

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



**NO.303**

**FEB. 2018**

# EDITORIAL

## THE COMPLETION OF THE J27 OVERHAUL

On Monday 8<sup>th</sup> January 2018 the NELPG Committee agreed, unanimously, to send the J27 to the NYMR for the completion of the overhaul, running-in and use at the start of the Railway's 2018 season. This decision was essentially a response to the issues we currently face, from the smoke box, the main steam pipe, the cladding, the ashpan and the general problems we are having with Hopetown supervision, and the fact that we just can't seem to get anyone who has the time to put into the project that will see the engine finished anytime soon. In this respect Richard Pearson, Paul Hutchinson and Terry Newman had discussed these issues and all felt that at the current rate the engine won't be complete until the summer, so we are currently on course to miss any running on offer from the NYMR in the low season.

The NYMR's Traction & Rolling Stock Head, Paul Middleton, had expressed an interest in seeing the J27 in use on short trains in the NYMR's timetabled shoulder periods, and envisaged around 3,000 miles being allocated to the loco this year. Paul had casually called in to Hopetown before Christmas en route to a meeting at Shildon. Richard Pearson then had a long telephone conversation with Paul about the J27, and talked about all the issues outlined above. So, taking all these factors into account Paul Middleton asked 'what can the NYMR do to help'? But before we could answer the question properly Richard and Paul met at Hopetown on 2<sup>nd</sup> January, to fully examine the engine and all the yet to be fitted components. As a result it seemed that there were 3 options:-

1. Do nothing and let our volunteers finish the engine at Hopetown, the engine will then steam in the summer, but will miss the NYMR low season and also probably anything we might pick up from Wensleydale railway if/when the J72 is withdrawn.
2. Get help from the NYMR and have 2 fitters working at Hopetown for an unknown period but this would not be Paul's preferred option as it would waste a lot of time and money travelling (possibly 4 man hours per man per day) as they would no doubt want and need to take components back to Grosmont for service/adjustments before fitting.
3. Or take the J27 and all components to Grosmont, as there will soon be a space in the fabrication shop, and this way we stand a very good chance of having the engine in traffic for Easter! (Remember the MPD assembled *Repton* in 6 weeks). The NYMR would then project manage the work with technical assistance from Richard Pearson, Paul Hutchinson and John Graham as required and our volunteers would still be able to help with the work and get involved in steam testing, etc.

It was agreed that the Committee would decide on these options at its January meeting on the 8<sup>th</sup> but it was considered essential that the views of the regular Hopetown volunteers be canvassed beforehand. This was done by Nigel Hall and Richard Pearson on Thursday 4<sup>th</sup> and Monday 8<sup>th</sup> January. It was clear that views were divided, with some against, and others in favour, though most understood the logic in the NYMR proposal. After some debate the Committee agreed on option 3, the J27 to move to the NYMR during the second week in February.

The MPD would complete assembly, carry out another hydraulic test which, importantly, would restart the boiler life, steam test and run the loco in, with the plan that it would be available for traffic at Easter this year. Whilst the MPD would carry out and manage the work, NELPG volunteers will be welcome to assist, especially those who have put so much hard work into the project over a long period of time. Transport from Darlington/Teesside to Grosmont can be arranged to facilitate this, so that those who want to see the project through to completion, can do so. Bill Dobson was of the view that this should not detract from work on the Q6.

However, back at Hopetown, there will be work to do on the winter maintenance of the J72 under Fred Ramshaw's supervision. In addition the J72 boiler is to receive attention from a contractor by removing the tubes and inspecting the tubeplate. If this examination proves positive, contractors will retube the loco ready for the 2018 season on the Wensleydale Railway. The loco could then run until then end of August, including its visit to the K&WVR. The number of expected steamings will more than cover the cost of the boiler work. In the longer term, the Committee could investigate the possibility of another project to come to Hopetown.

This statement was sent by the Chairman to everyone on the NELPG workers email list to advise them of these developments which, in the Committee's view, are in the best interests of the NELPG and in accordance with its aims and constitution. A lot of money has been invested in the J27 and this proposal means that we will see the J27 begin to repay this investment at the earliest opportunity.

This statement is now reproduced above for the benefit of all NELPG members.

*John Hunt,  
Chairman*

Postscript.

Although responses to the statement were not requested, the Chairman received 16 emails from NELPG members, all expressing unequivocal support for the Committee's decision.

At Hopetown, workers expressed mixed views. Some who had devoted many years to the J27 overhaul were disappointed not to be seeing the project through to completion at Hopetown.

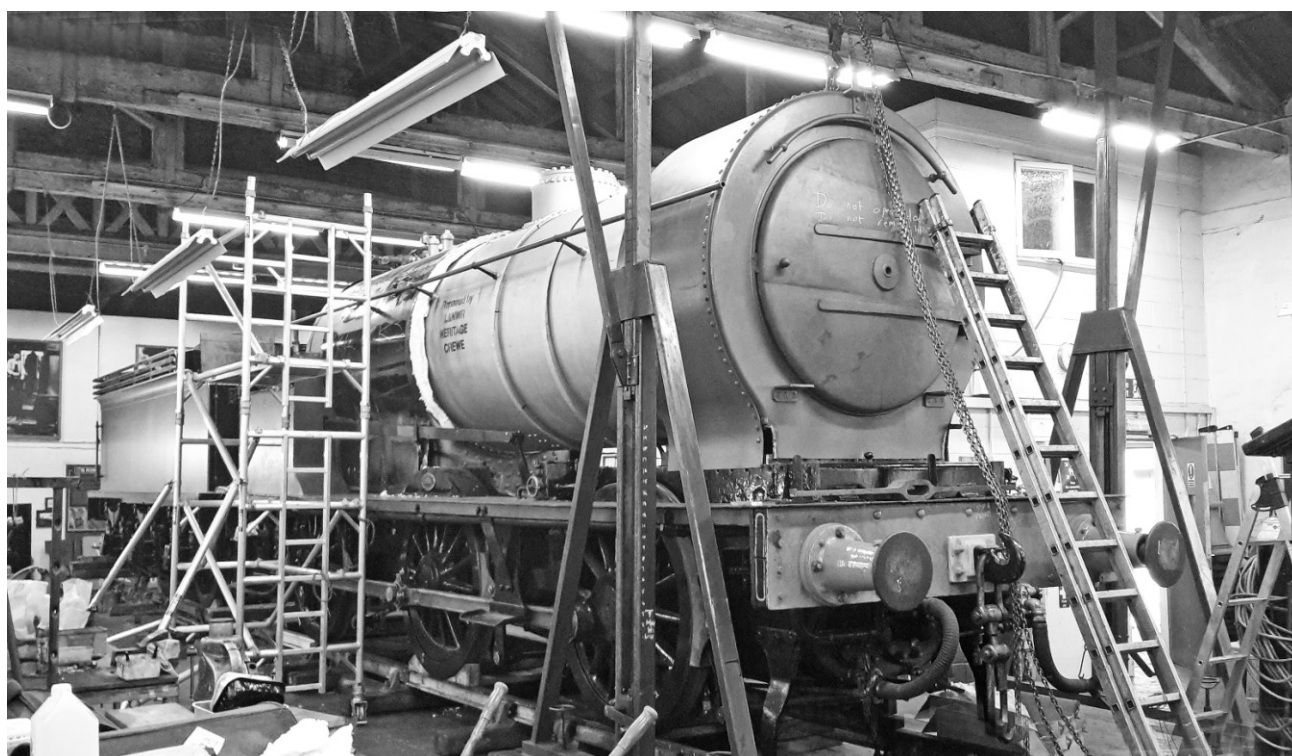


*A sign of things to come. A view of 65894 in Northdale on 6<sup>th</sup> November 1998 (John Cooper Smith)*

## **LOCOMOTIVE REPORT by Nigel Hall (J27), Bill Dobson (Q6), Paul Hutchinson (K1) and Fred Ramshaw (J72)**

**J27 NO. 65894**

In December's report, the boiler position had been sorted out and work fitting cladding, pipe work and cab components was starting to make progress. Since then the offer to help with the locomotive from the North Yorkshire Moors railway has been received, the details of which are contained in the Editorial on pages 3 and 4. The acceptance of this offer has radically changed our plans, and we are now working towards making the locomotive and tender fit to travel to New Bridge during the half term week. The loco and tender will be joined there and hauled slowly back to Grosmont the following week commencing 19<sup>th</sup> February.



