, was a renewable cone inside the injector body. A replacement was on order and, once fitted, it was hoped a further successful steam test and return to traffic would follow.

**News from the Line** – Kim Malyon had been appointed as Shed Master at Grosmont, No 5 was rapidly being returned to running order, although a major problem was that it was blocked in the shed behind 1247 which was still resting on blocks – solved, to the amazement of all, by shifting No 5 bodily sideways from No 2 to No1 road with the aid of heavy lifting gear and a winch, No 29 became the first complete locomotive to use the shear legs when it was lifted for attention to springs, axleboxes and valve gear; passenger figures continued to rise, with fare income up 45%, catering income up 21% and shop sales up 17% compared to mid July 1976, and party bookings had also done well, with the result that six coach trains have become the norm; the infamous multi coloured coaching set was rapidly becoming a memory with the experimental green and cream livery of one of the SOs being replaced by the standard maroon; appeals were made for more rags, a pipe bending machine required for work on the restoration of 80135, which was rumoured to be starting soon (!) and furnishings for Grosmont Station House which was to be fitted out as a manager's office, staff flat and volunteer dormitory accommodation.

**Other contents** – the first instalment of a report from John Whitbread on his experiences of travelling to East Germany to see the twilight of steam (*and remember this was 40 years ago and before German unification – but John is still in one piece!*), and an article from Richard Wheeler about 'Dales Rail' coming to Wensleydale – a special train running from Newcastle to Redmire on 17<sup>th</sup> September to give ramblers and country lovers access to the Dales. *Now of course we have the Wensleydale Railway itself.*

*And finally...* after five years in the editorial chair, Andrew Scott sought a successor as he was moving from Whickham, Tyne and Wear to High Wycombe in Buckinghamshire.

--ooOoo--

## **VANDAL DAMAGE TO THE LNER SET by Nick Stringer (LNERCA Chairman)**

As many readers will be aware, in the early hours of Sunday 23<sup>rd</sup> July 2017, the LNER Coach Association's set of historic teak carriages was deliberately vandalised.



The set of 7 carriages was parked in the 'short end neck' adjacent to High Mill crossing at Pickering. The LNERCA's other running carriage, Gresley BTO 43567, was not affected because it was at Grosmont taking the place of Pullman Car 79 in the NYMR dining set.

LNERCA has been rocked by this event. Given the countless hours and effort made by dedicated teams of volunteers to rebuild these beautiful carriages, it is soul destroying to see much of the work wrecked in an hour or so by such utterly senseless mindless vandalism. On the other hand, we have been heartened by the support of the NYMR, who have been superb in ensuring that news of the event got to the mass media, and by support from fellow railway enthusiasts worldwide.

The violence inflicted on the carriages could have been worse but, apart from the buffet car RB641 most of the damage was to light bulbs and fittings (pretty well all of them in the set), broken droplights, letting off fire extinguishers, and general desecration of the upholstery. Despite this, it has been possible to get the GN saloon 43087 back in traffic already, because the vandals didn't target it much, possibly because it was the coach stabled nearest to Pickering, where the sound of breaking glass might have attracted attention.

The damage to RB641 was by far the worst with most windows being smashed and the chromed tubular chairs strewn around the saloon. The main lights were wrecked and the milk churn which sits on the counter was bent. This carriage is likely to be out of action for six months, during which the opportunity will probably be taken to sort out some other problems which need attention.

The other coaches are all being thoroughly cleaned and put back into service without any light fittings, pending our re-sourcing such fittings over the next 6 months. Indeed four of the carriages are now back in service, albeit with temporary light fittings.

LNERCA has made a 'Victim Statement' to the police which includes a list of damaged items, the work needed to put right this damage, the cost, the distress caused to the restorers and the paid staff, and how many man-hours the repairs will take. The NYMR has also made a similar document available, advising the time its paid staff will have to spend remedying what they can and the resultant loss of business this act of vandalism has caused.

It is understood that the police have arrested some local persons regarding this incident, but nothing more can be said until the matter comes to trial. Meanwhile the NYMR have received nearly £40,000 in donations towards the cost of repairing the damage, and LNERCA themselves have received many smaller donations and messages of support. If any NELPG member wishes to make a donation to the LNERCA's repair fund then visit the LNERCA website – [www.lnerca.org](http://www.lnerca.org) – or send a cheque to the LNERCA Treasurer, John Hasler, at 103 Bramley Garth, Appletree Village, York, YO13 0PQ

From a LNERCA's view it is very gratifying to know that we have so many well-wishers out there. People do seem to like riding in our coaches.

