

N.E.L.P.G. NEWS



NO.307 OCTOBER 2018

EDITORIAL

As we enter the autumn season of mists and mellow fruitfulness, time to reflect on a rather successful end of season flourish. Admittedly the summer has not been as rewarding as much as we had hoped, particularly with the delays in getting the Q6 finished and the K1 not being able to fulfill its full quota of running at Fort William. However, the Q6 returned in style with, by all accounts, a very successful visit to the Severn Valley Railway, while the K1 managed to run all the days that were planned in late August and September, and though its 38 days on the Jacobite were less than expected, it still earned a significant income. Whilst the Q6 is expected to run on the NYMR in the autumn and on winter services, the K1, following its return to Carnforth on 17th September, is already stripped down ready for a boiler lift.

The J27, meanwhile, enjoyed an excellent sojourn on the Wensleydale Railway, though the locomotive suffered from a number of broken engine springs, which cost a few days planned running. When it ran, it did so with four coaches with two trips between Leeming Bar and Redmire each operating day. Both the J27 and the Q6 starred at the NYMR's autumn steam gala and the Editor offers no excuses for the extensive photographic coverage of the two locomotive's exploits at home and away!

Finally, at Hopetown, Nigel Hall reports on the good progress being made on the J72, with not only the boiler lifted off the frames, but more recently, the wheels removed from the chassis. Also encouraging is his observation that volunteer numbers at Hopetown are increasing – so keep up the good work!



63395 accelerates off the PW slack at Sterns and approaches Hay Bridge, Eardington with a Kidderminster – Bridgnorth train on 21st September (Phil Waterfield)

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

J27 NO. 65894

The J27 operated on the Wensleydale Railway for 26 days in July and August, and such was its popularity, its use was extended into the final week of August. The locomotive performed well in the hands of regular NELPG footplatemen, but to cover all these days, quite a few other drivers and fireman from the NYMR and elsewhere helped out. The J27 worked a four coach set and did two round trips each operating day from Leeming Bar to Redmire. Great thanks are due to all, but particularly Fred Ramshaw, Richard Pearson and James Percy for ensuring all went well and the crew roster was covered. The only drawback was a number of broken driving springs which meant that the J27 missed three days of planned running.



A shattered driving wheel spring on the J27 on 29th August; 7 of the 11 leafs have completely disappeared, lying between the tracks west of Constable Burton! (John Midcalf)

Since it got back to the NYMR, it has had its 28 day washout, but, because it was found to have another broken engine spring which was replaced with the final spare, it was then kept as spare engine, to make sure it would be available for the Gala. For the Gala itself, it worked a photo charter for Matt Fisher on the Saturday, double headed with the Q6 on both Friday and Saturday, as well as working the freight and Pickering - Levisham shuttles, and Pickering - Grosmont trips with 34081 92 *Squadron* and 5428. It has now retired once more as spare engine awaiting the arrival of the refurbished engine springs from Owens Springs before it can return to traffic. The NYMR has indicated that the J27 is likely to be used on the Grosmont Santa specials in December.

Q6 NO.63395

Following the successful hydraulic test on 15th August in the presence of the boiler inspector, work continued in the smokebox in preparation for the steam test. This revealed a small number of leaking

small tubes, which were expanded and the test repeated. This revealed 3 small tubes slightly leaking, so it was decided to fit the superheater elements before the final steam test. Before this was done it was decided to replace the eight studs that fix the header to the front tube plate. Following this and a successful hydraulic test of the header joint, work started on fitting the elements, after the ends were annealed. As expected, the first row of elements was difficult to fit, but after much frustration and threats to cut the ends off the elements they finally gave up the fight. The other two rows were much easier. Expansion of the elements into the header followed, and the elements were then hydrauliced to test for leaks; none were found.



Chris Kelly expanding the top row of Q6 superheater elements on 29th August (Chris Lawson)

The boiler inspector was booked for 8th September, for the steam test, leaving time for the vacuum ejector to be reassembled by Keith Pardy, and Shaun Bowler to complete the valve setting. During this period the engine and tender were weighed. It has been suggested that this weighing be repeated following some initial running, as all engine and tender springs are new.