*The J27 inside Hoptown on 26<sup>th</sup> January (Nigel Hall)*

The working sessions over the festive season were spent rationalising the distribution of parts around the workshop in order to make space for the J72, which arrived on 4<sup>th</sup> January. That same day the nature of the offer from the NYMR was explained to the working members, who expressed mixed views. The Committee made the decision to accept the offer at its meeting on the 8<sup>th</sup>, and since that time the direction of our effort at Hoptown has changed.

The locomotive lubrication system has been completed and requires a final test. The tender lubrication has also been checked. The tender braking system is complete and requires a final inspection. Insulation and cladding has been fitted to the boiler in the cab and around the firebox area. The smoke box and door have been placed on the saddle again and a temporary attachment mechanism for transport devised. The tender coal space is slowly filling with large labelled items to be fitted at Grosmont.

There's still a lot to do and only one Monday and two Thursdays in which to do it. If you'd like to help you know where to come!

**Q6 NO. 63395**

Following the removal of all boiler tubes, the internal surfaces of the boiler were cleaned, including needle-gunning of the lower part of the barrel. The internal condition of the boiler is excellent, apart from the firebox tube plate which is showing its age. A major milestone was achieved on 28<sup>th</sup> December when the internal condition was inspected by the insurance surveyor and Mark O'Brien, and was pronounced satisfactory. Re-tubing will commence as soon as the superheater seats are cut and a number of copper ferules made. The seat cutting will commence after *Eric Treacy's* hydraulic test which is scheduled for the end of January.



*Mark O'Brien and Nick Raithby taking a breather inside Q6 boiler barrel (Nigel Hall)*

Machining of the re-metalled eccentrics has commenced, and the piston valve overhaul is nearing completion. The LH side rods have been re-fitted, incorporating a new steel bush, and the RHS side rods will follow suit when the two re-metalled bushes have been machined.



*Q6 gradient pin bush and packing ready for pressing on 10<sup>th</sup> January (Ian Pearson)*

All brake gear has been refitted, with two new hanger pins, and new BR2 brake blocks fitted. The fall plate hinges have been repaired, and the drawbar, safety links and associated pins have been cleaned, NDT tested and are ready for refitting. Both lower slide bars have been shimmed to take up the excessive wear in the crossheads. The blower valve has been refitted, and blanks for the safety valves, whistle and regulator valve made and fitted. Finally, the vacuum pipe and steam pipe which run the length of the locomotive have been repainted, and will be refitted once the valve gear is fitted. Outstanding jobs are the refitting of the valve gear, the big ends to re-metal and fit the connecting rods and the engine and tender to couple.

Overall, progress has been excellent, with good working parties, and despite some delays with machining, the target end date of 19<sup>th</sup> March is still realisable.

#### **K1 NO. 62005**

Winter maintenance on the K1 is progressing with the working parties that have taken place largely well attended. We are, however struggling to get anyone to go over mid-week which means, like last year, some full weekend working.

The most significant jobs undertaken to date are:

- 1) Piston valves removed and cleaned, new rings manufactured
- 2) Honing of the valve liners started (LH almost complete at the time of writing)
- 3) Pistons removed and cleaned, LH head built up and machined, new rings ordered, piston rods ground true.
- 4) Both crossheads removed and sent for partial re-metalling and machining
- 5) Trailing coupled wheelset removed, axleboxes examined and remedial work identified (replacement of trailing horn lining plates)
- 6) Both big end and right intermediate coupling rod bushes re-metalled
- 7) Both gradient pin bushes replaced
- 8) Cab prepared for removal (to allow access for the manifold mounting boss to be seal welded and the whistle and safety valve bosses to be machined)
- 9) Cab seats removed and sent for reupholstering
- 10) OTMR recorder removed and sent for servicing/repair
- 11) Numerous crown stay nuts replaced (many more still to do)
- 12) Ashpan centre hopper rebuilt and ashpan sprinkler pipe work replaced
- 13) Draw bar removed and sent for straightening and shortening
- 14) Blast pipe de-carboned
- 15) Tender jacked and packed, all springs removed to allow axlebox brasses to be examined.



*The new platework in the K1's ashpan and the pipe work for the ashpan spray (Rowland Bingham)*

In addition there has been a lot of cleaning, annealing and servicing jobs undertaken. We have achieved a lot in the time spent to date and many thanks are due to those who have been involved but we are behind programme and will need good attendances over the remainder of the winter maintenance period if we are to have the engine ready to work in time for the start of next year's

Jacobite season. It would be great to see some new volunteers at Carnforth to supplement the regulars so if you are able to help then please contact Paul Hutchinson by text/phone on 07964988551 or e-mail [paul.hutchinson62005@outlook.com](mailto:paul.hutchinson62005@outlook.com). Working parties usually take place on Saturdays, with the occasional full weekend. Mid-week working parties will also take place if there is sufficient interest.



*The K1's tender jacked up with the springs removed to allow examination of the axleboxes.*



*Angie Buxton with one of the K1's pistons and (right) Chris Henwood honing the K1's left rear piston valve liner (all Rowland Bingham)*



## J72 No. 69023

As December approached and the festive season dawned, preparations began to ready the loco for the popular Santa Specials. To our dismay, when the steam pressure reached 130psi, several small boiler tubes were found to be leaking and despite attempts to rectify the fault it was deemed necessary to withdraw the locomotive from service, thus missing the Santa Specials. After taking advice from several learned parties, including our boiler inspector, it was decided to remove the tubes for further investigation.

It had been hoped that following the commencement of the new repair/running shed at Leeming Bar we could leave the locomotive at Leeming for this process and winter maintenance but the best laid plans etc! Because of delays, it was decided to bring *Joem* back to Hopetown for the work to begin. Thanks to the assistance of the Wensleydale Railway the loco was picked up on 3rd January and delivered to Hopetown early the next day. As a result of smart organisation by various people the loco was offloaded and into the shed in a short space of time.

Work began almost immediately with the smokebox door being removed, a start on cleaning the washout plugs and mud hole doors for further examination. The safety valves were examined and some remedial work began. In the smokebox a start was made in removing the main steam pipe and blast pipe, and this has now been completed. The firebox and grate has been thoroughly cleaned ready for examination. Several smaller jobs have been started which should be completed soon.



*Mathew Storey removing tubes as Tim Williamson looks on (left) and after two days work, the old tubes with the new ones beyond (both Nigel Hall)*

The tubes have now been removed by a contractor Mathew Storey, after which the firebox tubeplate will be thoroughly examined and a decision made as to the way forward. It is hoped to have repairs completed and the loco returned the Wensleydale Railway in time for the start of the 2018 running season.



