

N.E.L.P.G. NEWS



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EDITORIAL

Not such good news to report this time with contrasting fortunes for our locomotives.

Starting with the most promising news, the J27 duly commenced running on the NYMR and to date has amassed around 2,000 trouble free miles. However, it was always envisaged that it would only be suitable for lightly loaded trains and not the seven coach formations that characterise the peak season timetable on the NYMR. So, with the agreement of the Railway, the J27 has gone to the Wensleydale Railway for the month of August. Sadly, the timing of the agreement meant it was not possible to report this in the June issue, though hopefully members will have been on the Group's website where the move was advertised. The locomotive will work Tuesday to Saturday throughout August.

The K1, however, has had some problems relating to the AWS and a pinhole steam leak in the firebox: both have been rectified but the K1 lost nine days running as a consequence. Hopefully it will see out the rest of the season without further issues: it is due to complete its Jacobite duties on 15th September, before returning to Carnforth.

Meanwhile the J72 has seen progress with the lifting of the boiler out of the frames on 6th August: this will facilitate a full internal and external examination of the boiler in order to ascertain the extent of the necessary repairs, which in turn will give a good indication of the likely costs of its overhaul.

Lastly, but by no means, least, elsewhere Bill Dobson bemoans the further delays in getting the Q6 back in traffic. However, this is now imminent so watch for news on the website. Hopefully, it can get some miles under its belt before its planned visit to the Severn Valley Railway at the end of September. Let's hope so, because on a recent visit to Kidderminster the flyer advertising the event was seen, with a picture of 63395 on the front!

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The J27 west of Wensley on 1st August (Peter W. Robinson)

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

J27 NO. 65894

The J27 has been a regular performer on the NYMR since it came back into service on 17th May, and has covered over an estimated 2,000 miles. However, with the approach of the peak season Gold timetable, during which it will see little use, with the agreement of the NYMR it was decided to accept a hire request from the Wensleydale Railway for the end of July/August.

The locomotive came out of traffic on the NYMR for a washout and then moved to Leeming Bar for its summer holidays. Its first train on the Wensleydale Railway was on 31st July, running the last two trips on the Purple timetable. It will then form the 10.45 and 14.45 departures from Leeming Bar on the Green timetable throughout August on Tuesdays through to Saturdays. The locomotive will work one final day on August Bank Holiday Monday on the Green timetable before returning to the NYMR later that week.

The operation was subject to the usual caveats on locomotive availability, but, in particular, that of footplate and support crew. These are being provided by the Group as part of the hire agreement, and we are particularly grateful to Richard Pearson for organising all this and to Terry Newman, James Percy and Fred Ramshaw for their help and assistance.

If you are in the area, please do take the opportunity to visit and travel, to support both the Wensleydale Railway and the Group.



65894 heads its four coach train between Leyburn and Wensley on 4th August (Phil Waterfield)

Q6 NO.63395

The last two months have seen disappointing progress. Two months ago it was hoped that the hydraulic test to be witnessed by the insurance company would be on the 25th June with the steam test following shortly after that. However, a number of problems arose on the re-tubing work. The small tubes and copper ferules were fitted and expanded with only the normal difficulty. However, the flue tubes were a different matter. One or two of the threads were a little tight, but the main problem was that when the flues were screwed fully home into the firebox tubeplate in many cases an insufficient length of tube protruded for proper beading over. This necessitated the removal of each tube, placing the tube in a lathe and machining the 45 degree chamfer on the bottle end and the re-fitting the tube. In many cases this procedure had to be carried out twice, all of this in the hottest weather experienced since 1976. The final flue tube was fitted on the 11th July.



NYMR staff cutting to length and fitting the small tubes on 6th June (Bill Dobson)



With the small tubes in place, the large flue tubes in the process of being fitted on 13th June (Bill Dobson)



The Q6 dome cover being replaced on 6th August (Bill Dobson)

The safety valves and whistle were fitted, together with a blank on the J pipe inside the dome, then the dome cover. The regulator rod gland was packed and the boiler was filled with water. When pressure was increased the following morning a small leak was found on the copper door plate. A dye penetration test showed a hair line crack in the vicinity of the weld done in 2014 when the lower part of the firebox was replaced. After consultation with the insurance company it was decided to do a weld repair over the length of the crack, approximately 1 inch. Derek Brewster came down from Inverness on the Friday night and carried out the weld repair on Saturday morning. The boiler was refilled on Sunday night, but on Monday morning, with 270 psi water pressure, a further leak appeared on the same line as before. Derek was called back in and the weld repair continued for a total of about 9 inches. The pressure was then reapplied with no more visible leakage. However, a slight leak was found where the internal steam pipe comes through the front tube plate and this, too, was satisfactorily repaired. The Q6 then had a successful hydraulic test on 13th August in the presence of the boiler inspector. He was happy that the existing external steam pipes could continue to be used for the time being, and was relaxed as to whether the boiler lift for the external exam was this coming winter or next. A steam test is being arranged with the boiler inspector for the end of the week beginning 20th August.