In preparation for the steam test the main steam pipes, blast pipe and snifting valve were fitted, and the loco prepared for the test. Before the test Mark O'Brien set the safety valves, and with the exception of the ejector shut off valve, all was in order, and the boiler inspector subsequently signed the paperwork to complete the formalities of the 10 year inspection period. This will run till August 2028, assuming a successful boiler lift and external exam during winter 2019/2020.

The following Monday, a working party gathered to complete a number of jobs such as the smoke box door seal, snifting valve seal, ejector shutoff valve, dome cover and insulation, cylinder cosmetic covers etc. The plan was to steam the engine and do light engine movements within the

yard on the Wednesday. This was eventually achieved, and further light engine running in was done up to Beck Hole bridge on the Thursday, with Terry Newman in charge. During this period a fracture was found on the isolator valve for the steam reverser, so this was removed and the pipe re-routed. More serious was the poor condition of the threads on the cylinder cocks. The repair of this cut short the light engine running. This was resumed on the Saturday morning with a light engine run up and down the bank. With everything looking good the Q6 was attached to the rear of the 14.30 departure to Pickering, in the care of Ian Pearson. After a careful exam at Pickering the return journey saw the Q6 putting in some real work for the first time since December 2016.

It has been a long struggle, and the Group is grateful to the many volunteers and NYMR staff who have worked on the engine over that period of time. It would be invidious to name names, but mention should be made of the NYMR boiler department which, in the closing stages of the overhaul, put in some long hours to achieve completion.

Of course the planned visit to the Severn Valley Railway's Autumn Gala was in mind over recent weeks, and the less than ideal amount of running in was a worry, remembering that all the axleboxes, both big ends and two side rod bearings have been replaced. However, Barney Casey the NYMR's mechanical foreman offered to go to the SVR to look after the engine, and this offer was accepted with knowledge that if problems did occur he was the ideal man to be there. Many thanks!

A small working party met at New Bridge on Sunday 16th September to split engine and tender for loading onto the transport to the SVR on Monday.



*Another unforeseen problem was this broken regulator pilot valve, pictured on 28th August
(Barney Casey)*

63395 acquitted itself very well, bringing praise from many quarters (see Chairman's Chatter) and worked all four days on the SVR. Following the event the Q6 was roaded back to New Bridge and steamed back to Grosmont.

As the L/H front valve cover and both piston packings were leaking steam quite badly, we set about removing the valve cover and two oil pipes and it was found that the copper sealing ring had broken. The cover was cleaned up and NDT tested, both the valve cover and new piston packing fitted, and the regulator gland has been repacked. The regulator handle has been adjusted so it sits on the shut stop. The locomotive was then ready to operate the LNERCA special on 6th October and be available for scheduled NYMR services. Like the J27, the Q6 is planned to be used on Santa specials.

K1 NO. 62005

The K1 completed its last two weeks on the Jacobite without any significant problems and returned to Carnforth on Monday 17th September in the company of black 5 44871 and the two support coaches.

Whilst 2018 has not been the best of years for the K1 the loco has, ironically, performed very well and is in good mechanical shape.



*62005, with Neal Woods looking out, awaits the arrival of 44871 on the afternoon Jacobite at Glenfinnan on 25th August. To the right of the stop sign can be glimpsed the summit of Ben Nevis
(John Hunt)*

The locomotive's mainline certification expires in January 2019 and, as explained in the supporting information relating to the Special General Meeting scheduled for 19th October, the Committee is recommending Group approval to seek to extend the mainline certification for a further 3 years.

On the basis that Group approval will be forthcoming and the in view of the tight timetable for ensuring that the loco is ready for the 2019 season, the necessary inspection and renewal work has now commenced with a view to lifting the boiler from the frames shortly after the SGM. The boiler lift is required to enable a defective weld to the right hand washout plug boss to the throat plate to be rectified and a number of stays in the fire area to be replaced.

A number of small tubes have already been removed in order to assess their condition. These tubes are sufficiently worn to warrant replacement of all 141 small tubes before the loco undertakes further service. This is no real surprise and has been budgeted for.

Other significant work required in order to achieve the extension is removal, thorough examination and hydraulic testing of all superheater elements and steam pipes, inspection of all boiler fixings and examination of the general condition of the boiler.

As the all cladding is to be removed and the cab has to be removed in order to remove the boiler a full repaint will also be carried out.