*69023 in action on the Wensleydale Railway (Maurice Burns)*

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## **WORKING PARTIES**

The regular Monday and Thursday working parties continue at Hopetown on the J72. 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** or **Fred Ramshaw on 01325 377306**. Please try to turn up if you can. The phone number for **Hopetown Carriage Works** is **01325 382155**.

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

Members are reminded to renew their membership subscription for the year 2018 by the end of February or their membership will lapse. If you have renewed before 1<sup>st</sup> February, and did not enclose a stamped addressed envelope, then your card will be included with this edition of the newsletter (envelope marked with an "X" on the back). Renewals received after 1st February without a s.a.e. will be included in the April newsletter. All Patrons should have received their cards by now.

New members welcomed by us since the last NEWS are:-

Mr. S. Carass from Redcar,  
Mr. P.D. Jameson from Colwall.  
Mr. G. Jackson from Wakefield,  
Mr. G.E. McVitie from Sunderland and  
Mr. A. Tyson from Newcastle.

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

### ***Sales news***

Thanks to all those who ordered calendars and pens, following my piece in the last issue of the NEWS, and my apologies for the delay in despatch to anyone who has ordered any after 7<sup>th</sup> January. These will be dealt with as soon as I return from a month's visit to Australia. However, calendars (£6 each post free) and pens (K1 at £2 each and grey NELPG at £1 each post free) remain available from me at the usual address.

### ***Hopetown additional opening in 2018***

Because of the demand for visits to see the P2, the A1 Trust has decided, following consultation with Norman Crookit, to additionally open their workshop on the first Saturday of the month for the summer period from April to October. The NELPG workshop will also be open at the same times, provided there is work to be seen.

### ***John Graham***

Our CME, John Graham, has recently undergone surgery and we wish him a speedy recovery and return to full health.

### ***2392 number plate at Stafford Railwayana Auction***

Sam Woods brought to my attention that a large brass number plate for 2392 had been included in the sale catalogue for Stafford Railwayana's auction on 13<sup>th</sup> January. It appeared that this was an additional replica number plate, cast when the two required for the P3 were made by Nick Downing in August 1971, following the decision to repaint the J27 in NER livery as P3 No 2392. The catalogue entry did not make clear that this was a replica plate, and a conversation with the auctioneer about the provenance of the plate was followed up by a letter confirming his assurance that he would make clear at the auction that this was a replica, and not an original 1923 plate. The replica plate finally sold for £250.

### ***Richmond swimming pool history display board***

Maurice Burns has been working with a representative of Richmond swimming pool, next to 'The Station' and built on the site of the goods shed, to install a history board. This includes a photograph

of K1 No 62041 on the daily pick up goods, having just pushed some loaded vans into the goods shed in December 1965. The board explains that, within weeks, all of the K1 class had been scrapped except for one, now maintained by NELPG. Thanks to Maurice for this additional publicity for the Group.

### ***NYMR News***

#### ***Steam motive power update***

**926 Repton** performed well over the Santa period and was prepared for its hot boiler insurance exam in January. Fitters were working on winter maintenance that includes safety valve exam, manifold exam and underframe work. Valve covers have been stripped off to see how much carbon has built up since it entered traffic.

**44806** - was used for Santa traffic and then right up to the last day of its boiler certificate on 1st January. Now withdrawn for overhaul, winterised and placed in the back field. It will be washed out once shed space is available for an assessment of what is needed for its overhaul. Its new tender is almost finished and has now received some paint.

**61264** - a valve and piston exam has been completed and the connecting rods have been taken down ready for the rear wheelset to be removed. The boiler is at its fifth year, so a number of tubes are to be removed and a thorough inspection is to be carried out. John Furness has offered to repaint the loco, as some of the paint was looking tired.

**76079** - has been used during the Santa period but now winter maintenance is well underway. The valve and piston exam has been completed but it was found during the exam that the LHS cylinder requires boring. This will take place shortly. All the driving and pony wheels are going for tyre turning and all cab valves and fittings have been overhauled as part of winter maintenance. The brick arch has been replaced and, whilst out, a number of tubes have been unblocked, then all re-beaded. The front spark arrestor screens have been repaired and approximately 70 crown stay nuts have been replaced.

**80136** - has also had a valve and piston exam and a full set of rings. The piston on the right-hand side has needed work to allow correct fitting to the crosshead. Cab valves and fittings are undergoing overhaul. Leading and driving axle sets have been lowered out of the frames for axle box work and welding to be carried out. To help even out wear, the loco has been turned to face north for 2018.

**825** – the tender is now complete and in storage in the MPD yard. GSMR equipment has been tested on the bench and is awaiting updating to the newest version. The frames are in the repair shop now, following refitting of all the driving wheel sets. The shed team are readying the frames for traffic to accept the boiler when this is delivered from the owners upon completion.

**3672 Dame Vera Lynn** – the supporters group has stripped off the rest of the cladding and the boiler is being needle gunned ready for the MPD boiler team to inspect. The JVs continue to assist during their monthly Grosmont working parties.

**34101 Hartland** - boiler repairs continue at South Devon Railway Engineering. It is expected to be back at Grosmont in April. The inner fire box is complete with work on the outer firebox pushing forward.

**45428 Eric Treacy** – the new tubes are in, as are the last of the stays. NDT testing was due to take place on 15th January. The hydraulic test was booked for late January. The header is also ready for the hydraulic, with new studs fitted and a clean-up. Little end pins have been machined in house and

are expected to be ready for hardening in late January. The frames are almost finished and ready to accept the boiler.

**80135** – a date for its return to traffic is not now being forecast.

**75029 *The Green Knight*** – is now awaiting shed space. All fittings have been removed ready for a boiler lift which should take place shortly. No projected date for its return to traffic.

**3814** – for copper capped chimney aficionados, progress can be followed on its new website [www.gwr3814.co.uk](http://www.gwr3814.co.uk)

**No 29** - work has begun on the frames, welding up the wasted areas behind where the cylinder block sits. The new cylinder block is still expected to arrive in January. The boiler is to have a number of tubes removed to assess condition and, after a successful inspection, all the cladding will be removed and a hydraulic exam carried out to renew the 10-year boiler ticket before rebuilding begins.

**No 5** - awaiting completion of No 29 but a thorough boiler inspection is to be carried out shortly to determine the extent of the work needed to return it to traffic.

**1625 *Lucie*** – following a visit by the boiler inspector it is expected to take about eighteen months to carry out the overhaul.

#### *Other news*

Carriage and Wagon - following a major review of the condition of the wheels, and the tyres in particular, of the carriage fleet has revealed that most are coming due for renewal, with some requiring turning and others needing new tyres. The cost of providing four wheelsets (8 tyres) is £20,000 per carriage, but the Board has approved significant expenditure to correct the backlog of carriages needing attention and to ensure sufficient coaches are available to maintain services. The first phase of the plan, involves lifting six coaches at the MPD, removing the wheelsets and sending them for tyre turning; four coaches with Commonwealth bogies being lifted at Carriage and Wagon and the wheelsets being sent for tyre turning; and cleaning up eight spare wheelsets and sending them down to South Devon Engineering for new tyres to be fitted. Eight further wheelsets are already down there having new tyres fitted. Elsewhere, work continues at Llangollen on *Garnet* with bogie work being done at Nemesis Rail, Burton on Trent, whilst work continues on the roof of Car 79 at DC Engineering, Shildon.