--ooOoo--

## **OBITUARY – ALBERT HAWMAN**

Perhaps the oldest BR steam driver Albert Hawman, aged 104, passed away in Darlington on 15<sup>th</sup> July.

Born in Barnard Castle in 1912 he saw, as a twelve year old boy, the 100<sup>th</sup> Anniversary celebrations of the Stockton and Darlington Railway in 1925, then – at the age of just 14, and following in the footsteps of his father – became an engine cleaner, then fireman at Shildon, Ferryhill, and Darlington, where he passed out as a steam and diesel driver. His last BR steam turn was when he drove 62005 up Weardale on the SLS Three Dales Rail tour of 20<sup>th</sup> May 1967 and in the preservation era was the proud driver of *Locomotion* that led the Cavalcade on the 150<sup>th</sup> Anniversary of the Stockton and Darlington Railway in 1975, witnessed by 300,000 people.



*Albert Hawman (Maurice Burns)*

Albert had a remarkable route knowledge in the days of steam when railways were vastly more complex than today. Based at Darlington (51A) he would fire or drive on an amazing number of routes, many now long gone. These included over Stainmore summit to Kirkby Stephen, Tebay or Penrith, Barnard Castle to Middleton in Teesdale, Bishop Auckland to Barnard Castle, Wearhead, Crook and Tow Law and onwards to Newcastle. Eastwards would take him to Saltburn, or Battersby, Whitby, Robin Hoods Bay and Scarborough and the coast route from Stockton via Hartlepool to Newcastle. He also covered the East Coast mainline to Newcastle and Heaton in the north and York, Doncaster and Grantham in the south, plus Northallerton to Ripon, Harrogate and Leeds

Reflecting on his footplate career, he said his worst job was fireman on a heavy Darlington to Barrow coke train over Stainmore summit as far as Kirkby Stephen, which departed at midnight and returned home at dawn. It was not the physical effort of firing but he could not sleep through the day so after a whole week of that shift he was pleased it came to an end! His best shift was without doubt driver of A3 *Flying Fox* on an express from York to Newcastle, but that was easy compared to the rusty buffer coal trains. His very last footplate ride was appropriately on a NER locomotive – NELPG's NER/BR Class J72 No 69023 *Joem* at Shildon just a few years ago.

Albert was made a Honorary member of NELPG and members will recall signing his birthday cards at NELPG meetings as he reached 100, 101, 102 and 103. In May 2010 the writer and Ted Parker conducted an interview of Albert on the footplate of 62005, the very engine he drove in 1967.

Away from railways Albert was a keen gardener. He had an allotment in his name from the age of 14 and for his 100th birthday, he had a chrysanthemum named in his honour as the oldest member of the Darlington Chrysanthemum and Dahlia Society, where he'd been enlisted since 1950. He was still growing tomatoes, carrots and sprouts, plus raising bedding plants from seed in his greenhouse up to the age of 102.

He always said the secret to his long life was hard work. He didn't drink or smoke and he always did plenty of exercise – most people go to the gym nowadays, but he did hard work all of his life and all of the time, whether it was on the trains or in the garden.

He met his wife Vera when he was riding his motorbike back from a big meet at Barnard Castle with a friend. When they rode down High Row in Darlington, they saw two girls stood on the kerb. They had missed their last bus back to Newton Aycliffe and so one got on his bike and in his words that was that! He was happily married to his wife Vera for more than 55 years, had two sons Doug and David, and went on to be a grandfather to six and great-grandfather to six more.

With the passing of Albert Hawman the link to the distant past of steam working so long ago has sadly gone. He just really enjoyed railways – all of his life he was involved with them.