In parallel with the boiler work, the remaining mechanical work has been progressed where possible. Both big end brasses have been adjusted, and the slide bar fixings pinned. The vacuum ejector is being overhauled by NYMR staff and will be needed shortly.

K1 NO. 62005

The K1 eventually entered Jacobite service on 10th June and then worked its second week beginning 24th June. However, after two days in its third week, a problem was experienced with the AWS which caused the brake to be applied even though the AWS demand was cancelled by the driver.

45157 deputised for the K1 on 10th, 11th and 12th July while the problem was diagnosed and fixed, which enabled a successful light engine test run to Glenfinnan on the evening of 12th July. The locomotive then resumed its Jacobite duties that week.



62005 crosses Glenfinnan viaduct during its light engine test run on 12th July (Margaret Stainburn)

Then after successfully working on 22nd and 23rd July, on inspection at the end of the day, a steam leak was spotted on the throatplate, meaning that the K1 had to be stopped to facilitate examination. This revealed a pin hole on the weld to the RH throat plate wash out plug boss. It was not possible to ultrasonic the affected area owing to the very restricted location, so the only alternative was to x-ray the affected area. Unfortunately it was not possible to arrange an early date owing to the statutory notice required for carrying out the radiology work and the availability of the contractor. This eventually took place on Monday 6th August and was carried out in the evening, when NR staff had gone home, as a 20m cordon was required around the work when x-rays were being taken. The positive results of the x-ray enabled the K1 to be lit up that evening and successfully steam tested the next day: with the approval of our CME, the boiler insurance company and WCR, it then returned to service on Wednesday 8th August and worked the rest of the week without further problems.

J72 No. 69023

Since the last report on the J72 further dismantling has taken place under the leadership of Steve Hyman and Nigel Hall.

Clarification, from the Committee was sought and while no long term decision was given, permission was given to lift the boiler from the frames in order to facilitate a thorough internal and external examination; this would help to determine the nature and extent of remedial work required. Nigel Hall arranged the lift which took place on Monday 6th August and involved lifting the boiler, placing it onto the Weltrol wagon, and returning both the rolling chassis and boiler into the workshop. Now back in the workshop, preparations will take place to lift the locomotive and commence work on the "bottom end", e.g. axle boxes, motion etc.



The J72 in a dismantled state inside Hopetown Works on 21st July (Michael Denholm)



The J72 boiler lift on 6th August: in the foreground are James Percy, Fred Ramshaw and Steve Hyman (Peter Giroux)

Progress on the overhaul is dependent on finance being made available as there is no doubt the Hopetown workforce will once again step up to the mark.

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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 **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; if you are interested, please contact **Chris Lawson on 01904 655003**.

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MEMBERSHIP SECRETARY'S REPORT by Colin Smith

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

Mr. P. Backhouse from Edinburgh,
Mr. H.R. Bowskill from Bishop Auckland.
Mr. F. Brown from Darlington,
Prof. M. Crapper from Newcastle,
Mr. P. Hammond from Watford and
Mr. D. Sutcliffe from Leeds.

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CHAIRMAN'S CHATTER by Chris Lawson

J27 formal launch day

Can I taken this opportunity to thank everyone involved, from both the Group and the NYMR, for the arrangements for the formal J27 launch day on 21st June. Whilst invidious to pick out individuals, particular thanks are due to Dave Pennock for all the work he did in arranging the day, and to Terry Newman and Jon Bradley, assisted by Andy Lowes, who crewed the locomotive for us. The J27 was formally launched back into service at Grosmont Station with a bottle of Newcastle Brown Ale being poured over the smokebox running plate (breaking bottles is not approved of these days!), before leaving for a round trip to Pickering in glorious sunshine. A splendid day was had by all and we have received a number of very complimentary thank you notes from those who travelled on the train. As reported in my Archive Corner, I have received a number of photographs of the day for the archive, and a small selection is up on the website, so do have a look at them.



Members, guests, contractors and friends pose in front of the J27 at Pickering on 21st June – with the permission of the signaller! (John Hunt)

Hopetown Open Days

Following experience over the last few months, Norman Crockit and the team of Hopetown guides, have decided that opening on the first Saturday of the month, in line with the arrangements that have been adopted by the A1 Trust, is not justified by the number of visitors, and puts too great a strain on the volunteers concerned. With effect from July therefore, Hopetown Open Days have reverted to the third Saturday of the month only.