Mechanically the only significant work planned for this winter is the removal of the leading coupled and pony wheelsets in order to assess the condition of the axleboxes. It is anticipated that work will be required to reduce the lateral movement of the leading coupled wheelset and that the oil wedges on the pony boxes will need to be restored.

Paul would be pleased to hear from anyone willing to help with the K1 over the winter, by text or phone on 07964988551 or by e-mail to paul.hutchinson62005@outlook.com.

J72 No. 69023

It is pleasing to note that volunteer numbers seem to be on the increase at Hopetown both on Monday evenings and Thursday under the stewardship of Steve Hyman and Nigel Hall.

Work continues to refurbish components taken off the loco and much preparation and painting has been undertaken.

All of the various parts necessary to allow the loco to be lifted and the wheels to be removed had been dismantled by the end of September.

The boiler (outside) and firebox has been descaled and as soon as the longitudinal stays have been removed, the interior of the boiler will be cleaned and the extent of the repair work needed will be determined in consultation with our CME and the insurance company.



The J72 boiler on the Lowmac wagon on 19th September (Michael Denholm)



Steve Gibson (l) and Harry Sams roll out the J72's trailing wheel set (Peter Giroux)

There was another major step forward on Thursday 4th October when Andrew Goodman and RSS lifted the locomotive chassis and the wheels were rolled out. Harry Sams and Steve Gibson are well on with the removal of the front buffer beam to give access to the cylinders and valves. So, with the wheels out, there's now plenty to do at all skill levels. If you wish to contribute, Hopetown will open up at 19.00 on Monday evenings and at about 09:30 on Thursdays. Hope to see you there.

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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**.

There will be regular working parties at Carnforth on the K1. Accommodation and transport can be provided. Please contact **Paul Hutchinson on 07964 988551**.

Finally, there are working parties on the J27 and Q6 at Grosmont; if you are interested, please contact **Chris Lawson on 01904 655003**.

MEMBERSHIP SECRETARY'S REPORT by Colin Smith

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

Mr. R.A. Barber from Darlington,
Mr. M. Bell from Darlington and
Mr .J. Conway from Pickering.

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CHAIRMAN'S CHATTER by Chris Lawson

Open meeting and SGM

The last three Committee meetings have been dominated by discussion of the K1 and the work to be carried out this winter. From the outset, it was clear that various work needed to be done before the locomotive could see any further service, whether on the mainline or on heritage railways. All options were considered by the Trustees, from doing nothing to carrying out a full 10year overhaul, taking account of both the financial and physical resources available, and our obligations as a charity to restore, maintain and operate our locomotives for the public benefit. In the light of an initial technical assessment of the state of the boiler, the Trustees concluded that the best approach would be to seek an extension of the K1's mainline certification for a further three years at an estimated cost of £75,000, including contingencies. This would provide the opportunity to build additional reserves to help fund the major 10 year overhaul which will otherwise become due in January 2022.

Because this proposed expenditure is in excess of the £50,000 delegated expenditure authority to the Committee, an SGM has been called for 19 October to seek approval to this expenditure, and an Open meeting arranged for 28 September. This will give members the opportunity to bring directly to the Committee their thoughts and views about the Group and all its locomotives – not just the K1, although an updated K1 assessment report will be given. The background papers for the SGM were issued in the third week of September, and thanks are due to Colin Foxton in particular, for working with Paul Hutchinson and Richard Wheeler in preparing the papers, and for arranging their despatch, with assistance from Roy Marshall, at a considerably reduced cost to the Group.

At the SGM, a further update report on the K1 will be given, along with responses to any questions raised at the Open Meeting which could not be dealt with at the time. Although a number of proxy forms have already been received, I hope as many members as possible will attend the SGM to raise any questions or queries they may have. Light refreshments will be available, and there will be photographic entertainment once the SGM has concluded – but remember the meeting will be at the Northgate Club (the home of our monthly Social Meetings) and **not** at the RA Club.

A word of explanation though for those who have sent proxy forms to Roy Marshall at the Registered Office, but received an acknowledgement from me. When Roy took over as Secretary, we agreed that the NELPG Registered Office would remain at 67 The Mount. Thus I have been opening the proxy forms sent to the Registered Office, acknowledging them and then letting Roy have the details on a regular basis, whilst those sent by email to secretary@nelpg.org.uk go direct to Roy for him to deal with. Hope that is not too confusing!