Lineside Furniture - on 3<sup>rd</sup> December the last of the current batch of York Area Group funded, new LNER pattern wooden, 'whistle' signs was erected north of New Bridge level crossing. Twenty of these LNER pattern signs have now been installed, over the last six years. Only three of the modern image tin 'W' round signs now remain, all in the New Bridge – High Mill, Pickering area and there are plans for their progressive replacement.

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

The boiler progresses well at Llangollen with the lower sections of the firebox outer wrapper now fully stayed. The boiler has been rolled on to its side to enable further weld repair of the copper combustion chamber plates. Having the boiler on its side also makes the removal of the roof stays easier, rather than having to work overhead. Work on the boiler has now progressed to the backhead with areas of corrosion and life expired studs being attended to. The regulator assembly overhauled at York has now been sent to Llangollen, along with some other boiler components, as they will be needed for the boiler's reassembly.

The repair of the superheater header by contractors has been completed and it has now returned to York. There is further work to be done on it by the volunteer Engineering Team before pressure testing. It will then be sent to Llangollen.

The wheelset marathon has finally come to an end, with them having now received their first coat of gloss. The coupled wheels and bogie axleboxes have been re-metalled and the bogie axleboxes machined by the NYMR MPD team. Measurement of the loco frames is now complete and the machining dimensions for the coupled axleboxes is being compiled. Trevor Wilford has been working on the ashpan, with the deformed platework cut away, a new section of steel angle fitted and further work done in straightening the deformed sections. The machining of the piston valve heads is now well under way and delivery is expected soon of the ones machined from blank castings. In addition, four new castings have had to be ordered to replace two of the old ones which were found to be unsuitable for machining to the new dimensions, and to provide a couple of spares.

Work progresses on the frames with much of the pipe work reinstalled. The repairs to the spring hanger brackets and their bolting and rivets are complete. The vacuum brake cylinder overhaul is complete and they are ready to refit. The bogie frame overhaul is now completed with the fitting of new hornstay bolts. The vertical horn stay bolting for the coupled wheel horns has been examined by Andy Lowes. Many of the nuts are showing signs of years of hammer examinations and flogging up. The measurements and observations taken will be considered and a repair procedure agreed with the CME. The brake stays that link the brake hangers on either side of the loco with the brake cylinders were delivered to K D Flavell's this week for repair. The end shafts and worn surfaces will be rebuilt.

The tender has received more attention, with the removable plate at the top of the coal space removed, the space inside cleaned out and patches all around the coal space cleaned down to bare metal for thickness testing. This was done by John Graham. The platework appears to be sound and the testing shows most of the platework is adequately thick for further use. The strainer box has also been removed, stripped, descaled and given a coat of primer, while further progress has been made with the removal of the tender brake gear.

### ***The Old Gentleman's Saloon***

Although not strictly NELPG business, some members have in the past frequently asked about progress with the repairs to the Old Gentleman's Saloon. I can now report that the repairs to the drawbar spring damaged on the NYMR some 4 years ago, the sagging cross member beam, and the badly split headstock, have now all been successfully completed at Nemesis Rail. The Saloon returned to its home at Oxenhope on the Keighley and Worth Valley Railway at the end of 2017, and, after some minor remedial work has been completed, it is hoped it will be back in cream tea service over the summer of 2018. Watch the KWVR website for details.

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

Writing this report at the start of 2018 is an opportunity to be reflective, yet think of what the coming year may bring. Hopefully we will have the Q6 and J27 providing just what our founding members dreamed of - North Eastern locomotives working up the 1 in 49 on the NYMR and providing us all with the reason why we do what we do. It's over 10 years since the J27 steamed and, as I write, the Q6 is in its 100<sup>th</sup> year. We need to celebrate and be proud when their fires are lit once more.



*65894 on a goods train near Eller Beck on 6<sup>th</sup> November 1998 (above) and silhouetted at Moorgates (below) (John Cooper Smith)*





*62005 climbs the Mhuidhe alongside Loch Eilt on 1<sup>st</sup> May 2017. Just beyond the trees behind the train a 156 was derailed by a landslide on 22<sup>nd</sup> January (Jon Bowers)*



*63395 rounds Darnholm curve on 27<sup>th</sup> September 2014 (Robin Patrick)*



Backing up our ‘madness’ are our fundraising endeavours to support the locomotives. In terms of our current thinking and state of play, the Patron Account at the end of December was some £58,000, and our legacy ‘reserves’ some £98,000. The Fundraising Sub Committee’s aim is to keep these nest eggs growing to cover surprises and the big-ticket wear and tear items that can financially hit us.

To temper the above sums, the Treasurer indicates he will need to draw down some monies from the Patron fund to underwrite the concluding costs of the J27 and Q6 completions. The exact amounts will depend on the final billing. It is gratifying that we have these reserves such that the locomotive caretakers can commit works, knowing we can pay!

Equally, to all those who donate we are grateful and say, please, take some deserved credit when you see our locos in action. You can of course help by becoming a Patron or reviewing what you presently give, it all helps. A Patron Membership form was included within the December NEWS but, if you require a copy, please let me know on 01423 868138 and a form can be sent to you directly. Another feature of giving occurs during the annual membership renewals - the generosity of those who give that little bit extra when renewing – thank you, it is always noticed and appreciated!

### **Patron and member events**

At present there is a watching brief on the Q6 and J27 and as soon as we can confidently arrange some NELPG celebrations we will. Given the J27 is to return to traffic on the NYMR rather than be steamed at Hopetown, a planned thank you to subscribers, supporters and working members will more than likely be centred on Grosmont. Ideas include footplate sessions away from the timetabled trains and a launch train. The best expectations for timing these events are in May/June, so hopefully we can announce plans in the April NEWS. By all means let me know if you have any ideas regarding what you would like to see happen.

Continuing the reflective note, the New Year is often a time to take stock and consider your family and financial affairs. Nick Stringer, our Legacies Officer, appeals below for your consideration of the NELPG when making those decisions.

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### **ARE YOU WILLING TO HELP US? by Nick Stringer**

In order to keep our magnificent fleet of North Eastern locomotives running, the Fundraising Sub Committee needs to raise between £50,000 and £100,000 each year. This is a sizeable ask, but one way that has helped enormously in the past has been bequests from former members. By making a Will, and leaving something to NELPG in it, you can have the satisfaction of knowing that North Eastern steam will continue to thrive for future generations.

But for this to happen you need to write a will and ensure that it can be found after your demise. I recently heard the sad tale from another preserved railway about one of their Committee members, who has recently passed away. He was single, and always wanted his estate to pass on to that railway, but, unfortunately, he either didn’t make a will, or, if he did, it wasn’t put in a safe place. No Will can be found, so as a result it seems likely that his property will all go to the State, and the railway will get nothing.

If you haven’t already made a Will, and would like to consider leaving a legacy to NELPG, it’s not that big a task. Online, there are many firms offering a free or low-cost service for writing a simple Will, as an Internet search will reveal.

On the other hand, if you have already made a Will, but want to change it to include a legacy to NELPG, the procedure is simple. You need to write a Codicil to your Will, which you then need to keep with it. If you would like a Codicil form, then please contact me directly by e-mail at [nicktringer701@btinternet.com](mailto:nicktringer701@btinternet.com) or on 01423 340331 and I can provide you with one.