New email addresses

Apologies for the glitch that occurred in printing the new nelpg.org.uk email addresses for the Officers of the Group on the inside front cover of the previous edition of NELPG News. They should have followed the pattern <first name>. <last name>@nelpg.org.uk, but unfortunately the first part of the address had not been updated. That has now been corrected, and these email addresses should be used for NELPG business in future. Any mis-deliveries to ...@nelpg.org.uk addresses in the interim have been redirected from the dead letter office by the NELPG Webmaster/Postmaster, so don't worry if you have made use of an incorrect address previously.

NYMR steam motive power update

The current operational steam fleet consists of **926 Repton**, **76079**, **80136**, **B1 No 1264**, and the **J27**, subject to any running maintenance requirements and 28 day washouts. The B1 is due to have a number and name change for the summer period as No 1040 *Roedeer*. With the move back to the Red timetable, the J27 has generally been working a roster involving the 11.00 and 14.00 service train round trips from Pickering, but, on occasion, taking the diner from Grosmont at 12.30. Check the roster on the NYMR website to see when it is working, and then use the NYMR Grosmont webcam to see it at the station.

29 – the bunker and cab rear have been repaired, repainted and the bunker refitted. The locomotive is going to be repainted as it is outshopped. The cylinder casting is expected back on shed any week soon. The boiler is being prepared for examination by the boiler inspector.

825 – Will Parrish and Martin Ashburner are continuing to work on the boiler in Deviation Shed, fitting the final stays and beading over of the tubes. with the installation of new stays. Most of the motion has been fitted and the TPWS and AWS installed and tested.

5428 Eric Treacy – the cladding has been fitted, and following a successful in frame cold inspection by the boiler inspector, is due to move into the running shed for final fitting.

3672 Dame Vera Lynn – boiler inspection report still awaited.

34101 Hartland – work continues on the boiler. One of the outer side sheets has had the welding completed and the other side is now being tackled.

92134 – work continues on the bottom end motion. The left hand side is very near completion and the rods have been taken off the right hand sand for similar treatment. The saddle where the smoke box sits, has been cleaned and prepped to take the smoke box that has been delivered to the shed.

Lucie – a piston and valve examination is underway. New springs have arrived, but still awaiting wheels. Motion is all overhauled. Should return to a rolling chassis shortly.

44806 - a walk around the locomotive has been completed to see how best it can be preserved while it waits shed space. The tender is to be brought into the shed to have its paint finished when convenient.

80135, No 5, 75029 Green Knight – no change in their situation.

60007 Sir Nigel Gresley – weekly progress reports on the overhaul in the NRM workshop can be found on the website at sirnigelgresley.org.uk – click on ‘News’ and then ‘Overhaul Reports’.

Other NYMR News

Traffic levels continue to hold up. June was 16% better than budget and year to date was almost 5% better than budget, having wiped out the poor results from the beginning of the season. Footfall is up 16% on last year which is the equivalent of 9,000 additional passengers.....with the recent hot weather, the fire risk means that the heaviest trains are still steam hauled, but with diesel assistance. Two Class 20 diesels (20142 *Sir John Betjeman* in London Transport livery and 20189) have arrived to increase diesel availability against the possibility of a total steam ban being imposed.....Carriage and Wagon have been concentrating on making up 7 coach sets required for the peak season Gold timetable. The final two coaches are being worked onto complete the first phase of the tyre replacement exercise. Work on *Garnet* has been completed at Llangollen and it has now moved to Nemesis Rail at Burton on Trent for refitting of its overhauled bogies – it is expected back on the NYMR in mid July.....a second series of the Channel 5 programme about the NYMR is to be made. Two film crews (not one like last time) will be on the Railway from mid-July, in the making of six further episodes, including a Christmas special. There will be slight changes to the format, which, while still concentrating on personalities, will include more factual content.

Head of Locomotion

The NRM has announced that Dr Sarah Price will be joining the NRM Senior Management Team as the new Head of Locomotion. She is expected to take up her new post before the end of August from Durham University, where she is currently Head of Learning and Engagement, responsible for the operation and public programme at all of Culture Durham’s venues, including award winning exhibits such as the Lindisfarne Gospels exhibition and the new Durham Light Infantry gallery.

Ciara Wells, who has been looking after the site since the previous manager left, will be staying on for a period of time to complete the full transfer of Locomotion into the Science Museum Group, including implementation of new financial and lease arrangements with Durham County Council.

