

N.E.L.P.G. NEWS



NO.302

DEC. 2017

EDITORIAL

Another significant anniversary occurred on 1st December, since exactly 50 years previously the J27 65894 became the property of the NELPG. Little did those involved at the time realise what lay in store for the Group!

2017 has not been the best year for the Group, with neither the Q6 nor the J27 seeing any use, contrary to our hopes. This disappointment was mitigated by probably the K1's best season – over 7,400 miles on the main line and, importantly, 100% availability. The use of 62005 on the Road to the Isles is a classic case of 'horses for courses' and much the same could be said of the J72 69023 which has steadily plied up and down, and feeling very much at home, on the Wensleydale Railway.

In looking forward to 2018, with renewed progress on the J27, and similar keen activity on the Q6, a return to steam in the spring for both locomotives is confidently anticipated. With the K1 returning to Scotland and the J72 once again in use in the Dales, we face the tantalising prospect of all four of our locomotives in use at the same time, and that will be quite an achievement that all members, especially those who work on the locomotives, should be justifiably proud of.

On behalf of the Committee, I should like to thank all members for supporting the NELPG and wish you all the best for Christmas and the New Year.

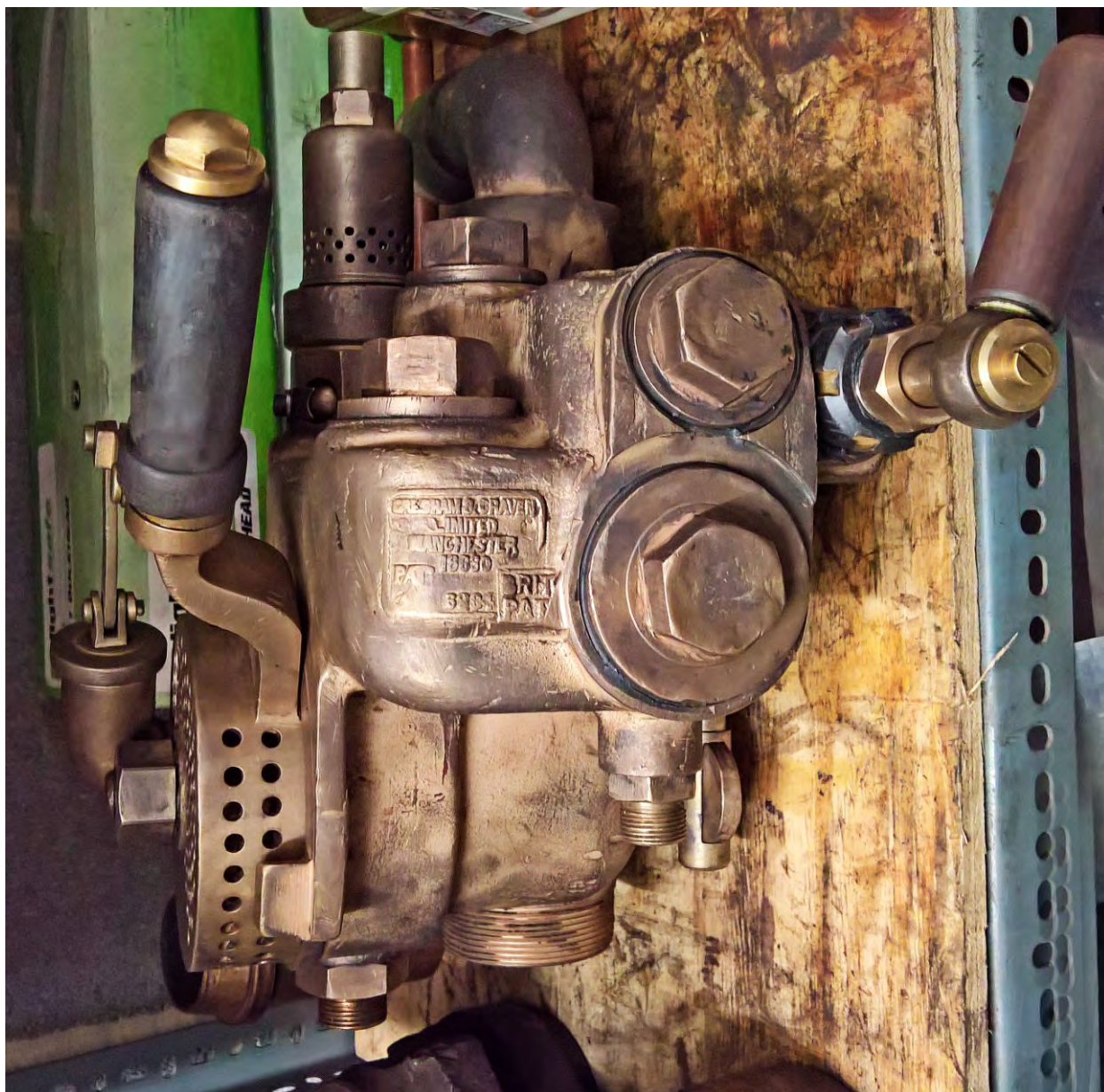


Volunteers are the lifeblood of the NELPG. Here a selection pose on the front of the K1 at Mallaig during its final week of Jacobite operation. L to r: Oli Williams, Rowland Bingham, Richard Worrall, Paul Hutchinson, Alec McDonald (WCR driver), Peter James (WCR fireman), Mike Bloomfield, Florence Maclean (WCR guard), Jon Venus and Saskia Van Schip (Lourenz)

LOCOMOTIVE REPORT by Richard Pearson (J27), Bill Dobson (Q6), Paul Hutchinson (K1) and Fred Ramshaw (J72)

J27 NO. 65894

The tubeplate repair had been holding work up in many areas but we are now able to push forward in nearly all areas of the reassembly. Work in the cab is now progress at a steady pace, with most of the cab fittings now in place and pipe work going together. The vacuum ejector has been away for repair but it's now back in the store at Hopetown and we hope to have it fitted very soon.



The refurbished vacuum ejector waiting to be fitted: the small ejector valve handle is on the right and the application handle – and large ejector – on the left (Richard Pearson)

The ashpan is being fitted out with a new sprinkler system. The sprinkler is made from 1 inch heavy gauge pipe and it runs around the inside of the ashpan just under the fire grate. The sprinkler is fed off the left hand injector and is used by the fireman to dampen down ash in the ashpan. The J27's new sprinkler should be complete by the time you read this report, work with then see the fire grate fitted and ashpan doors fully assembled.



Paul Swainston fitting the new pipe work for the ashpan sprinkler system, which is clearly visible in this view looking down into the ashpan (Richard Pearson)

With the boiler now sitting in the correct position and at the correct height we are now able to make a start with making and fitting the new main steam pipe. We have had two new sections of pipe bent into shape; the two sections now need cutting to length and welding together before two new flanges are also welded to the pipe. The old steam pipe has been cut and refitted and had a piece inserted (as the pipe now needs to be longer due to the boiler now sitting in the correct position). The old pipe will then be removed and put into and have a jig built around it, this jig will then be used to help make the new pipe.

The old main external steam pipe that connects the internal steam pipe from the dome to the cylinders, temporarily in situ to facilitate fabrication of a new pipe. Evidence of the remedial repair to the front tubeplate can also be seen (Richard Pearson)

We have a number of jobs in progress on the tender. The tender brake gear has been measured and assessed, and we are now making good progress with the replacement of various pins and bushes. The main hangers were also found to be too narrow as they weren't supporting the brake blocks properly. The hangers have now been welded up and machined back to the correct size.