*Maurice Burns*



*With driver Albert Hawman at the controls, 62005 leaves Stanhope for Westgate with the SLS Three Dales Tour on 20<sup>th</sup> May 1967 (Phil Waterfield)*

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## **NELPG MEMBERS' DINING SPECIAL - SATURDAY 28<sup>TH</sup> OCTOBER 2017**

Following its absence last year because of the 50<sup>th</sup> Anniversary celebrations, the NELPG Annual diner on the NYMR returns this year on 28<sup>th</sup> October. As is tradition, it will leave Grosmont at 12.30, running to Pickering, and arriving back at Grosmont at 15.05. It is hoped that the winter maintenance of 63395 will have been completed in time to haul the train. The cost per person is £27, a reduction on 2015 when the diner last ran, and includes travel on the train and a small donation to Group funds. Against a normal cost of £69 per person, this represents excellent value for money. The NYMR Catering team have come up with a tasty menu with multiple choices as below:

## **TO START**

**Curried parsnip soup topped with whipped cream and croutons**  
**Prawns and smoked salmon served on a bed of mixed leaves with seafood dressing and brown bread and butter**  
**Fan of melon served with mixed fruit berries**

\*\*\*\*

**Warm bread rolls and butter will accompany your choice of starter**

\*\*\*\*

## **MAIN COURSE CHOICE**

**Roast topside of beef served with a Yorkshire pudding, rich red wine and onion gravy topped with watercress**  
**Roast loin of pork served with crackling, sage seasoning, apple sauce and onion gravy**  
**Pan-fried chestnut mushrooms and leeks served in a pastry tartlet with a Yorkshire rarebit topping accompanied with fruit chutney**  
**Breast of chicken served with an autumn salad and buttered potatoes**

\*\*\*\*

**A selection of vegetables and potatoes will accompany your main course**

\*\*\*\*

## **DESSERT**

**Apple and raspberry crumble served with creamy custard sauce**  
**Dark chocolate and Baileys cheesecake served with whipped cream**  
**Homemade Drambuie or plain fruit trifle topped with whipped cream**  
**Selection of cheese served with biscuits and celery sticks**

\*\*\*\*

**Tea and coffee with Pullman mint and orange chocolates**

\*\*\*\*

**£27.00 per person inclusive of VAT**

A booking form is enclosed with this issue of News. If you wish to dine on this year's special, then please complete the form indicating your choices, and send it with your cheque payable to NELPG, to Chris Lawson at 67 The Mount, York, YO24 1AX. Please also include an email address where available for confirmation of your booking and for notification of any last minute changes. Don't forget that partners, family and friends are very welcome to dine as well, so why not treat them to a meal on board a steam hauled train travelling through the magnificent autumnal scenery of the North Yorkshire Moors! **Bookings must be received no later than 18<sup>th</sup> October 2017.**

There will be additional seating at the rear of the train for members who do not wish to dine, but, if travelling, they will need to present a valid NELPG membership card for free travel.

## **30 YEARS ON AT FORT WILLIAM by John Marsland**

I have completed two excellent weeks as part of the support crew with the K1 at Fort William this year, during which I was drawn to reflect that it has been 30 years since my first week in 1987.

Why is it that my most recent ride out to Mallaig was as good if not better than that first trip so many years ago? Of course, allowing for the changing seasons, the scenery is always stunning. Even in the rain there is something special about the rivers in flood and the white water streams. But, for me, nothing surpasses on a clear day that first view of Muck, Eigg and Rhum just after leaving Arisaig. Perhaps it is not only the scenery which captures the imagination. To have the K1 running the Jacobite in 2017 is a remarkable achievement for the Group for which we deserve great credit. The net income over the years has been a considerable contribution to keeping our other locomotives in traffic. Publicity for the group is also beneficial, just a few weeks ago we nearly ran out of membership forms!

Then, of course, there have been the people we have met and worked with, some of whom are still working on the Jacobite today. These working relationships are vital to the smoothing running of the operation and it is really uplifting to witness several group members being passed out with full competence to drive and fire the K1. The current success of the Jacobite means that for each full week of running we have no less than 2,400 satisfied customers.



*A 1987 K1 support crew at Fort William, comprising l. to r. Paul Hutchinson, John Hunt, John Marsland and Dave Pennock.*

Over the years the standards to which we have had to achieve to maintain the K1 have progressively tightened. For example there were fewer electrical installations in 1987 and fitness to run exams have become more exacting. The work of support crews has not become any easier with long hours, especially if a spring has to be replaced. However the banter and the social side are good compensations.

My reflection is that Jacobite operation is unique because it combines the stunning scenery with a demanding operating environment which cannot be found anywhere else in mainline running today, long may it continue!



To conclude, I have now reached the age of 70 and, even though I am fairly fit and slim, I did not expect to be asked to go into the K1 tender to inspect a broken pipe during a recent week of operation. I enjoyed every minute of doing something at the age of 70 which I never done before!