The Trustees are also very conscious of the obligation for the K1 not to be absent from the NYMR for more than 12 months, in accordance with motions passed at previous A/SGMs. The K1 was last

at the NYMR for our 50th Anniversary celebrations in 2016, and the reasons for its subsequent absence have been explained, as also required by the motions. However, provided a mainline extension can be obtained, the Committee has agreed that the K1 will return to the NYMR in October 2019 for some late season running (hopefully in time to participate in the Autumn Steam Gala?). Winter maintenance will then be carried out at Deviation Shed, where we also plan a boiler lift for the Q6, and the K1 will then be made available for running on the NYMR in early 2020 before going back to Fort William. As ever, of course, all subject to no unforeseen circumstances arising!

J27 and Q6 on their travels

As you will have read elsewhere, the J27 spent August on a very successful holiday on the Wensleydale Railway, where it proved a very popular attraction. That was only possible due to the hard work of Fred Ramshaw, Richard Pearson, James Percy and Terry Newman in organising crews, rosters and maintenance, and our thanks go to them for their efforts. On its return to the NYMR, as it had used up all its spare engine springs, it was kept in cotton wool for the NYMR's Gala at the end of September where it was due to star with the Q6.

The Q6 itself, following a short but successful period of running in, went down to the Severn Valley for its Gala from 20 – 23 September, where it also proved very popular, if only for the size of its cab (compared to those on copper capped chimney locomotives) as shelter from the rain which dogged the weekend. Again, thanks are due to the NYMR shed staff, and Bill Dobson and his team, for getting the Q6 completed in time for it to go – at the beginning of September that looked to be an impossibility – and to Barney Casey and Richard de Sadeleer from the NYMR who went down to the Severn Valley to look after the Q6. And final thanks to all those who have sent me photographs of the event for the archive: they are very much appreciated.

I have also received a number of notes from some of the participants and visitors at the Severn Valley and NYMR Galas, which I am delighted to share –

'On behalf of the Severn Valley Railway may I thank you for allowing your locomotive, 63395, to attend the Autumn Gala (20 – 23 September 2018).

I hope that any of your team that attended to the loco enjoyed the atmosphere of a well patronised event. Your loco contributed to a stellar line up and a gala that will be remembered by all that attended.'

Nick Ralls (General Manager)'

'And it's all over! The Q6 did fantastic over the weekend, really pleased she made it and just disappointed the visit was brief and accompanied by poor weather. I had numerous people mention the J27 at the weekend, as I've said previously another we would like to consider at some occasion in the future.

Thanks again for making 63395 available to us.'

Duncan Ballard (SVR Locomotive Co-ordinator)'

'I opened the batting from Bridgnorth with the Q6 on the Gala Thursday and had a very enjoyable day being relieved by another crew mid afternoon. Barney was very good and attended to any issues efficiently. The only down side was the weather, and both my fireman Mike Ward and Barney were like the proverbial drowned rats. Best steam reverser I've ever handled by the way, lovely engine quite advanced for its day I would say, and the fact they lasted to the bitter end of steam in the North East says it all.

All round congratulations for getting her to us with so little mileage on the clock after the overhaul and with so little in the way of faults.

Thanks to all you guys for the privilege of being able to drive her.'

John Robinson.'



63395 heads out of Kidderminster at Northwood Lane on 23rd September. On the right is the track bed of the long closed line to Woofferton Junction, via Cleobury Mortimer (Bob Green)

'I've just returned from the NYMR Autumn Gala and been delighted to see both the Q6 and J27 in operation. Brought back childhood memories growing up in Sunderland. Seeing them double heading the train up past Darnholm in the sun was magnificent. A credit to those who spent many hours on the major overhauls of both locomotives. The last time I saw the J27, she was in bits with the new cylinder block only recently installed into the frames. '

Dave Robinson'

'The NELPG locos looked and worked superbly and I think many will agree it was the best NYMR gala for some years

Congratulations to the members for their work in restoring both locos this year.'