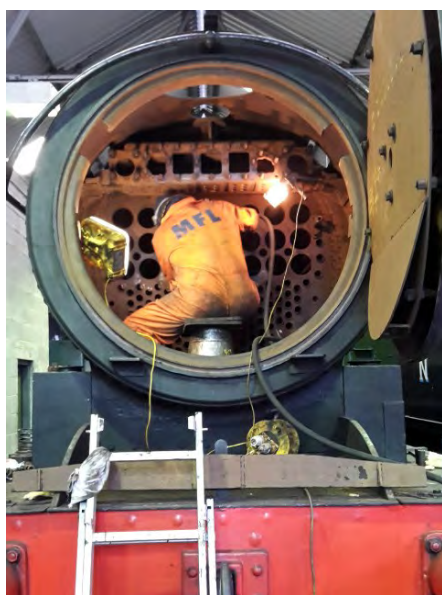
Also on the tender we discovered that the spacers between the top of the axle boxes and the bottom of the springs were of different sizes, and this was causing a problem with the way the springs were sitting. The spacers have now all been removed and some measuring up has been done to establish a standard size and fit, new spacers are now being made and they might well be all fitted by the time you read this report.

Work is also now progressing with the fitting of the lagging and cladding, again this was another area of work that we couldn't fully progress until the boiler fitted issue was resolved. Although we did make progress with making new cladding brackets and supports, and we did eventually discover that one of the boiler crinoline band on the boiler when it returned from Crewe doesn't belong to the J27! This caused a little head scratching at first, but now that it's been removed things are making much more sense!

The coming few weeks should see big steps forward made with the cladding and this should fall in nicely so we can make progress with painting the engine just as the weather starts to warm up.

Q6 NO. 63395

At its November meeting the Committee decided that the small boiler tubes should be renewed. This was partly based on economic arguments and partly on the need to examine all parts of a boiler at least every 10 years. The work progressed with Mark O'Brien the NYMR foreman boilermaker instructing our volunteers on the techniques to be used. It soon became apparent that apart from the increasing average age of NELPG volunteers the other problem is the corresponding increase in girth. The net result was that Trevor was relegated to cutting slots in the tubes at the smokebox end whilst Mark did the same in the firebox. Some difficulty was experienced at one point with some slight damage to the copper tubeplate, but once the correct drift had been made the tube removal progressed apace, with all tubes removed on 29th November. Two barrow loads of scale was removed from the boiler straight away, with further cleaning before the insurance surveyor visits, hopefully the second week in December. The flue tubes and small tubes are due about the same time.



L. Trevor Wilford with a windy chisel collapsing the small tubes at the smoke box end (Nigel Hall) and R. Nigel Bill and Andrew Bullivant removing the last small tubes from the Q6 (Ian Pearson)

On the mechanical side, the engine was re-wheeled early in October, but not without an incident. The hydraulic pump that powers the wheel drops failed with a broken crankshaft. Luckily, the pump from the ex-Tweedmouth sheer legs, purchased by NELPG many years ago and now seldom used, was found to be a drop-in replacement, and enabled the re-wheeling to be completed whilst the broken unit is repaired. With the frames returned to deviation shed, work continued with the fitting of the steam brake piston, brake gear and LHS side rods. One of the steel bushes which gave trouble last year will be remade as a tighter fit in the rod. The RHS side rods await remetalling by NYMR of two brasses. The troublesome fall plate has given in to treatment by Trevor. Safety valves have been examined and lapped in, and our Secretary is now a trained Dye Penetration Operative, and has examined a number of critical items. A new piston ring has been fitted to the RHS piston. The two piston valves have been shipped to Hopetown for Andy Lowes to work on, but on arrival there a crack was found in the new valve ring, which will need remaking.

Overall, progress is quite pleasing with good working parties, and so far nothing untoward has been found.



The left hand picture was inadvertently omitted from the October NEWS! Sean Bowler and Chris Davies fitting an axlebox to one of the retyred Q6 wheelsets, as Nigel Hall paints (Chris Lawson), whilst in the right hand picture Roy Marshall and Derek Shorten clean and wrap the side rod bearings (Nigel Hall)

K1 NO. 62005

The K1 has now completed its work on the Jacobite for 2017 and returned to Carnforth on 20th October. By the time the loco got to Carnforth it had covered 7,425 miles for the year with 100% availability. A satisfactory year by any standards. Very many thanks to all those involved in making it happen.

The problem with spring breakages reported in the last couple of issues of the NEWS cleared up towards the end of the season with no further breakages in the last five weeks of operation (1,900

miles, including the journey back to Carnforth) indeed the loco required only minimal maintenance during this period.

Work started on this year's winter maintenance almost as soon as the loco had stopped. The piston valves were removed the day after arrival at Carnforth when a good start was also made on the necessary winterising. Work has continued to progress steadily since then and whilst we are still, at the time of writing, stripping down we have found no nasty surprises yet. In fact the wear in some components has been less than anticipated, resulting in a reduction of the amount of work and expense previously planned for. In particular we were planning to re-metal most, if not all of the coupling rod and con rod bushes but this has now been reduced to one coupling rod bush (right intermediate), both gradient pin bushes and both big ends. In addition the die blocks, scheduled for replacement this year have suffered only very minimal wear in the last year, so are good for at least another season.



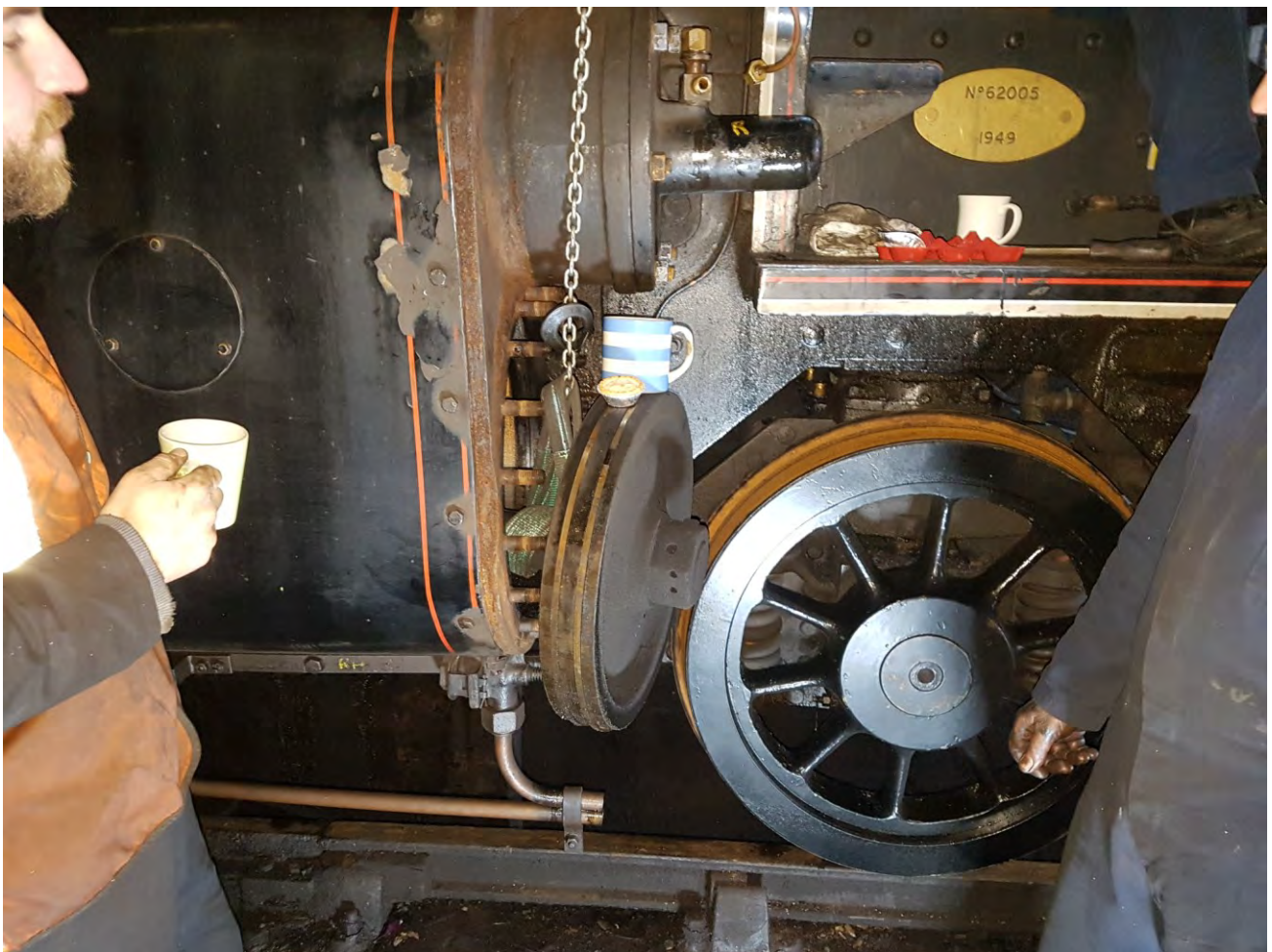
First to be removed, whilst the engine was still hot from its journey from Fort William, were the piston valves: here one of the valve rods and heads is cleaned up in the support coach workshop area (Rowland Bingham)