The Group Archivist has also asked me to remind you not to forget about any railway items – books, films, photos etc – which you may have, particularly any which may relate to the Group. Leaving an instruction in your Will as to how you want these items to be disposed of (hopefully to the Group), would then avoid the all too many recent examples of entire railway collections ending up in the skip and otherwise important items of record being lost.

Whatever your choice, the other thing to remember is that, having written a Will, leave a copy of it in a safe place, where it can be found. The simplest way of doing this is to leave a copy with your solicitor.

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## **NOTICE OF 2018 ANNUAL GENERAL MEETING**

Notice is hereby given that the 2018 Annual General Meeting of NELPG Ltd will be held at the Railway Athletic (RA) Club, Brinkburn Road, Darlington DL3 9LF on Friday 20<sup>th</sup> April 2018 at 7.30pm. Any member, other than a junior member, may apply for Committee membership. Any such nomination should reach the Company Secretary at 67 The Mount, York YO24 1AX, on or before Friday 2<sup>nd</sup> March 2018. Each nomination should be signed by the nominee, indicating their willingness to serve, and by a proposer, both of whom should be fully paid up NELPG members. The following details of the nominee should be provided:

- Full name
- Address
- Date of birth
- Any existing Directorships
- Vocation/profession
- Short CV
- Confirmation that the nominee is not disqualified under the Charities Act (see Charity Commission Guidance Note CC3 for further information).

Two Directors are due to retire by rotation – Nigel Hall and Paul Hutchinson. Dependent on whether they seek re-appointment, there could be up to 4 vacancies on the Committee following the resignation of John Hall last year. Information about Committee membership is available on request from the Company Secretary.

Any motions for consideration at the AGM need to be submitted to the Company Secretary, also by Friday 2<sup>nd</sup> March 2018, and must be proposed and seconded by fully paid up NELPG members.

The April issue of NELPG NEWS, which will be circulated in the week beginning 19<sup>th</sup> March, will contain the Trustees Annual Report, post holders reports, the accounts, details of all nominations to the Committee and any motions to be put to the AGM.

*C J Lawson*  
*Company Secretary*

## **JUNIOR VOLUNTEER REPORT by Bryan Orange**

Following my call at the Bun Fight last year, 2 fresh Juniors have started with us – although not picked up from Bun Fight sources! Alex Tyson (14) from Newcastle is already a Loco volunteer on the Tanfield Railway. Alex attended the January 2018 *Sir Nigel Gresley* session and very quickly integrated with our Juniors. George Taylor (12) from Wakefield will be starting with NELPG in April as he passes through the appropriate age barrier.

Due to weather and time constraints the Juniors have only been able to attend 1 x Q6 Working Party since the last NELPG NEWS issue. This was Saturday 20<sup>th</sup> January at an absolutely freezing and white over Grosmont.

Dylan Bonnett offered to write a few words to describe his experiences on the day.

*“I had a great time as usual at the latest gathering of our increasing group of Junior Volunteers on Saturday 20<sup>th</sup> January 2017. The sub-zero temperatures and snow on the ground did little to dampen the mood! Tom Readman and I began the day by braving the cold and cleaning up a set of carriage Wheelsets for the NYMR ready for reprofiling. A simple and quick task it would seem! As it turned out, the 10+ years of muck would not budge – something not helped by the freezing cold temperatures! Nevertheless we made progress and were very proud of ourselves when we managed to dig the Wheelset out of the frozen ground and turn it over to get at the other side. In the afternoon Bryan decided that the ingrained dirt was so difficult to remove by hand even after soaking with paraffin that a needle gun was required although we didn’t know where the NYMR kept this tool. Wheel cleaning was abandoned because of this issue.*

*After lunch I set about cleaning the NYMR’s Class 25 Sybilla with Henry Pritchard. This job was far more suited to the weather of the day as the Class 25 was inside the shed. With a perfectly situated heater, this was a lot more enjoyable than being outside cleaning the Wheelsets! Henry and I were very proud of our efforts once we’d finished! Will did a sterling job painting the Q6 vacuum pipes with red lead paint.”*

As I mentioned in the last NEWS, thanks to Ian Foot, the NELPG JVs have been invited to attend a 2 day weekend session in April 2018 at Sir William McAlpine’s private railway facilities at his home in Henley-on-Thames. Take up is 17 Juniors and their grandparent or parents. Hotel beds have been booked and we all look forward to that weekend.

After last weekend’s freezing and snowy conditions, I have decided that from now on I won’t organise JV Working Parties in January or February due to the risk of inclement and dangerous travelling conditions, particularly for those Juniors travelling from distances like Newcastle, Penistone and Derby.

We had cut back our workshop training drastically since Chris Parrish’s illness was diagnosed last September. In addition, Jim Dye, who has assisted workshop training for some years, has been out of action following a triple bypass operation. However Jim was at Chris’s funeral and said that his convalescence was going well and that he would be available to assist Workshop training again from April 2018. Good news - Martin Ashburner is talking to a retired Whitby colleague who may be able to take on the Chris Parrish role.



*Tom Readman cleaning a wheelset at Grosmont on 20<sup>th</sup> January*



*Ed Murray cleaning Repton on the same day (Both Bryan Orsnge)*



*Noah Hunter cleaning the Q6 eccentrics on 20<sup>th</sup> January. Behind him can be seen the front damper door (Bryan Orange)*

—ooOoo—

## **ARCHIVE CORNER by Chris Lawson**

### **Contributions**

A quiet period since my last report, but a number of items from two of my regular contributors. Neil Smedley has donated copies of Railway Magazine for January and February 1973 with information about NELPG and the NYMR and a photo feature on the West Highland Extension, and Michael Denholm has provided a number of photographs – the K1 in Perth station on 30<sup>th</sup> April 2017 ready to depart with the Great Britain railtour, crossing the High Level Bridge, Newcastle at 9.30 am (according to the Customs House clock in the photo!) on 22<sup>nd</sup> January 1983 with the Northumbrian Mountain Pullman, at Moorgates on the NYMR (13<sup>th</sup> March 2008), crossing Durham viaduct (10 May 2008), and crossing Loch Nan Uamh viaduct on GB special on 2<sup>nd</sup> May 2014, the J72 outside the S&DR Goods Shed at Shildon on 14<sup>th</sup> February 2015, and No 29 at Bowes Bridge, Tanfield Railway on 20<sup>th</sup> September 2014. In addition, Roger Bastin has donated a DVD with a selection of his photographs of locomotives associated with the Group, in both BR days and preservation, including *Bittern*, *Blue Peter*, 2005, 63395, 65894, 69023 and Nos 5 and 29, and Maurice Burns a photograph of the K1 and *Blue Peter* at Carlisle Citadel Station on the The North Eastern railtour on 29<sup>th</sup> May 1994, and of *Blue Peter* crossing Ribbleshead viaduct on The Norfolkman, taken from a helicopter hired by the BBC.

Thanks to them 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](mailto:chrisjlawson@btinternet.com), or drop me a line at 67 The Mount, York YO24 1AX. I look forward to hearing from you.

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

The main items in February 1978 both relate to the National Railway Museum. First was a full description of the formal handing over ceremony on loan of the P3 to Dr John Coiley of the NRM by Ian Storey, NELPG Chairman, which included a showing of North Eastern Revival by John Hunt, and a behind the scenes tour of the NRM where the Q7 No 63460 had just arrived from Preston Park, Brighton. And that formed the second major item, with a full report on the condition of the Q7 following an inspection on 28<sup>th</sup> December 1977, and the news that a draft agreement for its loan to the Group had been received from the NRM. With the cost of repairs estimated at £2,500, this was being considered by the Committee, but one of the essential conditions was that the locomotive must be kept under cover at all times – so completion of the storage shed at Grosmont was now critical.