Allen Ferguson'

Sales

Events

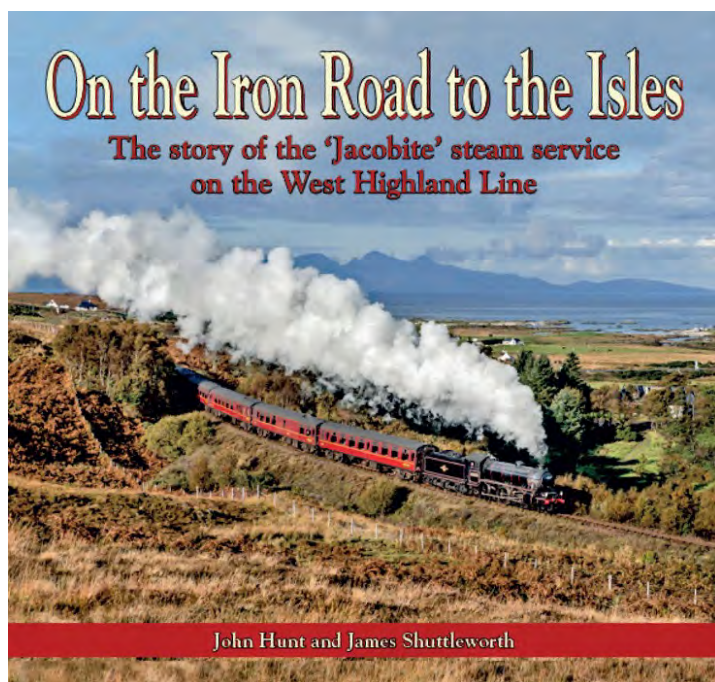
The Sales team, led by Arthur Jenkins has had a busy September, with attendance at the national Heritage Open Days at Head of Steam, Darlington, the Autumn Gala at Locomotion, Shildon, and the 193rd Anniversary of the opening of the S&D celebrations, again back at head of Steam Darlington. Armed with Nick Downing's models of the Q6 and newly repaired J27, sales items (including some donated by Graham Holt), membership forms and collecting tins, considerable interest in our activities was generated, along with steady sales, a number of donations and, if promises are fulfilled, some new members as well. So thanks are due to all those who gave up their weekends to man the stands and talk to our visitors, as well as relieve them of some of their money.

As part of our contribution to the events at Head of Steam in September, Norman Crockit and his team of guides also opened up Hopetown, in addition to the normal monthly opening. There was a steady flow of visitors to see our workshops and the J72, particularly for the S&D Anniversary event when the A1 Trust was not open, and thanks are due to all involved for their efforts in publicising our activities and explaining them to our visitors.

On the Iron Road to the Isles

The latest publication from Silver Link Signature Limited Editions is *On the Iron Road to the Isles* – the story of the 'Jacobite' steam service on the West Highland Line by John Hunt and James Shuttleworth. Steam returned to the Mallaig line in 1984 and in this book, 35 of the UK's top railway photographers, young and not so young, have pooled their pictures to create a quite stunning pictorial record of the line, many of which feature the K1. Available as a limited edition of 408 copies, the Signature edition has claret red boards and is signed by the authors, with 208 pages and over 280 colour and monochrome illustrations in a format 280mm by 280mm. Priced at £45 including p&p, the publishers have agreed to make copies available via the Group, with part of the cover price coming to Group funds.

If you would like to order a copy of the exclusive signature edition of the book, please write to me at 67 The Mount, York, YO24 1AX, enclosing your cheque for £45, made payable to NELPG, as soon as possible. Should the signature edition have sold out, a standard version (with green boards and not signed by the authors) will be available from 24th October, otherwise with identical contents and at the same price. This will be supplied as an alternative unless you indicate to the contrary.





The first time, at least since 1967, that the Q6 and J27 have double headed. They are seen at Water Ark on 28th September (John Hunt)



200 years of NER and GWR freight super power! 2857 pilots fellow centenarian 63395 at Green End on 30th September (Ken Snowdon)



In rather inclement weather that dogged the SVR gala, 63395 leaves Kidderminster for Bridgnorth on 22nd September (Tom Houseman)



65894 leaves Leyburn on 24th August (Richard Stevens)

NELPG pens

The orange pen is back, but this time, a version to mark the Q6 centenary and priced at £1. We still have stocks of the grey pens for the same price, and the K1 pens at £2. Available from the address above, post free.