Also removed, and seen here, were the expansion links, combination levers and union links to be checked for wear, and refurbishment if necessary (Rowland Bingham)



On the left the cleaned up boiler mud hole and washout doors, the two die blocks in the middle and the two little end pins on the right (Rowland Bingham)



It looks like tea break time with someone's cuppa and a festive mince pie resting on the RH piston head prior to the removal of the piston (Rowland Bingham)

There is still plenty to do however, and new volunteers to prop up the Carnforth regulars are always welcome. Working parties take place every Saturday with the occasional full weekend and mid-week session. If you would like to attend then please contact Paul Hutchinson by e-mail on paul.hutchinson62005@outlook.com or by text/phone on 07964 988551 (if ringing on a weekday please do so after 18:30).

J72 No. 69023

The last few weeks have been a quiet period for operations with the locomotive being given a temporary rest until required for Santa Specials. This meant there was a period of time when several jobs were undertaken when the J72 was out of steam. James Percy undertook some of the work namely:

- a thorough clean and examination of the smokebox.
- firebox given a good clean and examination.
- a new stronger retaining spring fitted to the reverser quadrant, preventing the reverser lever from jumping
- boiler drained and the foundation ring washed out.
- a new wooden protective fillet for the tank tops to prevent damage when the tank filler lid is opened.
- the locomotive was given a good clean, including frames, wheels and paintwork.

The locomotive is required for Santa Specials on the following dates, 16th, 17th, 21st, 22nd, and 23rd December, departing Leeming Bar at 10.00, 12.00, 14.00, and 16.00, all depending on bookings.

As was mentioned in the last issue of the NEWS there is, depending on speed of construction, the strong possibility of a new shed which will mean the J72 stays at Leeming Bar instead of going to Hopetown for winter maintenance. This cuts out the pressure on space in Hopetown, allowing work to continue on the J27 without congestion.

As the year draws to a close and the loco prepares to enter the final year before its boiler certificate expires, it is time to thank all those who have helped in any way to maintain and keep the locomotive running. Conditions are not always the best at Wensleydale but the work has always been done, very often at short notice, but always in the NELPG way. Thank you all.

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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 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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J27 BOILER REFLECTIONS by Dave Pennock

The J27 locomotive report in the October NEWS noted an uncertainty of how the boiler may have sat in its frames prior to the refurbishment at LNWR, Crewe. Feedback from Maurice Burns, the then Technical Secretary/Mechanical Engineer in charge of the works, indicates that upon completion of the two 10-year overhauls under his charge, there was not a problem with the boiler being level or its fit to the cylinder block.

However, he also notes that the bottom edge of the smokebox tubeplate would not necessarily be horizontal, as British Railways countered localised corrosion from smokebox ashes by welding along the front tubeplate base to compensate. Equally, the cylinder block perching shelf for the boiler was not necessarily wholly level, but North Road Works, in the fitting, achieved a level boiler within the frames. The Group understandably just repeated the fit and, when bolted up, it gave no problems.

In addition, Maurice notes it is puzzling why the J27 boiler, one of one of the last ones built in 1958, should have had a very bad copper tubeplate that has needed renewing recently at Crewe. With a steel tubeplate below par, it has always posed a mystery, as 65894 was selected for preservation in 1967, just nine years after the boiler was built.

It is known that North Road stopped new boiler construction in 1962, and perhaps a change in repair policy then followed. A possible explanation is that when our J27 was changed from having a superheated boiler to a saturated boiler in 1963, North Road took saturated tubeplates from scrap J26 or J27's and fitted them into our good J27, in the knowledge the loco had a very limited life ahead of it.

Of course, when the J27 was purchased, the then NELPG officers had no way of knowing this with all the tubes in situ. The tubes lasted until 1977, and when removed in the 1980's, the tubeplate bridges between the tubes were found to be very small. It was then known that something did not add up with the 1958 construction date. To conclude, it was clear that the 1990 Chatham overhaul would have to be the last without renewing the copper tubeplate, because every time tubes are fitted to a copper firebox, the expansion process expands the tube holes because of the softness of copper.

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MEMBERSHIP SECRETARY'S REPORT by Colin Smith

Membership renewals are once again due. This newsletter contains a membership renewal/optional donation form. Cards will be included with the February NEWS unless a s.a.e is sent with the remittance. Junior members should notify me by either letter or email to show continued interest for their free Membership.

Membership will lapse if not renewed by the end of March.

Patron members will find their 2018 Membership/Patron membership cards with this edition (envelope marked "X" on the reverse).

Membership of the NELPG on the 1st December stands at 629, of whom 210 are Life members, 21 are Juniors and 156 are Patrons.

Since the last newsletter we have welcomed the following new members:-

Ms. R. Martyn from York and
Mr. M. Roden from Birmingham

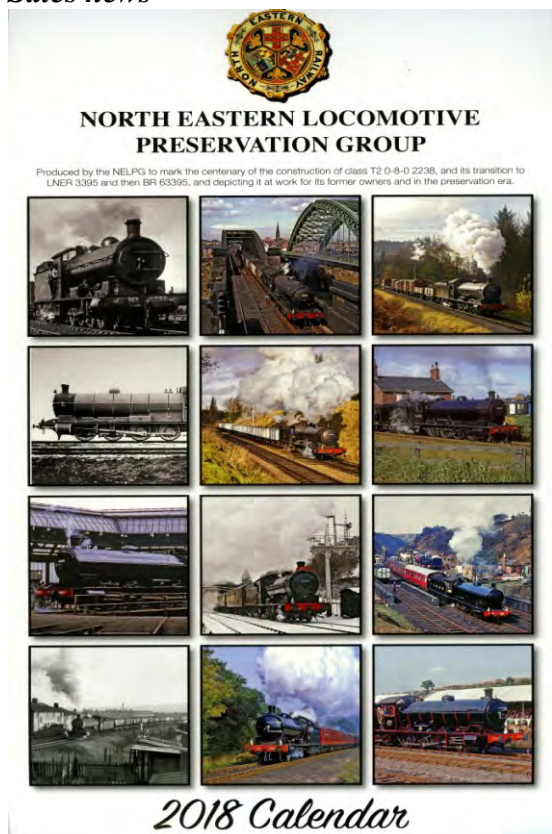
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SECRETARY'S SCRIBBLINGS by Chris Lawson

NELPG Enterprises Limited

At this year's AGM, approval was given to pursue the winding up of NELPG Enterprises Ltd, following advice from Ribchesters, our accountants, that maintaining NELPG Enterprises Limited as a separate Company was no longer necessary, and that its dissolution would also simplify the Group's accounting arrangements. We have now been notified that the lengthy process involved has been completed, and NELPG Enterprises Limited was formally dissolved on 28th November. Whether this will fulfil the hope expressed at the AGM that the Annual Report will be reduced by half remains to be seen: it will though reduce our accountancy costs.

Sales news



My thanks to all those who ordered pens, cards and calendars following my piece in the last issue of the NEWS. With the arrival of the calendars at the Open Meeting on 17th November, all those postal orders have now been despatched.

As a result, all the J72 Christmas cards are now sold out, and there is only a small number of Q6 cards left. If you want any therefore you will need to be quick (£3 per pack of five cards and envelopes post free).

Calendars (£6 each post free) (see opposite) and pens (K1 at £2 each and grey NELPG at £1 each post free) remain available from me at the usual address.