*Locomotives* – the fitting of the 15 new small tubes into the **K1** boiler had been completed, but, in carrying out this work, it had been found that the superheater elements were nearly all time expired and their replacement was being considered. Part of the smokebox behind the snifting valve had been renewed and the valve itself repaired. A number of still outstanding jobs was listed. The connecting rods from the **T2** had been taken down with the big ends to be remetalled and the little end brasses renewed. One crosshead slipper also required remetalting, and all this work was to be carried out by a Teesside firm at no cost, except for materials. Reassembly was expected during late February. The **P3** was now on display in the Great Hall at the NRM. After curing the steam injectors on **4767**, Ian Storey had been busy fitting the 4” copper pipe from the blast pipe in the smokebox to the injector under the cab. This was believed to have been removed while at Carlisle Kingmoor in the latter days of BR steam. Work had also started on rebuilding the ashpan, but a partial retubing and resetting of the valve gear would be dealt with in the summer.

*News from the Line* – total ticket sales for 1977 amounted to 118,690 with 221,456 total passenger journeys and traffic receipts in excess of £102,000. Gross passenger train mileage was 35,345, of which 9,528 was steam hauled. Cost per mile for coal was £1.40, so a round trip to Pickering cost £51 for 36 miles, as compared to £12 for the Class 24 and £3 for the two car DMU. According to the latest issue of the ARPS newsletter, the NYMR had the cheapest fare at 4.2 pence/mile, with the North Norfolk being the most expensive at 10 pence/mile.

The relaying of 1,000 concrete sleepers by milepost 16 had been completed and work started on laying about 1,500 at Kingthorpe curves. A final batch of 500 is intended for Green End. An ex NER 25 ton steam crane was expected shortly, on loan from the NRM, and one of its first tasks was expected to be helping with the rebuilding of bridge 10 near Farwath. Resignalling was progressing at Pickering, and once completed it will allow two trains to be accommodated at Pickering, enabling an additional train to be added into the peak timetable when required, and facilitating the through running of BR excursions as separate trains, rather than having to merge them with a service train.

Looking ahead, Sunday 23<sup>rd</sup> April would be the first Gala Day of the season, with the Class 24 doing a full line return trip by popular request. Saturday 8<sup>th</sup> April would see a Disco Special for all members and friends over the age of 21, and on 1<sup>st</sup> May (now a Bank Holiday) there would be a special ceremony, and hopefully a visiting personality, to mark the 5<sup>th</sup> anniversary of the re-opening of the line. The RCTS was also hoping to run a railtour from Kings Cross to Grosmont that day.

*Other contents* – there was a report on progress with the storage shed, with the final earth moving completed in December in true Irish navvy style, with pick and shovel, following another JCB failure. Foundation hole digging began in January and a full line of holes 2’ 6” square and 2’ 6” deep for one side of the shed had been completed and shuttering erected. The entire site had been

surveyed for the layout of trackwork and levels for foundations, and it was hoped that the first concrete would be poured in February. Welding of new baseplates onto the main vertical columns had reached the half way stage, and all the shed steelwork – over 500 pieces – had been moved to the site. Despite the weather, good progress was being made by a few valiant volunteers, but an appeal was made for more help to try and get the shed finished by the summer – and provide a home for the Q7.

Elsewhere, John Whitbread contributed an article recording the last days of his visit to East Germany, and Derek Hanson a review of *The Last Parade* by P B Whitehouse, a comprehensive reference work to the events marking the 150<sup>th</sup> Anniversary of the Stockton and Darlington Railway. News was given of the planned 1978 programme of railtours involving the K1 working on BR in October – from Newcastle to Stockton on the 28<sup>th</sup> on a privately sponsored tour from Derby to Carlisle via Leeds and back to Derby via Newcastle, Stockton and York, and then the next day on a tour operated jointly by NELPG and the A4 Society, from Middlesbrough to Carlisle via Newcastle and then to Leeds, York, Middlesbrough and terminating at Newcastle.

**And finally....** The January Social meeting saw a railway quiz against the Newcastle branch of the RCTS. The NELPG team of Maurice Burns, Alan Higgitt, John Lavender and Malcolm Brown were 15 – 1 down at half time, but a spirited revival saw them come a good second at 52 – 46. Special thanks were due to Dave Tyreman and Peter Robinson who not only set the questions, but acted as question master and scorer.

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## **VAMOS MEETING 4<sup>th</sup> OCTOBER 2017: COMMITTEE RESPONSE TO POINTS RAISED.**

### **Future of Wensleydale Railway**

The Committee has no official status in relation to the Wensleydale Railway meeting held at Leyburn and did not therefore attend. For the J72, the Wensleydale Railway is seen as a most appropriate location, and, whilst it is correct that there have been no indoor storage/maintenance facilities, that is now in the process of being remedied with the construction of a locomotive shed at Leeming Bar.

### **Facilities at Fort William for the Jacobite Support Crew**

The issues raised at the VAMOS meeting were dealt with in detail at the Open meeting held on 17<sup>th</sup> November 2017, when the results of a post event briefing questionnaire sent to all 2017 Jacobite support crew was discussed. This identified the same concerns over facilities as at the VAMOS meeting, and Paul Hutchinson indicated the action that he would be taking to try and seek improvements. That is ongoing.

### **Progress with the J27 at Hopetown**

The position with the J27 has changed significantly at the turn of the year from that discussed at the VAMOS meeting in October 2017. As the Chairman has explained in his note to all on the email circulation list and elsewhere in this issue of the NEWS, the NELPG Trustees agreed unanimously at their January meeting to send the J27 to the NYMR for the completion of the overhaul, running-in and use at the start of the Railway's 2018 season. This decision was essentially a response to the issues about which concern was expressed at the VAMOS meeting

### **Future use of Hopetown once the J27 is finished**

The move of the J27 to Grosmont will not be until mid February so there will be continuing work to do on the overhaul and in preparing the locomotive and tender for the move. In addition, there will be work to do on the winter maintenance of the J72 under Fred Ramshaw's supervision. If the planned work on a retubing of the locomotive is successful then there will be less than six months before the J72 ticket expires and it will be back at Hopetown for its overhaul. If unsuccessful, then winter maintenance will merge into the overhaul programme. In the longer term, the Committee could investigate the possibility of another project to come to Hopetown, but this would be dependent on the availability of someone with the time and expertise for its management.

### **Locomotive Maintenance and Overhaul Strategy**

The need to develop a long term strategy for our locomotive maintenance and overhaul to address questions such as those posed at the VAMOS meeting about our ability to maintain our four locomotives in steam, has long been recognised. Development of the strategy, as reported by Paul Hutchinson at the VAMOS meeting, is now under way. This will address in particular the resources, both financial and manpower, likely to be required and available over the next 10 years, particularly the number and skills of volunteers. A first draft has been commented on by Trustees and a second draft is now being prepared to take account of their comments. After a further review by Trustees, this will then be circulated to members for their comments before a final version is prepared. This however, will be a living document which will need to be reviewed and revised on an annual basis as circumstances change.