--ooOoo--

## **HELP REQUIRED IN SEPTEMBER – Chris Lawson**

There are a number of events coming up in September at which the Group has been invited to have a stand to publicise our activities and hopefully recruit some new members and volunteers. These are:

9<sup>th</sup>/10<sup>th</sup> September – Heritage Open Weekend at Head of Steam, North Road Railway Museum from 10am to 4pm. This is part of the national event in which we have participated before. Hoptown works is open on both days, and a manned display stand is in the Museum building to encourage visitors to walk across to the workshop. Help is required to supplement the regular team of guides to show visitors round the works.

16<sup>th</sup>/17<sup>th</sup> September – Autumn Steam Gala at NRM Locomotion, Shildon. A stand in the Museum building on both days, similar to that for the *Flying Scotsman* event last year.

23<sup>rd</sup> September – Stockton and Darlington Railway 192<sup>nd</sup> Anniversary, Stockton High Street. The stand will be in a marquee in the High Street as part of the events to celebrate this anniversary. If anyone is able to help at any of these events, even if only for an hour or so, could they please contact me by one of the usual means. Many thanks.

--ooOoo--

## **DIARY**

### **FORTHCOMING NELPG SOCIAL MEETINGS**

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

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

Saturday 28<sup>th</sup> October 2017 **ANNUAL NELPG LUNCHEON TRAIN ON THE NYMR**

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

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

Friday 12<sup>th</sup> January 2018 **RECOVERED MEMORIES** by Steve Armitage

Friday 9<sup>th</sup> February 2018 **STEAM AROUND DARLINGTON** by Chris Nettleton

Friday 9<sup>th</sup> March 2018 **LIVING NORTH EASTERN** by David Thomas

Friday 13<sup>th</sup> April 2018 **NER AUTO COACH** by Steve Middleton.

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

## OTHER NELPG EVENTS

### September

5<sup>th</sup> – Fundraising Sub Committee meeting, 67 The Mount, York (5pm)

9<sup>th</sup>/10<sup>th</sup> – National Heritage Open Days – Hopetown open (10.00 – 4.00)

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

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

### October

7<sup>th</sup> – LNERCA special train on the NYMR

7<sup>th</sup>/8<sup>th</sup> - Annual agricultural steam weekend hosted by member Mick Hammond at New Farm, Redhill, Nottingham, NG5 8PE. All welcome.

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

21<sup>st</sup> - NELPG Hopetown Open Day (11.00 – 3.00)

28<sup>th</sup> - NELPG Annual Diner on the NYMR

## OTHER EVENTS

### September

2<sup>nd</sup> - G5 Open day, Hackworth Industrial Park, Shildon (10.00 – 1pm)

6<sup>th</sup> to 29<sup>th</sup> November – NERA display at Head of Steam, Darlington: ‘Hopetown heritage’ (entry free to NELPG members on showing membership card)

16<sup>th</sup>/17<sup>th</sup> – Autumn Steam Gala, NRM, Locomotion Shildon with *Flying Scotsman* and DRPS Standard 2MT No 78018. NELPG stand.

23<sup>rd</sup> – 192<sup>nd</sup> Anniversary of the Stockton and Darlington Railway – Stockton High Street. NELPG stand.

29<sup>th</sup> to 1<sup>st</sup> October - NYMR Autumn Steam Gala – visiting engines: GWR Large Prairie 5199 from Llangollen Railway, and GWR Pannier Tanks 1591 and 7714 from the Severn Valley Railway.

### October

7<sup>th</sup> - G5 Open day, Hackworth Industrial Park, Shildon (10.00 – 1pm)

7<sup>th</sup> - NERA meeting, Bar Convent, York (10.30 – 3.30pm): NER Locomotives in the 1930s -colour slides from the Colourail, Steam and Sail, and CCQ collections – Martin Mills; Modelling North Eastern Railways – Dr David Addyman; Growing up in the North East – Ian Watson. All welcome.

13<sup>th</sup> -15<sup>th</sup> NYMR Wartime weekend

--ooOoo--

## COVER PICTURES

Front: 69023 between Bedale and Newton le Willows on 8<sup>th</sup> July (John Hunt)

Back (top):- 62005 crosses the River Lochy at Fort William on 17<sup>th</sup> May (Richard Stevens)

Back (bottom):- 62005 crosses Scotland’s shortest river, the River Morar, on the same day (Richard Stevens)

**THE COPY DATE FOR THE OCTOBER NEWS IS FRIDAY 22<sup>nd</sup>  
SEPTEMBER 2017**