The final soft backed copy of the 50th Anniversary book has also now been sold, and as the publisher is not planning a reprint, that is a sell out as well.

NELPG Diner

Was run successfully on 28th October and hauled by the B1 No 61264 – thanks are due to the B1 Society for agreeing to the use of their locomotive. Although there were some very last minute cry offs due to illness on the day, the train was otherwise full and a good time seemed to be had by all. Our thanks to Gill Brown and her hard working team for their efforts in looking after us so well. In spite of not being able to start before we got to Levisham on the outward journey to allow the main course to be served, John Midcalf, ably assisted by his bagman, Arthur Jenkins, raised £333 on the raffle, which was a great effort in the circumstances.



The NELPG dining train at Beckhole (David Warren)

Next year's diner has been booked for 27th October and will hopefully be hauled by the Q6 (and double headed with the J27?). Booking forms will be in the August issue of the NEWS, and no bookings will be accepted in advance of its publication.

General Data Protection Regulations (GDPR)

These new regulations will become law on 25th May 2018 and will bring in stricter requirements for organisations that process personal data, and provide a number of new rights for individuals, including access requests and having data corrected. The most significant addition is an accountability principle, which will require organisations to show how they comply with the principles. These new requirements will affect the Group and the way it handles and processes personal data, and may impose a significant additional administrative burden. To consider the implications for the Group therefore, and what new arrangements we might need to put in place, the Committee has agreed that a small working Group should be established, consisting of Colin Foxton, Nigel Hall, and Roy Marshall, which will report back to the Committee with its recommendations.

NYMR News

Steam motive power update

926 Repton and 44806 - are available for traffic, but the boiler ticket for 44806 expires at the beginning of January 2018.

61264/80136/76069 – winter maintenance ongoing.

825 – estimated completion date now mid 2018.

3672 Dame Vera Lynn – over £100K has been raised towards the overhaul and regular working parties are being held. The JVs helped with a working party on 17th November.

34101 Hartland – no change. Completion is not expected until the end of the 2018 main operating season

45428 Eric Treacy – the overhaul continues and the mechanical work is 90% complete. In the boiler the tubes are nearly all tapped and the tubes themselves were due to be delivered by the end of November, along with the flue tubes for the Q6. Expected to be back in traffic by April 2018.

80135 – now expected to be in traffic by September 2018.

75029 - work has now started on its boiler overhaul with the aim of it returning to traffic in April 2019.

3814 – the tender is progressing well at Llangollen, despite needing twice as much work as anticipated when the tender was removed from its frames. This has had angle sections replaced, springs refurbished and wheelsets reprofiled. Major work has taken place on the tank with repairs to base, top plate and rear plate, with a complete renewal of the front plate. There have been repairs to the water scoop feed pipe. The sump flange and surface water drains have been renewed. The plate work on the leading and trailing drag boxes has been replaced, and the brake gear, springs and hangars have been refitted.

On the locomotive, the team has concentrated on removing all the grime and rust that has accumulated from the years standing in the headshunt. So far they have just about got one side back to gloss finish as winter approaches.

No 29 - the new cylinder block casting was found to have problems when it was assessed for machining and has been returned for a new pattern to be made and a replacement cast. This is not expected to be completed before the end of the year.

1625 Lucie – owned by Paul Middleton and his brother, this is now in Deviation Shed. Over the last month the boiler has been stripped for examination. All fittings have been removed as well as 114 thimble tubes. The foundation ring has been cleared and the mud hole doors cleaned up. The boiler inspector has been for his first look and was happy with the boiler's overall condition. Subject to an ultrasound and mpi examination, a retube can be done followed by a hydraulic test. All studs need replacing and the mud hole doors need repairing.

As this work will not be complete in time for the locomotive to carry out its steam heating duties for the Pickering Santa train carriages, the Railway is hiring in Andrew Barclay 0-4-0 No 2217 *Henry Ellison* from the Ecclesbourne Valley Railway.

Other news

The Annual Review meeting for staff, volunteers and the management team was held at Pickering on 6 November. It was a good humoured occasion, reflecting the improved relationships all round. Regrets, achievements (including more steam and less than 5% diesel substitution), reasons to be cheerful (the Stage 1 HLF bid success – but no complacency as there was still a lot of work to be done) and challenges (including increased regulation, particularly around fundraising and data

protection, and time keeping, which was still a problem) for the last year were identified. The financial position of the Railway was also described. For 2018, there will be no fares increase, no timetable changes and it is to be a year of consolidation.

The NYMR has launched its public appeal - 'Yorkshire's Magnificent Journey' - to raise £2.5m over the next five years to ensure the Railway remains sustainable for the next 50 years. This will require an investment of over £9m, but the Heritage Lottery Fund has agreed to match £ for £ what the Railway can raise itself. From other sources, it thinks it can raise £2.5m, hence the public appeal for the remainder. A portfolio of eight projects has been identified needing investment, ranging from renewal of the bridges at Goathland, a carriage care facility at Pickering, through to a number of initiatives relating to volunteers, apprenticeships and interpretation and learning. Full details of the appeal along with the opportunity to donate, can be found on the NYMR website (www.nymr.co.uk).

Winter track work started on 2nd November, immediately after the operating season had ended, with the replacement of 34 lengths of bull head rail on timber sleepers with flat bottom continuous welded rail on steel sleepers at Farwath.

The much anticipated Channel 5, fly on the wall, three episode, series 'All aboard the Yorkshire Express' filmed on the NYMR, showing life behind the scenes and featuring a number of well known characters, is due to be screened next Spring – conveniently just as the new operating season gets under way.

Skerne Bridge, Darlington

Following the unveiling of the Transport Trust 'Red Wheel' plaque at Hopetown earlier this year, a further plaque was unveiled on 27th September jointly by the Lord Mayor of Darlington and the Lady Lord Lieutenant of County Durham at Skerne Bridge (also known as the Five Pound Bridge from its inclusion on a previous bank note), built to take the S&D Railway over the river. The area as a whole has been tidied up and two interpretation boards, prepared by the North Eastern Railway Association, have been installed as part of the heritage area development. The party then went on to Heighington station, where another 'Red Wheel' plaque was unveiled, mounted on the wall to the rear of the Darlington bound platform (rather than on the wall of the original station building which is now reported as derelict). All this is further recognition of the historical importance of the route as a whole.

Darlington Railway Heritage Campus

After a long period of silence, and a number of unsuccessful requests for information on what is happening, I have at last managed to get a response from officials at Darlington Borough Council about progress. As those who live in the area will know, there is now an elected Mayor for Tees Valley (Ben Houchen), which covers Darlington, Hartlepool, Middlesbrough, Stockton and Redcar and Cleveland. Responsibility for culture, heritage and leisure is being transferred to this new Tees Valley Combined Authority (TVCA), and a member of staff from Darlington Council is being seconded to the Authority to work on the development of the rail heritage programme and associated projects, including how to engage and involve the Railway Heritage Group and partners. In addition, a Project Officer is currently being recruited by TCVA 'to lead the development at North Road in Darlington, a place which will let the world learn more effectively about the birthplace of the passenger railway – the Stockton and Darlington Railway, and support the conservation and interpretation of the 26 mile route of the original railway into a walking and cycling heritage path. We are working with partners to realise this ambition before the 200th anniversary of the first passenger railway in 2025 – when we celebrate innovation and achievements which have helped change the world' What more can I say, but watch this space!



62005 crosses the River Morar – the shortest salmon river in Scotland – en route to Mallaig on 18th May (Richard Stevens)



A sunset view of 63395 at Moorgates on 31st October 2016 (David Warren)



69023 in the heart of Wensleydale near Constable Burton on 22nd July (Maurice Burns)



On the same day, 69023 approaches the summit of the Wensleydale Railway near Preston under Scar, west of Leyburn (Maurice Burns)

You may also have heard of the plans by the A1 Trust to develop a new base in Darlington, just across the tracks from Hopetown Lane, at Whessoe Road. If all goes according to plan this would provide a bespoke engineering works and an historic running shed for their locomotives as well as space for a proposed rake of coaches and a turntable. What this might mean for their current base next to us at Hopetown is not clear, but is likely to be part of any development plans for the North Road site as a whole. There is therefore unlikely to be any change in the short term.