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PATRON AND FUNDRAISING REPORT by Dave Pennock

Looking absolutely splendid, our J27, 65894, hauled a special 'thank you' train over the NYMR on Thursday 21st June for volunteers, Patron contributors and the organisations whose grant contributions had supported the 12-year overhaul at a cost of some £450,000. The day was enjoyed by some 90 guests, with driver Terry Newman and fireman Jonathan Bradley in charge of 65894, assisted by Andy Lowes.

The smokebox was adorned with a Blue Star, the iconic emblem of the late lamented Newcastle Breweries and their North East pubs, as many original members socialised and moulded the embryonic Group at such hostleries! Back in September 1967, the J27 was similarly dressed hauling the last Silksworth branch train at the very end of North East steam.

The J27 was certainly a star on the day and, to send her off from Grosmont, Chris Lawson, the NELPG Chairman, wet the front buffer beam of 65894 with a bottle of Newcastle Brown prior to departure. At Pickering, a traditional 'group' shot recorded many of those who travelled. We are grateful to the NYMR for planning and enabling the charter, and Nick Stringer who organised the well received, and consumed, on train refreshments.

Since last writing, there has been a welcome series of donations from members. Of particular note has been £1,000 from Keith and Janice Pudney to be allocated for our greatest benefit, and Chris Lawson received a cheque for £200 from Canadian member Alan Featonby. Alan was on a well-timed visit to the UK and had arranged to join the Q6 volunteer working party on 16th May but ended up taking the opportunity of a footplate trip on the J27 during one of its running in turns.

A legacy gift of £500 from the estate of Allan Bamforth, late of Roundhay in Leeds, has also been received. Nick Stringer in a separate Legacies article in this News highlights the ways in which you can consider helping the NELPG to benefit from a Legacy gift. Please take a moment to read his appeal.

Forthcoming Patron Event - Tees Cottage pumping Station Wednesday 10th October.



Our second, and last, Patron members event of 2018 is a visit to the Tees Cottage Pumping station near Darlington, and an opportunity to have a conducted tour with George Beautyman, the engineer in charge at this museum. Tees Cottage has Lancashire Boilers from 1902, a 1904 steam powered Beam Engine, and a 1914 Gas engine, all in operation and still pumping water from the River Tees, although no longer supplying the town's water!

The Tees Cottage Pumping Station is sited next to the River Tees on Coniscliffe Road, Darlington and, for sat-nav purposes, the post code to use is **DL3 8TF**. There is parking adjacent to the pumping



*As driver Jonathon Bradley looks on, the J27 is coaled at Leeming Bar on 1st August
(Peter W. Robinson)*



Saskia van Schip oils up the K1 at Fort William on 29th June



K1 support crew of, l. to r.: John Wilkinson, Mike Bloomfield, Saskia van Schip, John Midcalf and Paul Hutchinson, with WCR fireman Peter James and driver John Hunt on 30th June.



Getting down and dirty: Paul Hutchinson applying fireclay to seal the hopper ashpan in order to reduce fire risk on 26th June (Saskia van Schip)

station at the Broken Scar picnic area. A cover charge by the museum for the visit of £5 per person is payable on the day.

The tour start time is arranged for 1pm and overall, we expect to be on site for approximately 2 hours. Up to 30 places are available, and if needed, our Group will be split into two parties to allow close up access to the facility. A welcome tea / coffee and biscuits will be available from 1230pm onwards but please note, as the public café is only open at weekends, it will be closed during our visit.

To book a place on the tour, please contact Bryan Orange, either by email at bryan.orange@ntlworld.com or telephone 0113 259 1672. Additionally, we may be able to help with local travel arrangements and when booking please let Bryan know and we will endeavour to assist if at all possible. Details of the museum are available via their web site at <https://www.teescottage.co.uk/>

LNER Coach Association – Annual Special Train

The LNER Coach Association's annual special train on the NYMR has been arranged for Saturday 6 October and will be hauled by the Q6. Departing Pickering at 1.00 p.m, it will arrive at Grosmont at approximately 2.10 p.m, returning at 3.30 p.m, and arriving back at Pickering at 4.40 p.m.

As on previous occasions, the Association has extended an invitation to all NELPG members to join the Association on the train. Tickets to travel are free, but an optional buffet lunch will be available costing £10 per head - lunch tickets must be bought in advance. There will also be a cash bar selling draught beer, coffee, tea, etc.

If you want to take this opportunity to travel behind the Q6 in the Gresley teak set then please apply to Dave Pennock for tickets to travel on the train – email davepen@talktalk.net, tel 01423 868138, write 4 Abbey Mill View, Knaresborough, North Yorkshire HG5 8ES - by 22 September at the latest. If you also want to take advantage of the buffet lunch, please indicate accordingly and enclose a cheque for the appropriate amount.