### **Communications**

In spite of everyone's best efforts, it is always possible to improve communications with members. Recent developments have included an all member email circulation list to enable important news about the Group to be quickly provided, regular blogs about the Q6 and K1 on the website (go to 'Locomotives' on the left hand menu and the click on the locomotive to reveal a menu including the blog) and the unofficial NELPG Facebook page administered by some of the JVs. News is published every two months, more frequently than most similar magazines, and news on current developments is also available at the monthly Social meetings in Darlington. More could be done, but there is a limit to what the small number of Trustees can achieve without further assistance. So if you want to see further improvements then please come forward with your suggestions, but, more importantly, join the Trustees and help share the increasing work of running the charity.

### **Skills Matrix**

Identifying the skills available to the Group, not just technical but administrative and specialist such as lawyers and accountants, is essential to the future of the Group. A technical skills matrix was developed some years ago, but has not been updated for many years. Work is now underway to remedy this, and Martin Lloyd will shortly be issuing a skills matrix questionnaire to all working volunteers.

### **A1 Trust future at Hopetown**

Any move of the A1 Trust from Hopetown is very much for the long term, and the future of its premises will be very much tied up with development of the Darlington Railway Heritage Campus. As was reported in the December issue of News, responsibility for culture, heritage and leisure is being transferred from Darlington Borough Council to the new Tees Valley Combined Authority (TCVA). 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 Darlington 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. The Secretary will continue to maintain contact with them as representative of the Group on the Darlington Railway Heritage Group.



# **VAMOS MEETING 22<sup>ND</sup> MARCH 2017: COMMITTEE RESPONSE TO POINTS RAISED.**

## **K1 livery and naming**

There are no plans at present to repaint the K1 in LNER green livery, or for the name 'Lord of the Isles' to be re-attached for operation on the Jacobite. Both are for decision by members in accordance with motions passed at previous AGMs. A livery ballot for the K1 will be held during its next major overhaul.

## **Members' charters on the NYMR**

There are no plans at present to run members charters on the NYMR but the suggestion will be borne in mind for the future.

## **Health and Safety**

The Group's policies on Health and Safety are all available on the NELPG website. The Health and Safety Officer is Michael Chyriwsky, although ultimate responsibility rests with the Trustees in general and the Company Secretary and Chairman in particular.

## **Skills Matrix**

A skills matrix questionnaire is shortly to be issued to working volunteers by Martin Lloyd.

## **Family Tree**

Is still being prepared, and will be put on the website once it is finished.

## **Press and Publicity Officer**

Post is currently held by John Hunt.

## **Publication of Committee minutes**

The Secretary is conscious of his failure to publish notes of Committee meetings in spite of previous undertakings to do so. This is largely due to pressure of other work. The Trustees meet on a monthly basis, and before the meeting the agenda and any papers have to be prepared and circulated in advance. Following the meeting, a list of immediate action points is circulated, followed by a draft of the minutes for comment, in the light of which a final version is prepared for approval and signature by the Chairman at the next meeting. That is circulated with the agenda and the monthly cycle starts again. No publication could be made until that approval has been given, and, because of the sometimes personal and commercially confidential nature of the contents, simple publication of the final minutes is not possible: a separate note has to be prepared and this also needs to be subsequently approved before publication. Because of the pressures this creates, John Hall took on the role of Minutes Secretary last year to ease the burden on the Secretary, and, following John's resignation, Roy Marshall has kindly stepped into the role. Hopefully this will mean that publication of notes of Committee meetings can resume fairly shortly, and, because of space considerations, will continue on the website and not in News.

## **PAT testing**

In spite of efforts to improve movement controls on equipment, problems continue to arise when items are moved between Hopetown/Grosmont/Support Coach without being properly recorded. However, the problems previously encountered with electrical items for PAT testing now seem to have been overcome.

## **Involvement in policy formulation**

The Trustees are elected by the members to manage the affairs of the Group and take policy decisions in the long term best interests of the charity and the achievement of its charitable

objectives. Members are encouraged to attend the monthly meetings of the Trustees at which policy issues are discussed. Meeting dates are shown in the annual diary on the website, and also given in the Forthcoming Events section of each issue of NELPG News. A number of members have taken advantage of that over the past six months or so and had the opportunity to express their views on the issues being considered. The annual Open meeting in November reviews the previous operating seasons' activities and seeks members views on the plans for the next year. The AGM in April also provides an opportunity for members to influence policy. As well as these more formal occasions, there have been separate consultations of members on key policy issues such as the Communications Strategy, the revision of the Articles of Association, and, most recently, of the Hopetown volunteers on the options for completing the overhaul of the J27. There will be a further members consultation later this year on the draft Locomotive Overhaul and Maintenance policy. VAMOS meetings could also be used for consultations, but what other mechanisms did the VAMOS meeting attendees have in mind for the Trustees to consider?

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## **OBITUARY – CHRIS PARRISH**



*Chris Parrish at work machining in the workshop at Grosmont MPD (John Hunt)*

After a short illness, Chris Parrish sadly passed away on 9<sup>th</sup> January. Chris had been a very long serving fitter at the MPD and, of course, had a huge interest in the S15. Sadly, he won't see it when its overhaul is completed and it's back in steam later this year. Chris had taught our Juniors workshop and tool skills over the last 2 years and will be hugely missed both for his engineering leadership, character and machining skills. Chris was a truly principled man and an immense character.

Several NELPG members as well as JVs Finn and Ed, attended the funeral service for Chris in a packed St Matthews church at Grosmont on Friday 19<sup>th</sup> January. NYMR diesel fitter Nick Simpson related his "day to day" comments about Chris at the pulpit and then walked past his coffin saying "Good Night Mate!" and Chris' nephew (Tom) mentioned in the eulogy how much Chris enjoyed teaching the NELPG Juniors over those 2 years. Thanks Juniors – I understand from Heather (Chris' wife) that virtually all the JVs sent him Get Well cards during his illness. Heather said that this really helped and impressed Chris in the final weeks of his illness.

Rest in peace Chris. We all miss you.

*Bryan Orange*

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## **SNIPPETS**

### **CHANGES TO NELPG NEWS**

For many years, the income from membership fees has failed to cover the administrative costs of running the Group, including the production of NELPG NEWS. In the past, various cost saving ideas have been discussed, such as reducing the frequency of the NEWS and reverting to back and white reproduction, but none were pursued at the time.

However, recent discussions with the printers have resulted in a significant cost saving solution that, hopefully, will not mean a diminution in the quality of NELPG NEWS. So, in future, except in special circumstances, the size of the NEWS will not exceed 32 pages, of which 10 will be in colour, including the cover and the centre spread. This does mean that some pictures that will have to illustrate particular sections of the NEWS will appear in monochrome, rather than colour. This issue will incorporate these changes so, if you have any comments, please let the Editor know.