Overhaul of A4 No 60007 Sir Nigel Gresley

A recent visit was made to Llangollen to see progress on the boiler. It is now on its side and work is being carried out on the replacement of the roof stays, as well as repairs to the combustion chamber plates. It had been hoped to retain many of the roof stays, but the ones removed showed signs of corrosion which did not appear to be isolated to any particular location. A decision has therefore been made to replace them all. A programme to take the work to completion has also been agreed, and the remaining boiler components at York will be transported to Llangollen, the regulator assembly being the first priority.

Back at York, the return of the wheelsets at the beginning of October has seen two months of hard work, filling and sanding the spokes by a dedicated team. The end is almost in sight, and will help with cleaning when it is back in traffic, as well as looking good. A lot of refurbishment work has been done on the vacuum cylinders, the brake cylinders and refitting associated pipe runs. Following a visit by NYMR MPD staff to measure the journals of the bogie and coupled wheels so that the finished dimensions of the axleboxes could be determined, bearing material has been cast on and the measurements for machining finalised. Steam heat pipes have been cleaned and refitted, the ashpan repaired, bogie cladding plates straightened, two previously unused blank piston valve heads retrieved from Grosmont and measured up for replacement of two found to be unusable, work has resumed around the Carttazzi inner frames (assisted by the JVs being able to get in areas not accessible by larger volunteers!), on the bogie wheelsets and stretcher, the air brake system, and the bogie hornstays which are being fitted with new fitted bolts. The superheater has been inspected at Flavells for material thickness and some small areas identified for additional build up, and the recast clack box castings have passed their pressure test and are now being machined.

The last of the frame rivets have been put in, along with the driver's footstep rivets and the front left footplate to front corner streamlining mounting plate. It went very well with all rivets going home first time. The team included Neal Woods on the torch with JVs Ethan Humble, Noah Hunter and Andrew Jacques showing their youth with the speed and accuracy with which moved the hot rivets from the hearth to the rivet hole.

Work on the tender takes second place to maintaining progress on the loco frames, but a new plate was fitted by Trevor Wilford to the bottom of the sump which had been found to be holed. The handbrake screw from the tender has been condemned as beyond economic repair. A suitable drawing will be required and it looks as if a new one will have to be produced, as all the existing drawings are of a different handbrake screw.

Because of NRM locomotives requiring storage or work done in the workshop, the team has had to give up some of the space it had occupied, requiring a major movement of parts in and out of the workshop. This was a full day's work, and involved some of the JVs.

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PATRON AND FUNDRAISING REPORT by Dave Pennock

There is a mixture of matters to report in this edition of the NEWS to cover autumnal happenings on the Patron and Fundraising front.

Aviva Community Appeal

All those with registered email addresses, were contacted to support an NELPG bid to Aviva's Community Fund appeal. As a Group, via Graham Holt, we submitted a funding bid in their 'Inclusivity' category for a grant of between £10,000 and £25,000. This was for the improvement of working conditions at Hopetown by the installation of a heating system and a locomotive inspection pit. Graham rightly pointed to the present limited 'brazier' heating and difficult access to locomotive under frames during overhauls. Also noted was that we are an all-volunteer group with no paid employees... and have been for 50 years!

The assessment process was initially a social media contest, asking an organisation's supporters and friends to cast votes for its submitted project with the first-round success based upon the number of votes received. Our Hopetown project received a credible 1,274 votes, but we were up against organisations who were able to mobilise far more. To put this into context, within our application category, projects through to the second round chalked up votes in the range of 5,000 to 8,200. Nonetheless we have received £100 from Aviva for participating, and thanks are due to Graham for having a go in this new funding area, and to all who participated in this initiative: we just need a bigger social media presence!

Veronica Awdry Trust

For the third year running the [Veronica Awdry Charitable Trust](#) has given the Group a £1,000 donation to support our works. The Trust has an affinity with Devon, and, with our application, Graham Holt usefully noted that the Q6 wheel set works were carried out by the South Devon Railway during 2017. On this occasion therefore, the £1,000 is being allocated to the Q6 Tyres and Tubes Appeal. Well done Graham!

Q6 Appeal update – over £12,500 raised so far!

The Q6 appeal continues to climb and, in terms of direct donations, has reached £10,218. A big thank you for all who have contributed. It is making a significant dent in the current expenditure, and supports our volunteers at Grosmont as they work towards having the Q6 back in traffic early in 2018. If we assume, after the deduction of the Awdry Trust donation, that all donations are eligible for Gift Aid, the gross figure is some £12,500. We are therefore over halfway to the £22,000 target and the Appeal remains open. Thank you! Please keep your donations coming in support of the Q6 prior to its relaunch in 2018. A special event is planned for donors once the locomotive is back in service.

Patron Fund

Like the Q6 Appeal, the balance within the Patron Fund continues to rise, and at the end of November it stands at a remarkable £57,700. During 2017 a very valuable £25,000 was transferred to the J27 overhaul project and, subject to main Committee considerations, it is likely to also directly support the current works on the Q6.

January is a time of membership renewal and inserted within this News is a combined Membership / Patron application form. Please note the form only needs to be submitted for ordinary membership renewal or, on the rear, a change in current Patron payments. Existing Patron members who do not wish to change their monthly payments do not need to submit the form.

Remember, you can greatly help our funding by converting from ordinary membership to Patron Member status from only £5 per month or, if an existing Patron Member, increasing your monthly contributions. For the Patron Scheme, one off donations are additionally welcome given as a lump sum of £500 or above.

By becoming a Patron member you remain a member of the Group and your Patron membership is inclusive of the ordinary membership subscription. In addition, Patrons are invited to exclusive events during the year. Events for 2018 are currently in the planning stage and are expected to centre around the return to service of the J27 and Q6.

LNERCA – A thank you

The LNERCA special train, on which the NELPG was offered places for Patrons and working members, has generated the following positive feedback from member Peter McBeath. It is worth sharing to show his appreciation of the gesture by the LNERCA to the NELPG.

“Saturday 7th October found myself, my wife and a small group of NELPG Patrons and members taking advantage of the LNERCA's kind invitation to join them on their teak coaching set for a trip on the NYMR from Pickering to Grosmont and back.

This was the set that had been vandalised while stored near New Bridge. Great efforts had been made to get the set serviceable again, although the buffet car had to be omitted as the damage was too great to repair in time.

Platform 2 at Pickering was thronged with waiting passengers for the unannounced 13:00 departure and there were a few mystified members of the public on Platform 1 wondering what was going on. It was a typical NYMR Autumn day, cool with the occasional shower. Thank goodness for the overall roof at Pickering. B1 No 61264 rolled in with the 7-coach teak set which quickly filled with the members of the LNERCA plus those from NELPG and the Thompson B1 Locomotive Trust.

The trip behind the B1 was most enjoyable, a locomotive with the right heritage hauling a coaching set with the right background. There was a general hubbub in our carriage with conversations in every seating bay”.

Towards the end of the trip the Chairman of the LNERCA asked passengers if the Special was worth repeating. There was consensus that it should. Hopefully, next time, an NELPG loco will be available. My thanks go to the LNERCA for their kind invitation. It was a most enjoyable day’.



A splendid picture by David Warren taken at Mick Hammond's Steam & Vintage Farming Weekend on 7th and 8th October, that was mentioned in the Patron Report in the August NEWS

ARCHIVE CORNER by Chris Lawson

Contributions

It has been yet another busy period for donations since the last issue of News, with an article about Derbyshire Railways with a photo of the J72 in Barrow Hill Shed in 2012 and the Autumn issue of *Relay*, the magazine of the Wensleydale Railway Association, from Neil Smedley, a programme and timetable for 'Steam on the Met' in 1999 involving the K1 from Ian Pearson, information sheets about our locomotives, a BBC Tees publicity piece about the Group, and a copy of *Moors Herald*, Issue 16 - May/June 1995, from Bob Grey, a copy of NELPG Loco History No 1 – P3 2392 from John Pearson, a timing sheet and ticket for 'The North Eastern' railtour on 29 June 1969 with 4472 Flying Scotsman, and a brochure for 'The Moorlander' railtour on 22 October 1978, with the K1 and Sir Nigel Gresley, from Phillip Crossland, a 2001 NYMR Letter Service envelope featuring the J27 from Allen Ferguson, and a photograph of J27 No 65811 leaving Furness Way Sidings on a rare Sunday working in the winter of 1965/66 from Bob Anderson, which formed the image for the first NELPG Christmas card in 1966.