Christmas cards

Will be available again this year. There will be two versions, as with last year – the K1 crossing Strath Fillan with Ben More in the background in November 1990, and, from this year, the J27 and Q6 double heading the 13.44 Grosmont departure on the approach to Pickering at the NYMR Gala on 28th September - a record of the first time this has ever happened, certainly in our ownership, and what the Group is all about. Stocks should be with me in early November and will be priced at £3.50 for a pack of five cards plus envelopes, post free. I can take your orders now if you want to secure your cards, and they will be delivered as soon as the stocks arrive. Please make clear which version you want.



The two Christmas cards.

2019 Calendar

Again, as in previous years we will be selling a calendar. The 2019 calendar will feature photographs of each of our locomotives at work on the NYMR, Wensleydale and in Scotland over the last few of years. It will cost £7 post free, including an envelope. As with the Christmas cards, stocks should be available in November, but I can take orders now if you want to secure your copy.



63395 crossing Water Ark bridge is the picture for February 2019 (Ken Snowdon)

Steam Railway and Railways Illustrated

I have been contacted in recent weeks by both Tony Streeter of *Steam Railway* magazine, and Graeme Pickering, a freelance journalist doing some work for *Railways Illustrated*. Tony, who writes the ‘Down Main’ feature in *Steam Railway*, had heard that the K1 required various work this winter to continue on the main line, and that we were considering whether to do that work or retire the locomotive to heritage operation for the final three years of its ticket. I explained the position to him, the options the Committee had been considering, the conclusions we had reached, the decision making process we had to follow, and what happens next. So watch out for a piece on the K1 in the next issue of the magazine, which will hopefully be consistent with the material in the recent email documentation you have received.

By contrast, Graeme was wanting to write a feature article profiling the Group, its history and future plans and the work that is done to keep the locomotives in service, including the return to traffic of the J27 earlier this year. He came to Hopetown to see me on a Thursday so he could also view the work being done on the J72. His article will have to be put to the Editor of the magazine for possible inclusion in a future issue, but seems likely to be published in early January.

John Wigston

Well known railway artist and NELPG member is having an exhibition of his paintings in the Temporary Exhibition space at Head of Steam Museum in Darlington from Saturday 8 September to Sunday 4 November. Entrance to the Museum is free to NELPG members on showing your membership card.

Stone version of J72

It is reported that, as part of road works in Catterick, a stone version of a J72 is to be constructed at the roundabout that used to be bisected by the railway. A permanent reminder of its railway heritage.

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TREASURER’S REPORT by Richard Wheeler

My report to the September NELPG Committee meeting showed a potential balance across all our accounts of £333,323. This took account of all payments outstanding to the Group for the hire of our locomotives and for VAT reclaimable by us, and all invoices received or anticipated for goods and services supplied, including the work currently being done by the NYMR on the Q6. This total was broken down as follows:

Locomotive Maintenance Fund (LMF)	£176,052
Legacy Fund	£98,207
Patron Fund	£42,331
Unrestricted Funds	£16,733

The LMF receives all locomotive hire income, plus any donations received towards the cost of maintaining and overhauling our locomotives, either generally or for specific locomotives via, for example, individual appeals. Income from the “Jacobite” operation is included after deducting all related expenses including the costs of the Group car and support coach, which would not be required if the K1 operated only on heritage railways. Records are maintained to provide a notional record of how much each locomotive has contributed to this fund, and general operating costs such as consumable materials and premises costs for Hopetown and Deviation Shed, and insurance of the locomotives, are apportioned pro-rata against locomotive earnings at the end of each year. At the end of August, the notional funds applicable to each locomotive were: K1: £115,451, J27: £30,455, J72:

£21,829, Q6: £8,317. The Committee may, at its discretion, and subject to members' approval for projects costing more than £50,000, choose to allocate these amounts to whichever locomotive's overhaul needs funding, but donations received for specific locomotives are ring-fenced for their maintenance and overhaul.

Unrestricted funds are provided by members' subscriptions, bank interest, sales and raffle income, and any other miscellaneous income. These funds are used to pay for printing and posting NELPG News and for administrative expenses including accountancy fees, room hire, HRA membership fees, etc. The Legacy Fund currently acts as our contingency reserve, but it has been suggested that this might in time become an endowment fund invested to produce an annual return to support the work of the Group. Cash in the Patron Fund is available to support the cost of unexpected locomotive repairs when required.