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LEGACIES UPDATE by Nick Stringer, Legacies Officer

The three decisions you must take if you want NELPG to benefit from your legacy

To state the obvious, loco overhaul does not come cheap. In fact, it's getting more expensive, and as less volunteers are around to do the work, more and more work will have to be subcontracted out. For example, if all the work on the recent J27 overhaul had been done outside, the cost would have been approaching £1m. This is why your Fund-Raising Committee is constantly seeking to raise money from wherever and whomsoever it can, and particularly from members' bequests.

There are three things you must do if you want NELPG to benefit from your legacy, and ensure North Eastern steam will continue to thrive for future generations.

First you must decide to make a will and do it. If you don't, and if you have no family, the proceeds from your estate will go to the Government. You may be happy with that, but most of us don't like paying taxes and giving the Government anything extra unnecessarily.

Next, you must decide how much of your estate you are going to leave to charities. Currently, if your estate is worth more than £450,000, your beneficiaries will have to pay inheritance tax on it. However, if you leave more than 10% of your estate to charities, then a reduced rate of inheritance tax applies. This means that your family, who in many cases would be your principal beneficiaries, will receive much the same as if you hadn't left the charities anything. This is a Government scheme to encourage legacy charity-giving. As a rule, I think that leaving 10% of your estate to charities is a reasonable course of action, but of course it's your decision.

Finally, assuming you've decided to leave something to charities, you must decide which charities and how much. This where we hope that NELPG is high in your thoughts. We are all volunteers, so none of your legacy goes into paying admin and managerial staff, unlike with the big charities. It all goes straight into such a worthwhile cause – looking after our precious steam engines for the enjoyment of future generations. Anyone who saw the J27 on the recent members' special will understand what I mean.

A big thank you to all of you who have already made a will with a provision for NELPG. I'd love to hear from you, because knowing your decision-making process might be very helpful to others. Please feel free to contact me in confidence either by e-mail at nicktringer701@btinternet.com or on 01423 340331. I look forward to hearing from you.

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STOCKTON AND DARLINGTON RAILWAY (S&DR) – **200TH ANNIVERSARY**

After a long period of seeming inactivity, I attended a workshop arranged by consultants commissioned by the four local Councils to capture ideas for a bicentenary event of significant scale and ambition to have a major lasting social, cultural and economic impact. They had already developed some initial ideas following consultation with a number of potential stakeholders.

This anniversary is seen as having potential for huge national and international appeal, and it is envisaged that the bicentenary will be celebrated over a period of months and in a number of locations. A dedicated Rail Heritage Steering Group has been established with membership including the various local authorities, representatives of railway organisations such as the NRM, Network Rail and the A1 Trust, as well as Historic England and the Friends of the S&D. As with all such projects, a vision has been developed, which, in summary, is that by 2026, the S&DR will be recognised as a world class heritage attraction and will boost the economic growth potential of the area by using the historic environment to act as a catalyst for heritage led regeneration while conserving its historic interest.

To realise this, the Steering Group has set four key objectives:

1. To improve the management and conservation of the route of the S&DR;
2. To encourage economic growth through the development of a world class visitor attraction, including the physical regeneration of key sites and infrastructure along the route;
3. To deliver a world renowned festival to celebrate the bicentenary of the S&DR in 2025; and
4. To increase knowledge and awareness of the S&DR and its significance, and provide opportunities for volunteering, skills development, employment, and health improvements.

One of the first initiatives has seen the successful securing of Heritage Action Zone status from Historic England for the route of the line. This is a national initiative which aims to unlock the

potential in areas that may be rich in heritage but suffering from problems such as neglect or deterioration. Achievement of that status has led to the development of a Rail Heritage Programme with a number of projects aimed at realising the four objectives.

This workshop was therefore aimed at contributing to the third objective, and the ideas generated supposed to be developed into a blueprint and business plan to build support nationally for the 2025 bicentenary celebrations. However, the least said about the workshop sessions the better. There was a lack of clarity as to purpose, time only to hold one of the three planned sessions, and very poor organisation of feedback from the various groups for the one session that was held. What the consultants will have taken from the event is difficult to know, but doubtless they will have already formulated the basis of their recommendations beforehand.

The one positive that came out of it however, was clear confirmation that, contrary to previous statements, Network Rail has agreed there will now be a cavalcade similar to that for 1975. We will therefore need to bear that in mind in considering our locomotive overhaul strategy, with a view to having them available to participate.