Thanks to them all for these donations, but please keep them coming. 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, or drop me a line at 67 The Mount, York YO24 1AX. I look forward to hearing from you.

Away from contributions, I was able to meet a request from the Stanier 8F Society for a copy of a photograph from the Richard Campbell collection of their locomotive No 48773. Location was unknown, but it was thought to have been taken at Bolton. Publication in their magazine resulted in confirmation that it was indeed Bolton Shed, but it remains undated. I have also been in contact with a representative of the Midland 4F Society who had understood that it was as a result of their activities in the middle of 1968 that the BR scrap locomotive contract was changed to allow the resale of locomotives to preservationists. I had to point out that this was actually down to NELPG and Peter Manisty of the ARPS in mid December in relation to the purchase of the Q6, as documented in our 50th Anniversary book and newsletters at the time which can be found on our website.

Having celebrated our 50th Anniversary last year, a reminder of other anniversaries that are coming up - on 1st December it will be the 50th Anniversary of the purchase of the J27 in 1967. It is a sobering thought that the locomotive has been in our ownership for longer than it worked on the big railway (44 years), and, hopefully, next Spring will see it return to operation, ready for another 10 years. 3rd December sees the 40th anniversary of the J27, as P3 No 2392, going on display at the NRM, as the first privately owned locomotive to do so, and 31st December marks the 50th anniversary of the nominal withdrawal of the K1 (it subsequently went to North Tees Sidings to act as a stationary boiler supplying steam to the Phillips Oil Refinery).

40 years ago (from NELPG Newsletters)

The main news in this issue was the arrangements for the official handing over ceremony for the P3 to the NRM on 3rd December to be on display for a period of about two years, the first privately owned locomotive to do so. This was to be followed the next day by a historical recreation of the building of Britain's railways entitled 'What it was like to be a Navy' involving as many NELPG members as possible in digging the foundations for what is now Deviation Shed!

Locomotives – the K1 performed very well during the Steam Gala weekend on 15th/16th October, carrying the 'Silver Jubilee' headboard and Royal Crest on trains to Pickering. It covered 1,365

miles on the NYMR in 1977, and 282 on BR. The detailed winter maintenance programme was set out, which included the replacement of fifteen 2" tubes not renewed in 1974 because of their good condition at that time. The **T2** also worked over the Steam Gala weekend, and brought its mileage for the year up to 2,300. With a major mechanical examination due, mechanical work over the winter was to concentrate on the crossheads, reshimming the motion bars, renewing the little end brasses, and remetalling the big ends. In contrast, the **P3** was moved to Pickering by the GN Tank No 1247 where it was on display over the Steam Gala weekend. On the following Monday it was taken to New Bridge crossing, loaded onto Sunters low loaders and taken to the NRM. During the next weekend it was revarnished and all the brass work polished prior to being moved into the Museum proper for its official handover and public display. Following months of problems with the steam injectors on **4767**, it was reported that the cause of the problem had been found, enabling the locomotive to make a surprise appearance on the Sunday of the Steam Gala. Having only done 180 miles in 1977, the planned winter maintenance programme was relatively modest, but, not surprisingly, would focus on both injectors.

News from the Line – a feasibility report examining the financial position of the railway and forecast future development, commenting on the marketing and promotional programme, and to make recommendations and advise on any changes in operation or organisation to assist the Railway's long term future, was published. It agreed on the importance of the Railway, both as a means of access to the National Park and as a major tourist attraction, believed that it merited the support of the Tourist Board, National Park Committee and County Council, and rejected the possibility of shortening the line at either end. Praise was given to the work of volunteers in running an 18 mile railway, but pointed out that it was very susceptible to mechanical failure, particularly of diesel traction(!). Its main recommendations included a re-organisation of the management structure, appointment of a qualified and experienced Chief Executive, improvements in volunteer management and liaison with the National Park, expert advice to be obtained on identifying future priorities for capital expenditure, and the establishment of maintenance and overhaul procedures for rolling stock.

Elsewhere, the Sentinel shunter, deemed surplus to requirements, had also moved to the NRM, and the two ex-Brighton Belle Pullman coaches were also due to depart, having been sold by their owners, Scottish and Newcastle Breweries. A Bo-Rail wagon for transporting rail had been purchased, and, to assist with track repairs, four ex ICI 5 plank wagons had been cut down to flat wagons. Subject to the money being available, it was also hoped to purchase 3,000 concrete sleepers for installation in Newtondale for which a Manpower Services Commission Job Creation grant worth about £35,000 was to enable 14 workers to be employed on the scheme.

Other contents – there was a full sales report from John Hunt, recording sales of £369 for October, and drawing attention to some of the seasonal items in stock, just right for that important Christmas gift. As well as calendars and cards, there was the 'North Eastern Revival' cassette tape (*remember those?*) and book (only 35 left of nearly 4,000 printed, generating about £500 for the Group), and cine film and slides of the Grand Cavalcade at Shildon in 1975. Following the retirement of the Foley's as licensees at the Bridge Hotel in Newcastle, the new landlord decided that punk rock was more lucrative in terms of pints drunk than railway preservation (*really?!*), so suggestions for possible alternative venues were sought. The character of different preserved railways around the country was examined in a philosophical article by Derek Hanson, Richard Wheeler provided a very positive book review of *Industrial Locomotives of Durham*, compiled by Colin Mountford and Les Charlton, published by the Industrial Locomotive Society and available from NELPG Sales at £4.75 (soft bound) and £5.75 (hard bound), and it was reported that, after very careful consideration of Bryce Greenfield's collection of railwayana, which had been bequeathed to the Group, the Committee had decided to retain the photographic collection, along with the most valuable items of railwayana. Items of less historical significance would be auctioned at the Group's December meeting. This action was in accordance with the wishes of Bryce's relatives.

And finally.... John Whitbread advertised for a vacuum cleaner to help keep NELPG's workers cottage at Grosmont clean – nothing too expensive, donation preferred!



From the archive. Amidst the V3 2-6-2Ts, 69023 stands round the turntable at Gateshead shed in the early 1960s. Just visible is the front of 69005 as well (Michael Denholm)

--ooOoo--

JUNIOR VOLUNTEER REPORT by Bryan Orange

On 26th November 2015, I wrote in NELPG News “After 5 years of assisting the NYMR Junior Volunteer (JV) Group I decided during summer 2015 that it was essential for the NELPG to bite the bullet and attempt to establish a Junior Section within the Group. This must be relevant when considering the ages of those of us who attend Working Parties! Youngsters are the very life and blood of our Group’s future to allow generations who will be around in 30 years time to continue to enjoy our locomotives in steam”

In the 2 subsequent years since that article was written, our NELPG Juniors have made 20 attendances at Deviation Shed to assist with the Q6 and receive Workshop training. Of course they have “diversified” further to assist with the Sir Nigel Gresley overhaul on a monthly basis, assist LNERCA, attend the Signal Training School at York NRM, help Fred Ramshaw with the J72, and made very occasional visits over the hills to work on the K1. They have presented at our annual Bun Fights, attended our 50th anniversary celebrations and supported many other NELPG activities. They have become well integrated into the NELPG fabric- long may that continue!! Once again this has been achieved with your and their parent’s support – so a big thank you and keep up the good work please!!