It may seem that the Group is well-funded, but even if the plan to return the K1 to traffic without a full boiler overhaul succeeds, it will still need a major repair costing perhaps £250,000 in three year's time, and the overhaul of the J72 remains to be funded. It would not be prudent to allow the Group's overall funds to fall below a reserve figure of £100,000, to provide a safety net for any unexpected expenditure or cost over-runs. With ever more work having to be contracted out as volunteer resources decline, the costs of maintaining our locomotives continue to rise. It is therefore truly important for the Group, with the help of its Fundraising Sub Committee, to keep maximising the inflow of funds by all possible means. Your continued financial support is vital to keep our locomotives running and thereby fulfil our charitable aims.

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PATRON AND FUNDRAISING REPORT by Dave Pennock

Q6 Centenary Run Sunday 2nd December 2018

To celebrate 100th birthday of our Q6, a commemorative run has been agreed with the NYMR on Sunday 2nd December for a return trip to Pickering departing Grosmont at 12.00. This is the Christmas Moorlander Lunch train, and the NYMR has made available 100 seats in the non-dining section at the back of the train for NELPG to occupy and enjoy a festive day out. A birthday cake is very likely to appear to mark the occasion! When reflecting upon these types of anniversaries it is noteworthy that we have now owned 63395 for more than half its life, as it was purchased by the Group back in April 1968.

The trip is **open to all members**, with two tickets per member offered on a first come first served basis. To reserve places on the train please contact Dave Pennock by email at davepen@talktalk.net or by calling 01423 868138.

In terms of the record, our Q6 was noted as outshopped on 2nd December 1918 from Darlington North Road Works. It was one of 120 constructed for the North Eastern Railway between February 1913 and March 1921. Our example became the 56th member of the class, the first 70 being constructed by the North Eastern Railway, and the remaining 50 built by Armstrong-Whitworth.

Fundraising Update

The quarterly meeting of the Fundraising Sub-committee in September primarily concentrated on the timing and extent of the future work on the K1 and J72. Of prime interest was the essential work the K1 needed to gain an extension to allow it to operate for a further 3 years on the mainline before its

10-year boiler certificate expires in January 2022. The proposed winter 2018/19 budget of £75K was noted as affordable within our reserves, with a projected positive cash return from 62005 returning to Jacobite operations, along with some running on the NYMR in 2019/20. Key will be the cost of its next 10 overhaul, presently estimated between £200 - £250K, and the K1's projected income over those three years.

On the bright side we now have the Q6 and the J27 in traffic, a robust and well supported Patron scheme, grants from others, and a steady stream of donations by members. The dilemma is the timing of the J72 overhaul. Critical is the assessment of the work required on the boiler and its likely cost. Once we have that, we will be able to look at the likely financial demands of all four of our locomotives over the next five to ten years against the financial and physical resources we are likely to have available. Watch out for a possible J72 boiler appeal in due course though!

Events

Above and beyond the December birthday running of the Q6, we've taken an initial look at celebrating its centenary year in 2019. A launch in its proposed NER livery in April 2019 will be the main feature. Other irons are in the fire, and will be announced when we know more, but we would also welcome any other ideas you may have! Please feel free to let Chris Lawson know any thoughts you may have for marking the Q6 centenary in 2019.



63395 heads the LNERCA special at Green End on 6th October (Maurice Burns)

Lastly, the Q6 performed admirably hauling a LNERCA special on 6th October and much to my surprise we received £750 from two donations on the day. The first, of £250, was from member Keith Broomhall, who enjoyed a footplate ride from Grosmont to Pickering to mark his 70th birthday. Additionally, an LNERCA member, Mr. Appleby, was so pleased to see the Q6, he enquired about becoming a life member and immediately handed over a cheque for £500. To add to those, the Chairman reports that he recently received a cheque for £250 from member Frank Hryniewicz, a regular support crew volunteer at Fort William, following the visit of the Q6 to

Bridgnorth, his local town, last month, and one for £40 from Stephen Rhodes. Many thanks to them for these, and their financial support of the Group. It is very much valued and appreciated.

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JUNIOR VOLUNTEER REPORT by Bryan Orange

The last few months have seen limited NELPG action for the Juniors as there have 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. However with the very active support of Scott Middlemiss, Luke Perry, Dylan Bonnett and Tom Readman, we had a very busy 2 weeks at the start of August mainly within Deviation shed. As Shed Caretaker, I use this period to catch up on the work required with our sheds' maintenance. This is the list of work completed – thanks lads!