The next steps, and our possible involvement in the development of the bicentenary celebrations, are currently unclear, but I will provide further updates as and when there is anything to report.

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JUNIOR VOLUNTEER REPORT by Bryan Orange

The last few months have seen no NELPG action for the Juniors as there has been no Grosmont Working Party where they have been present – due to the very limited opportunities offered with the Q6's advance state of reassembly.

Two more Juniors have joined our NELPG JV group and a huge welcome to them!! They are Dan Sutcliffe, who is already an NYMR Junior and Findlay Brown. Dan is 14 and comes from Aberford near Leeds and Findlay is 13 and lives at Barnard Castle. With no Grosmont NELPG Junior Working Parties until January 2019 at the earliest we won't see much of the 2 new lads unless they join the Sir Nigel Gresley group which, I believe, both are considering doing.

16 YEAR OLD'S – MOVING ONWARDS AND UPWARDS!!!

On the other had Ethan and Noah now have part time Saturday jobs so we will be seeing less of them in the future on our Working Parties although, of course, they will always be most welcome to attend any future Working Party. Ed and Finn are training on the NYMR footplate ladder along with Tom Noble, so again, we will see that little bit less of them in the future.

It's good to see that Tom Noble is rostered to be a cleaner during some of the days of the J27's Wensleydale August visit and bodes well for the NELPG Junior Volunteer set up that we are now seeing the crewing outcomes starting to blossom!

I shall be spending my usual two weeks in late July and early August catching up with the maintenance tasks within Deviation Shed building. Tom Readman, Alex and Scott have volunteered to assist me for a few days and Luke wants to work with Mark O'Brien in that period to start to pick up some boiler fettling skills. Luke also currently intends to spend his 2019 school Work Placement

week working in the NYMR boiler areas and has completed the relevant school paperwork to start this process.

After this year's tremendously successful visit, we are already discussing with NYMR's Ian Foot a return visit to Fawley Hill next year – the home of the late Sir William McAlpine. I will let the Juniors know a date when Ian tells me.

I am hope to be able to finalise, one way or another, my search for a lead skilled machinist/fitter to recommence our Grosmont MPD JV Workshop training sessions whilst I am working at Grosmont in a few weeks.

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ARCHIVE CORNER by Chris Lawson

Contributions

Not surprisingly, a bumper set of photographs for the archive this period, recording the formal launch back into traffic of the J27 on 21 June. My particular thanks to Maurice Burns, Dave Bennett, John Jones, Andrew Scott and John Hunt for their contributions, but should anyone else have any photos they would like to add to the collection I would be delighted to receive them. In addition, Kevin Gould has sent me photographs of the J27 at Sunderland during its first strip down in 1967, and of J27s (including 65894) in the roundhouse at Sunderland South Dock before the end of steam in the North East, Paul Jameson has provided photographs of the newly overhauled J27 approaching Levensham and leaving Grosmont on 28 May and Peter W Robinson of the locomotive on the 12.30 at Grosmont and at Goathland Summit on 14 July. Other contributions have been a set of posters for Steam on the Met from 1994 to 2000, a couple of which feature the K1, from David Crookit, copies of Steam World from the early 1980s containing articles by Maurice Burns about the K1 (No 15 June 1982: Homeward Bound) and the J72 (No 29 August 1983: Second Chance) and a photo spread of the K1 on the Northumbrian Mountain Pullman of 22 January 1983 (No 24 March 1983: Gallery) from Andy Glendinning, and, from Gordon Wells, leaflets about Blue Peter's 22 December 1991 inaugural run on the NYMR, 7 and 21 March 1992 S&C railtours and the May 1993 Scarborough Flyer, a copy of the Railtrack timing schedule for the West Highland Centenary special with the K1 and K4 on 7 August 1994, a 1994 Lochaber leaflet, the inspection protocol for Support Coach 99760, and various Visit Scotland leaflets.

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, 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)

Locomotives – repairs to the **K1**'s dome and brake gear had been delayed because of the unavailability of the repair shed facilities. Although the locomotive had now been moved into the repair shed, the repairs would not be completed in time for the NYMR peak season. Meanwhile, the repainting of the boiler had been extended to successfully include the wheels, smokebox and cylinders. Because the shade of Apple Green is so difficult to match, it was decided to also repaint the cab and tender sides, with the work planned for 19 August to 2 September, with Len Clarke taking charge of the final painting and varnishing. The repair to the **T2** steam brake cylinder had been completed and a hydraulic test was to be carried out before it was refitted. A complete overhaul of the vacuum ejector was also to be carried out by Hugh Phillips Engineering in South Wales. The

P3 continued on display in the Great Hall at the NRM and had been moved onto the turntable for photographic purposes while **4767** had returned to regular traffic, covering over 500 miles. The **Q7** remained in store at Goathland. It was also reported that following a late night shunting accident on 4 July, the Group's stores van, built in 1923 to a Great Central Railway design, had to be written off. The NYMR accepted full responsibility for the accident and agreed to purchase a replacement vehicle to store our tools and spares.