*Finn Allen, Ed Murray and Tom Noble sitting on the Quiz Panel, Engineering Hub, 22nd October
 (Chris Lawson)*



*Luke Perry, Bryan Orange, Ed Murray, Finn Allen and Tom Noble in the main hall of the NRM
 (Ethan Humble)*

Currently there are 12 x NELPG/007 Gang JVs – Rob Sowden is now training as footplate crew on NYMR. We have had 2 new JVs in 2017 both 13 – Luke Perry (Leeds) and Aaron Jackson (Hartlepool).

Ed Murray, Tom Noble, Finn Allen, Noah Hunter and Ethan Humble are nearly or already 16. They will become “Apprentice Working Members” once 16 until they are 18. Some of these boys are now attending “adult” Working Parties. Our 15 and 16 year old Juniors are now being encouraged to act as JV Leaders.

There will be inevitable JV wastage due to – Tom Noble Fireman training on J72 & NYMR/Embsay, welcome school distractions of “A” and “GCSE” exams, badly damaged ankles!! Etc. I am now focusing on the recruitment of 13 to 14 year old new recruits in 2018 – can you assist please with potential JV recruitment? Be it grandsons/daughters or people you know, whose offspring may wish to join as Juniors?

Good news!! Hop-along Tom Noble is no more – hop-along that is! Tom returned to the November Q6 session more or less back to normal after his serious ankle injury.

As I mentioned in the last Chime issue, Ethan, Luke, Ed, Finn and Tom Noble had agreed to form a team with me for their participation in the NRM York Engineering Hub event on 22nd October 2017. The event was designed to inspire youngsters to become engaged in Science and Engineering. Our team demonstrated to child visitors the use of basic hand tools to make a typical apprentice object – a Tool Makers Clamp. We all enjoyed the day. Here are the boys impressions of their day:-

“During the event I felt a strong purpose of sowing the seeds for encouraging the establishment of future engineers – however only during the morning session. I am disappointed about the NRMs H&S policy of not allowing us to let the visiting children use a file which was enforced in the afternoon session. NRM viewed this file use as an unacceptable safety risk.” Tom Noble

"During my participation at the NRM Future Engineers event, I learned how to inform children of all ages what we do and what we maintain. It also gave me the chance to put my tool work and presentational skills into action to teach the children the basics on the manufacture of a Tool Makers Clamp" Ethan Humble

A team of nine of our JVs assisted both the Q6 and the *Dame Vera Lynn* team with their exertions on their November working party attendance at Grosmont. Martin Ashburner supported the MPD based workshop training we have missed due to Chris Parrish’s illness.

Thanks to Ian Foot, the NELPG JVs have been invited to attend a two day weekend session in April 2018 at Sir William McAlpine’s private railway facilities at his home in Henley-on-Thames. Take up has been swift by the JVs and some parents/grandparents are coming along as well. We all look forward to that weekend.

Best seasonal wishes are extended to all and especially Junior Volunteers and their parents/grandparents.

--ooOoo--

SPECIAL GENERAL MEETING AND ANNUAL OPEN MEETING

With 40 members present, the Chairman apologised for the late start of the meetings, caused by delays to his train on its journey north.

For the SGM, the Secretary reported that he had received apologies for absence from 47 members, including 42 proxy votes (the full list is available from the Secretary). In considering the first motion for authority to spend up to a further £25,000 to complete the J27 overhaul, the only question raised was about the overall cost to date of this work. The Secretary reported that the total spend had now reached £422,000, of which the boiler work carried out at Crewe represented £259,000, following an initial contract estimate of £59,000. The motion was then put to the vote and adopted unanimously. There were no questions about the second motion, seeking authority for additional expenditure of £30,000 on the Q6 winter maintenance work. This motion was therefore put to the vote and also adopted unanimously. The SGM was then declared closed.

The Open Meeting began with a presentation by Tom Noble and Finn Allen on the NELPG JVs. Whilst there were currently 12 in the team, nearly half of those would shortly reach 16 and become Apprentice Working Members. They therefore emphasised the need to focus on recruiting 13 -14 years old new recruits in 2018, and appealed to all to identify and encourage potential JV members. Bryan Orange followed up with a brief report of JV activities during 2017, which included the donation of a velocipede to the JVs, but disappointment at the stopping of their simple practical demonstrations at the recently held NRM Engineering event designed to attract young people to the engineering profession. Dave Whitfield added his compliments at the unofficial NELPG Facebook page administered by Tom Noble and James Percy, and urged all members to visit the site – it was well worth it.

The locomotive reports then followed:

J27 – in the absence of Richard Pearson, Terry Newman reported that progress had been slow, but the recent work on the front tubeplate meant that the boiler was now sitting square on the frames and the new cylinder block. A decision still had to be made on how to deal with the shortfall in the length of the new smokebox. Nevertheless, there was now plenty of work to get on with – brake gear to fit on the tender, insulation and cladding to fit round the boiler, and the main steam pipe to fit along with the rest of the piping. The more volunteers the merrier, but it was recognised that, with competing demands for all four locomotives, there may have to be some prioritisation and co-ordination at peak times.

Concerns were raised about the length of time it was taking to get decisions made. It was pointed out that without a dedicated caretaker, responsibility was having to be shared amongst too few individuals, who also had to meet the priorities of their full time employment, which inevitably slowed progress. The amount of extra work that had been found necessary, particularly at Crewe, was also questioned: should they not bear some responsibility? In response, the sitting of the boiler in the frames was explained as a long term problem dating back to BR days, but highlighted by the new cylinder block. It was nothing to do with Crewe. As the boiler overhaul had progressed, then additional work had been identified, and, although there had been regular progress meetings with Crewe in the latter stages, it was accepted that more should have been done at the beginning of the contract. In addition, it was agreed that before future boiler overhauls, a proper, thorough, examination and documentation check should be carried out to identify the work required, to enable a proper costing and minimise the risk of further problems being found.

Q6 - The position with the Q6 was documented in the twice weekly working party reports (*NB: these can be found in the Q6 section of the NELPG website under Q6 blog*), but, in the absence of Bill Dobson, the Secretary reported that the Committee had agreed that the small tubes should be removed to enable a full internal boiler inspection by the boiler inspector this winter, with a boiler lift at some stage in the future, as part of an agreed plan leading to the next 10 year inspection not being due until 2028. The new flue tubes were due by the end of the month, new superheater elements in December, and the new small tubes in early January, with the target date for completion remaining 19 March 2018. The Q6 appeal had now reached £7K, which, with Gift Aid, would take it to nearly £9K. A special event for donors was planned on the locomotive's return to service.

A question about the possible extensive use of ferrules around the small tubes in the firebox tubeplate was unable to be answered, but would be (*NB: and has been*) referred to Bill Dobson to respond.

J72 – The Secretary reported the J72 was currently out of traffic, with its next duties being the Santa specials on the Wensleydale Railway on the two weekends before Christmas. It was still suffering from leaking tubes, and Mark O'Brien and Paul Middleton from the NYMR were due to visit on Fred Ramshaw's return from holiday, to see what help and advice they could offer. A new locomotive shed is being built at Leeming Bar, which, if ready in time, will allow the winter maintenance, which is expected to be minimal this year, to take place in situ. Discussions have still to be held with the Railway about the possible use of the locomotive next year, bearing in mind its boiler ticket expires on 25 August 2018. These would also need to take account of remarks in the latest Wensleydale Railway magazine which appeared to be critical of the Group's efforts this year, and of the need to clarify the relationship between the Railway and the Group's members who currently provide its locomotive department. Terry Newman added that the development of the Railway's steam department had been the subject of discussion with him and Fred Ramshaw, and they had suggested the Railway should go to its own members and see who came forward. This was a more critical issue now the Railway had decided that steam operation was the way ahead, but the Group had to be careful that, with four engines possibly in traffic in 2018, we did not end up taking on more than we had the resources available to manage. The Chairman emphasised that this was a major issue for the Group, and work had been going on to prepare a Locomotive Overhaul, Maintenance and Running Strategy to address this. The Committee was currently commenting on a first draft, and a revised version would then be circulated to members for their views.