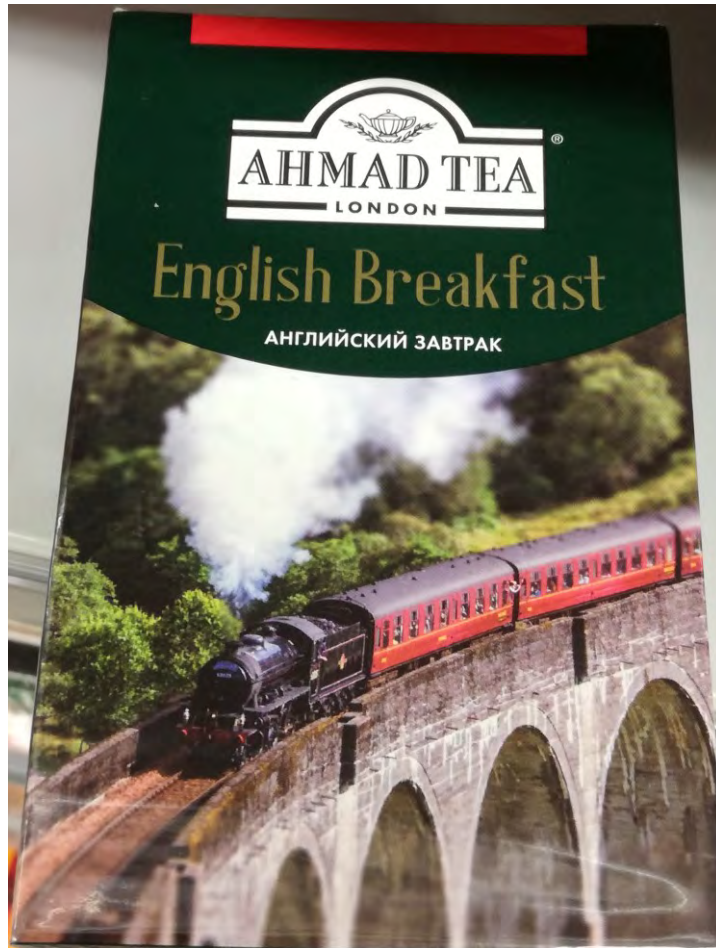
### **BARNARD CASTLE TRAIN REGISTER**

Ian Storey notes with interest from train register book from Barnard Castle East that on 20th September 1951 65894 arrived at 3.30pm onto the turntable road and left at 4.52pm, presumably on trial ex works from North Road, Darlington. The crew probably visited, as usual, Dixon's cafe on the station during their short stay

.  
Also noted on the Middleton goods that day was 62008 + J21, and J25's, 69872, 46471/2/3, 67284, 62001-4 and 62006-8 and others around that time.

### **THE K1 IN RUSSIA!**

Support crew member Saskia Van Schip has sent this picture she took in a supermarket in Irkutsk! Irkutsk is the administrative centre of Irkutsk Oblast, Russia, and one of the largest cities in Siberia. It features a colour picture of 62005 crossing Glenfinnan viaduct!



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## **DIARY**

### **FORTHCOMING NELPG SOCIAL MEETINGS**

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 \*

Friday 20<sup>th</sup> April 2018 **NELPG 2018 AGM**, RA Club, Brinkburn Road, Darlington (7.30 pm).

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

### **OTHER NELPG EVENTS**

#### **February**

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

17<sup>th</sup> - NELPG Hopetown Open Day (11.00 – 3.30)

## **March**

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

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

17<sup>th</sup> - NELPG Hopetown Open Day (11.00 – 3.30).

## **April**

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

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

21<sup>st</sup> - NELPG Hopetown Open Day (10.00 – 4.00).

## **OTHER EVENTS**

### **February**

2<sup>nd</sup> – SLS Teesside Centre, Newport Community Hub, Union Street, Middlesbrough - *The Battle of the Tees* by Tony Nicholson (7pm).

5<sup>th</sup> - NYMR NAG - Northallerton Town Cricket Club, Farndale Avenue, Northallerton – *From Saltburn to Seal Sands* by Richard Barber (7.30pm).

10<sup>th</sup> – 18<sup>th</sup> – NYMR half term trains operating.

10<sup>th</sup> - Friends of Darlington Railway Centre and Museum, Head of Steam Railway Museum, Darlington – *Disused Railway Stations* by Alan Young (1.45pm).

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

17<sup>th</sup> – North Eastern Railway Association, Head of Steam Railway Museum, Darlington – *From Saltburn to Seal Sands Part 2* by Richard Barber (1.30pm).

20<sup>th</sup> – SLS Teesside Centre, Langdon Square Community Centre, Coulby Newham TS8 0TF – *4-Coupled Locomotives* by David Warren (7pm).

23<sup>rd</sup> – NYMR TAG, Room 1, Settlement Community Centre, Union Street, Middlesbrough – *A Dip Into the Armstrong Collection*. (7pm).

### **March**

1<sup>st</sup> - Friends of Darlington Railway Centre and Museum, Head of Steam Railway Museum, Darlington – *Land of Iron* by Tim Mutton, North Yorkshire Moors National Park (1.45pm).

3<sup>rd</sup> to 11<sup>th</sup> – NYMR visit by A1 Pacific *Tornado* – prebook tickets only at nymr.co.uk

3<sup>rd</sup> – A1 Trust, Principal Hotel, York – P2 Roadshow (11am).

5<sup>th</sup> – Hartlepool Railway Group, Hartlepool Central Library (Community Hub Central) - *Railways in Hartlepool* by Roy Marshall (2pm).

5<sup>th</sup> - NYMR NAG, Northallerton Town Cricket Club, Farndale Avenue, Northallerton – *Steam in and around York* by Chris Nettleton (7.30pm)

15<sup>th</sup> - NYMR NAG, Northallerton Town Cricket Club, Farndale Avenue, Northallerton – *Over the Moors to Rosedale* by Tony Daniels (2pm)

20<sup>th</sup> - SLS Teesside Centre, Langdon Square Community Centre, Coulby Newham TS8 0TF – *The Last Years of the Deltics* by David Thomas (7pm).

24<sup>th</sup> – NYMR start of 2018 operating season.

30<sup>th</sup> - NYMR TAG, Room 1, Settlement Community Centre, Union Street, Middlesbrough – *Crossrail: The £15 Billion Railway* by Clive Armstrong (7pm).

### **April**

2<sup>nd</sup> - NYMR NAG, Northallerton Town Cricket Club, Farndale Avenue, Northallerton – *Railways of Scotland* by Les Nixon (7.30pm).

5<sup>th</sup> - Friends of Darlington Railway Centre and Museum, Head of Steam Railway Museum, Darlington – *Steam Locomotives in America 1828 -1840* by Ray State (1.45pm)

6<sup>th</sup> - SLS Teesside Centre, Newport Community Hub, Union Street, Middlesbrough – *The Welsh Highland Railway* by Nick Wise (7pm).

7<sup>th</sup> – A1 Trust, Darlington Locomotive Works, Hopetown – P2 Roadshow (11am).

14<sup>th</sup> – North Eastern Railway Association, Bar Convent, Blossom Street, York – Spring Meeting and AGM (10.30am)

17<sup>th</sup> - SLS Teesside Centre, Langdon Square Community Centre, Coulby Newham TS8 0TF – *My First Two Seasons* by Chris Price, NYMR General Manager (7pm).

19<sup>th</sup> - NYMR NAG, Northallerton Town Cricket Club, Farndale Avenue, Northallerton – *Sigh for a Deltic* by David Thomas (2pm).

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## **COVER PICTURES**

Front: 65894 storms up the 1 in 49 at Green End on 6<sup>th</sup> November 1998 (John Cooper Smith)

Back (top):- 69023 near Constable Burton on 20<sup>th</sup> December 2014 (Maurice Burns)

Back (bottom):- 63395 passes Esk Valley on 15<sup>th</sup> November 2007 (John Hunt)

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**THE COPY DATE FOR THE APRIL 2018 NEWS IS**  
**FRIDAY 9<sup>th</sup> MARCH 2018**



*62005 begins the climb to Glenfinnan on 17<sup>th</sup> September 2017 (Mark Fielding)*