Other contents – the tenth and final roof truss for the storage shed was erected on 23 July to complete the main steelwork. Once a full check, with tightening of all the bolts and grouting under the baseplates, had been carried out, work would start on probably the most difficult job of all – fitting the cladding. That was hoped to be completed in the next few months and trackwork by the next Easter. Andrew Scott contributed a note about the role and importance of the Steam Locomotive Operators Association (SLOA) in co-ordinating railtours and liaising with British Railways (BR) following the adoption by BR of its 'Return to Steam' policy. This saw the opening of the Settle and Carlisle route for railtours, and the running of steam on the main line until 1979, and which, following a review, had been recently extended to 1985. There was a brief Sales report announcing the renewed availability of Members badges, and news of a railtour being organised by the South Tynedale Railway Preservation Society – 'The Highland Scenic Special' – to Pitlochry and Aviemore on 16 September for £8 return. Ten years on from the end of BR steam, John Hunt also reminisced on its impact on the preservation movement.

News from the NYMR

Bernard Warr had been appointed as full time General Manager.....plans were being finalised for the NYMR to run its first lottery, with 80,000 tickets for sale, and a first prize of a trip to the USA on Concorde.....traffic receipts were up by 59%, shop receipts were up by 67%, and catering receipts up by 60% on the previous year, which was a record year in itself. The main increases had come at Pickering.....it was confirmed that following a Science Museum grant from the fund for the Preservation of Scientific Material, Grosmont signal box was to be moved and re-erected at the south end of Grosmont Station. BR required the box to be removed by Easter 1979, so the work would be done over the coming winter. It would be reduced to two-thirds its present length and lifted on to a new brick base.....there would be some winter services, with the disco specials running after October, and Santa Specials between Pickering and Levisham.....the hiring of coaches from BR was to be explored to ease the overcrowding on trains as no suitable ones were coming up for tender, although longer trains would need more powerful locomotives and a longer loop at Levisham.....locomotive No 31 'Meteor' had returned to service, significant progress was reported with the work on 80135 (along with rumours that it was to be painted maroon and lettered NYMR), 1247 was awaiting repairs to its running gear, No 5 was the regular service engine, with No 29 in use at weekends and on standby during the week.....rebuilding of Bridge 10 had been successfully completed between 18 and 20 May.

And finally.... an appeal was made for a volunteer to address the NELPG News envelopes six times a year, to save on the expense of having labels printed by computer!

--ooOoo--

NELPG ANNUAL DINER – 27th OCTOBER 2018

The NELPG Annual diner on the NYMR will be held this year on 27th October. As is tradition, it will leave Grosmont at 12.30, running to Pickering, and arriving back at Grosmont at 15.05. A

request has been made to the NYMR for the train to be double headed by the J27 and Q6 – subject, of course, to the locomotive’s availability on the day. The cost per person is £31.50. This represents an increase on last year’s unrepeatable bargain price, but still represents excellent value for money against the normal cost of £65 per person. The NYMR Catering team have come up with a tasty menu, with multiple choices, as below:

NELPG Lunch Menu

Saturday 27th October 2018

Glass of red or white wine or fresh orange juice to welcome you on aboard

First Course

Chicken and leek soup topped with whipped cream, croutons and freshly chopped herbs
Sliced smoked salmon and Norwegian prawns served on a bed of crisp Chinese leaves, drizzled with a dressing made with lemon, balsamic and olive oil
Crown of melon served with autumn berries and fruits topped with a warm port punch

A selection of bread rolls with butter will accompany your choice of starter

Main Course

Topside of beef served with Yorkshire pudding and onion gravy, topped with watercress
Roast haunch of venison served on a bed of mashed cabbage and potato accompanied with a juniper, red wine, redcurrant and rosemary jus.