A question was asked about the record of the Wensleydale Railway in paying our invoices, to which the Secretary responded that it had not been good this year. A lot of chasing by a number of people had been required and, although most invoices had now been paid, there was still a small sum outstanding. Delay in payment was therefore both a concern and a risk to the Group, and needed to be taken into account in our future relationship with the Railway.

K1 – Paul Hutchinson reported that the K1 had achieved 100% reliability this season, albeit with some effort, and had earned a net £100K on the mainline, giving an earnings per mile figure of £13.52, more than was normally available on heritage railways. Winter maintenance at Carnforth had started with some 39 jobs identified, but nothing major so far. The locomotive was expected to be ready for work on the Jacobite by mid April, and David Smith had indicated that it was wanted for the 2018 Jacobite season.

Confirmation was sought, and given, that, with the exception of winter maintenance, all costs, such as contributions to volunteers' expenses, Support Coach and NELPG car, had been included. Disappointment was expressed though, that in spite of requests, only a 3 year run of figures had been produced, and not for 10 years, which would give a better indication of any longer term trends. Even so, Paul pointed out that the K1 was the only one of our four locomotives whose DMF had not needed a major cash injection.



*Another view of the NELPG members' special on 28th October, this time at Moorgates
(David Warren)*

Turning to the Jacobite, a questionnaire had been issued to 2017 Support team volunteers asking what went well? what didn't? and what changes should be made? 15 responses had been received out of 36 issued, with the scenery, the camaraderie, the spectacular line and the satisfaction of a job well done all seen as positives. A significant number of problems were identified however, largely focussed on the facilities at Fort William – electricity supply, toilets, showers, the lack of a shed roof, pit drainage, and clothes drying – but also seating on the train, sand quality, inability to move the K1 on shed and to drive the digger. Paul went through each in some detail, identifying the actions he intended to take to try to resolve them where they were under our control. The situation was complicated because of the different contractual relationships between the three parties involved – WCRC, DB Schenker and Network Rail – which can blur the lines of responsibility, but confirmed that he was personally taking on the electricity supply issue, and that WCRC and DB Schenker were discussing facilities in the yard. At this point the Chairman had to leave to catch his train to York to connect with his last train home.

In responding to questions about the Jacobite Support team, 36% were over 60, 26% only supported the Group by volunteering on the Jacobite, and there had been 6 female members of the Support team in 2017. However, the survey had also revealed that a very small number of the team had not been NELPG members. This was essential for insurance purposes, was not acceptable, and would be sorted out for the future. So far as patronage of the Jacobite service was concerned, Paul's personal view was that it had probably reached equilibrium, albeit at a very high level. Finally, concerns were raised about a perceived conflict of interest and the Secretary undertook to report that back to the Committee for its consideration.

The meeting concluded with heartfelt thanks to all working volunteers and members who had contributed to the Group's activities over the last year.

*C J Lawson
Company Secretary*

OBITUARY

KEN HEDLEY



Ken Hedley with Dr Stuart Blanch, Archbishop of York, on the footplate of 44767 George Stephenson on the NYMR in 1975.

I regret to have to inform you of the death of Ken Hedley on October 22nd, the day after his 89th birthday. The funeral service was held at Blyth on 2nd November, and the church was full.

I met Ken in 1970 when he used to drive NELPG's P3 (J27) and T2 (Q6) on the NYMR during their Open Weekends for NYMR members before the official opening in 1973. We soon developed a good friendship and, as Ken had organised Mutual Improvement Classes (MIC) at Cambois diesel depot, he offered to do the same for anyone interested in becoming a driver or fireman on the NYMR. We held our MIC classes at The Red House, Hepscott every week with John Hunt, Kevin Gould and a few more attending. Ken was a good teacher and we learnt a lot from him.

Ken started his railway career in 1945 as a cleaner at South Blyth depot, spent 2 years as a "Bevan Boy" miner then back to the railway.

I never got the chance to go out with him on the footplate of a J27, only a Class 37. Soon after that, and before he retired, he became shed foreman at Cambois diesel depot. Ken spent a few years driving at the Stephenson Museum until his legs became weak and he eventually ended up in an excellent care home in Blyth. I visited him there a few times. His memories of happy days on the footplate were most interesting and I enjoyed those visits.

Ken was lucky enough to own a cine camera, and he has some of his films of steam and diesel trips on the footplate on YouTube, which are worth looking at. He has also done some interesting articles around the Blyth and Tyne system which have been, and are being, included in *Railway Bylines*.

It is very fortunate that Ken was such an enthusiastic railwayman, putting down on film and paper his reminiscences for us all to watch and read. We will miss him.

Ian Storey

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DIARY

FORTHCOMING NELPG SOCIAL MEETINGS

Friday 12th January 2018 **RECOVERED MEMORIES** by Steve Armitage

Friday 9th February 2018 **STEAM AROUND DARLINGTON** by Chris Nettleton

Friday 9th March 2018 **LIVING NORTH EASTERN** by David Thomas

Friday 13th April 2018 **NER AUTO COACH** by Steve Middleton.

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

OTHER NELPG EVENTS

December

11 - NELPG Committee meeting, Middlesbrough Municipal Golf Club, Ladgate Lane (7.30)

16 - NELPG Hopetown Open Day (11.00 – 3.30)

2018

January

8 - NELPG Committee meeting, Middlesbrough Municipal Golf Club, Ladgate Lane (7.30)

20 - NELPG Hopetown Open Day (11.00 – 3.30)

February

12 - NELPG Committee meeting, Middlesbrough Municipal Golf Club, Ladgate Lane (7.30)

17 - NELPG Hopetown Open Day (11.00 – 3.30)

OTHER EVENTS

December

9/10 – NYMR Santa trains

16/17 – NYMR Santa trains

16/17 – Wensleydale Railway Santa specials, J72 operating, 10/12/2/4 o'clock ex Leeming Bar

18 – NYMR York Area Group – New Earswick Sports and Social Club, White Rose Avenue, York – *A Heck of a Disaster* by Neale Clarke (7.30)

19/20 – NYMR Santa trains

21/22/23 - Wensleydale Railway Santa specials, J72 operating, 10/12/2/4 o'clock ex Leeming Bar
26 – 1 January 2018 – NYMR winter timetable

2018

January

4 – Friends of Darlington Railway Centre and Museum, Head of Steam Railway Museum, Darlington – Museum Update by Sarah Gouldsbrough (1.45)

18 – NYMR NAG - Northallerton Town Cricket Club, Farndale Avenue, Northallerton – Railways in the Cornish Landscape by Stephen Gay (2pm)

26 – NYMR TAG – Room 1, Settlement Community Centre, Union Street, Middlesbrough – 2017 Railway Roundabout by John Hunt (7pm).

February

5 - NYMR NAG - Northallerton Town Cricket Club, Farndale Avenue, Northallerton – *From Saltburn to Seal Sands* by Richard Barber (7.30)

10 – 18 – NYMR half term trains operating.

10 - Friends of Darlington Railway Centre and Museum, Head of Steam Railway Museum, Darlington – *Disused Railway Stations* by Alan Young (1.45)

15 - NYMR NAG - Northallerton Town Cricket Club, Farndale Avenue, Northallerton – *Box to Box, Darlington to York* by John Midcalf (2pm)

17 – North Eastern Railway Association, Head of Steam Railway Museum, Darlington – *From Saltburn to Seal Sands Part 2* by Richard Barber (1.30)

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COVER PICTURES

Front: 50 years ago, 65894 became the property of the NELPG, on 1st December 1967. Here, four months earlier, it is pictured crossing the River Wear between Monkwearmouth and Sunderland in August 1967 (Brian Stephenson)

Back (top):- With Loch Shiel as an impressive backdrop, 62005 accelerates off Glenfinnan viaduct on 19th September (Mark Fielding)

Back (bottom):- With Loch Carron as a backdrop, 62005, during its 900 mile jaunt on the Great Britain X railtour, passes the rare breeds farm near Duncraig, between Stromeferry and Plockton, en route fro Inverness to Kyle of Lochalsh on 1st May (Richard Stevens)

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THE COPY DATE FOR THE FEBRUARY 2018 NEWS IS
FRIDAY 19th JANUARY 2018