Braised root vegetables served with a sauce made from fresh tomatoes, red peppers, sage and white wine, served with a timbale of braised rice

Sliced cold York ham served with a wedge of fresh pineapple, autumn salad and hot buttered potatoes

A selection of vegetables and potatoes will accompany your main course

Dessert

Homemade apple and blackberry pie, served with a creamy custard sauce
Dark chocolate and orange torte served with whipped cream and caramelized orange
Fresh fruit salad served with a shot of Cointreau in a meringue nest, topped with whipped cream and strands

Selection of English cheese served with biscuits, celery, grapes and walnuts

Tea or coffee served with Pullman mint chocolates and luxury truffles

A booking form is enclosed with this issue of News. If you wish to dine on this year’s special, then please complete the form indicating your choices, and send it with your cheque, payable to NELPG, to Chris Lawson at 67 The Mount, York, YO24 1AX. Cheques will not be presented for payment until after the event. Please also include an email address where available for confirmation of your booking and for notification of any last minute changes. Don’t forget that partners, family and friends are very welcome to dine as well, so why not treat them to a meal on board a steam hauled train travelling through the magnificent autumnal scenery of the North Yorkshire Moors! **Bookings must be received no later than 17 October 2018.**

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

ERRATA

Sandy Smeaton's picture of the K1 passing through Charing Cross on 25th May was after negotiating Glasgow's Queen Street Low Level station, not Central.

--ooOoo--

DIARY

FORTHCOMING NELPG SOCIAL MEETINGS *

14th September 2018. **STOCKTON A CIRCULAR TOUR** by John Midcalf

12th October 2018. **MAIN LINE STEAM** by Ted Parker.

9th November 2018. **NER TYNESIDE ELECTRICS** by David Fraiser.

14th December 2018. **LIFE & TIMES OF A DIVISIONAL MOTIVE POWER SUPERINTENDANT** by R. Barber.

*Held at the Northgate Club, North Road, Darlington at 7.30pm.

OTHER NELPG EVENTS

August

w/b 4 – K1 on Jacobite

13 - NELPG Committee meeting, Middlesbrough Municipal Golf Club, Ladgate Lane (7.30pm).

w/b 18 - K1 on Jacobite

18 - Hopetown Open Day (10.00 – 4.00).

September

4 – Fund Raising Sub Committee meeting, York (5pm)

w/b 8 – K1 on Jacobite

10 – NELPG Committee meeting, Middlesbrough Municipal Golf Club, Ladgate Lane (7.30pm)

15 – Hopetown Open Day (10.00 – 4.00)

16/17 - K1 returns to Carnforth

20/23 - Q6 at Severn Valley Autumn Gala

October

6 – Q6 hauling LNERCA members special train on NYMR

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

10 – Patron visit to Tees Cottage Pumping Station

20 – Hopetown Open Day (11.00 – 3.30)

27 - NELPG Annual diner on NYMR

OTHER EVENTS

September

3 – NYMR NAG - Northallerton Town Cricket Club, Farndale Avenue, Northallerton – *Creative Tourist eclipses the Scouts* by Sam Woods (7.30pm)

3 – Hartlepool Railway Group, Hartlepool Central Library (Community Hub Central) (2pm)

6 - Friends of Darlington Railway Centre and Museum, Head of Steam Railway Museum, Darlington – Friends of the Stockton and Darlington Railway update (1.45pm)
15/16 – Darlington Heritage Open Days
28 – 30 - NYMR Autumn Steam Gala

October

1 - NYMR NAG - Northallerton Town Cricket Club, Farndale Avenue, Northallerton – *Steam Locomotives on line* by Steve Frost (7.30pm)
4 - Friends of Darlington Railway Centre and Museum, Head of Steam Railway Museum, Darlington – *Living North Eastern* by David Thomas (1.45pm)
6 – NERA Autumn meeting, Bar Convent, Blossom Street, York (10.30am)
12 -14 NYMR Wartime weekend
18 - Northallerton Town Cricket Club, Farndale Avenue, Northallerton – *The Andrews Raid 1862* by Ray State (2pm)
27/31 – Halloween Train on NYMR

--ooOoo--

COVER PICTURES

Front: 62005 approaches Polish with The Jacobite on 11th June (Iain Henshaw)

Back (top):- New Chairman, Chris Lawson, addresses members and guests at the ceremony to mark the re-entry into traffic of 65894 at Grosmont on 21st June. Note the bottle of Newcastle Brown Ale on the running plate next to the lamp, plus the famous blue star worn by the J27 on 8th September 1967 on the Silksworth branch (John Hunt)

Back (bottom):- 65894 near Newton le Willows on 4th August (Ken Snowdon)

*



In this almost idyllic scene 65894 approaches Leyburn on 4th August (Ken Snowdon)

--ooOoo--

THE COPY DATE FOR THE OCTOBER 2018 NEWS IS
FRIDAY 21st SEPTEMBER 2018



65894 arrives at Bedale on 1st August (Peter W. Robinson)



62005 climbs away from Glenfinnan on 25th June (Iain Henshaw)