- 1 Recover 2 faulty emergency light fittings on north wall in Dev and replace with modern LED version. (Scott, Self)
- 2 Recover faulty 5 foot fluorescent fitting at the top of the workshop stairs in the store room and fit a new fluorescent fitting (Scott, Luke, self).
- 3 Erect new emergency light fitting on staircase leading to workshop storeroom – requires wiring into circuit (Luke and self)
- 4 Clean out rust and debris from the inside of *Lucie's* (Piglet's loco) water tank. (Thomas & Scott)
- 5 Paint grey paint on outside area of *Lucie* (Thomas & Scott) tender tank
- 6 Second coat of white emulsion applied to pit walls (Thomas)
- 7 NELPG collection box moved nearer to roller shutter door to encourage more donations (Luke & self)
- 8 All four roller shutter door sliders thoroughly greased considerably easing previous noise/stiffness in operation (Luke & Dylan)
- 9 Red lead paint applied to inside and outside of vertical structural beam after suitable preparation at south east corner of Dev. (Dylan & Luke)
- 10 Wiring fault within the Dev electric cage on Sump Pump fixed. Loose live wire at both ends of its run. (self)
- 11 Junior's Velocipede fault on drive chain tackled over 2 days. Couldn't get chain to stay on sprockets no matter what rectifying action tried. Andy Lowes has kindly agreed to come up to give advice and direction. (Scott, Luke, Dylan)
- 12 Extensive work needle gunning Bagnall boiler within Fab Shop under both my and Barney/Nicks supervision. (Luke, Dylan & Scott)
- 13 Tested pot bellied stove for ease of lighting and burn. All went to plan! (Scott & Luke)
- 14 Used high pressure NYMR hose to wash the concrete slab area of Dev. Also washed off the electric roller shutter doors external surfaces. (Luke)
- 15 Manufactured painted and installed wooden step over the top of the Pit Pump for safety reasons. (Luke & Dylan)
- 16 Spent over half a day clearing up and disposing "other people's" rags and general rubbish within Dev Shed. Luke, self)
- 17 All generally scattered wooden packing gathered together and stacked at the north end of 6 road. (Luke, Dylan, Scott and Thomas)
- 18 Central pit drainage slot cleaned out. 2 buckets of delightful sludge including 5 tea bags and a metal tea spoon! (Thomas & Luke)
- 19 3 x faulty hand lamp leads re-terminated after coloured wires were exposed near bulb assembly end (Scott supervised by self). 1 x hand lamp bulb provided
- 20 No 6 road roller shutter locking beak modified after it had been "modified" by "another" so it didn't work. (Self & Scott)

21 Downstairs workshop – tidied and machines cleaned of large quantities of swarf (All JVs)
 22 2 x fire extinguishers mounted - 1 on central vertical beam at south of Dev and 1 in stores room above workshop
 23 Last but by no means least, we erected numerous signs obtained from a professional Whitby based plastic sign manufacturer to give directions to Dev Shed from the north end of the Running Shed, a large Deviation Shed sign positioned at high level on the outside Deviation Shed north facing wall and replacing various internal temporary signs with permanent version. The opportunity was also taken to replace the Deviation Shed sign on the west facing side of our building as the original sign's metalwork was getting badly corroded at the bottom of the sign (Luke and self)

THE BELLS!! THE BELLS!! One Thursday evening, Tom Readman and Luke received “extra tuition” from my ex BT Whitby friend who is the organising bell ringer at St Mary’s church near the Abbey. A good time was had by Luke and Thomas with their practice ringing until Luke did the worst thing next to being hauled through the ceiling by a bell rope – he got out of kilter with the bell and it smashed its hardwood back stop – picture below!!



J27 HOLIDAYS. Meanwhile a number of the Juniors enjoyed prep and disposing sessions on the J27’s Wensleydale “holiday” including Tom Noble and Henry Pritchard. Tom apparently did a good job in the firing area as well as I advised to me by Maurice Burns and Pete James. Good to see our Juniors now coming through into adult roles!!

Fawley Hill Visit – 2019. After this year’s tremendously successful visit, Ian Foot has advised that we will be visiting the Fawley Hill Sir William McAlpine site again as a part of an NYMR/NELPG party in April next year. All Juniors and their parents/grand parents have been put on standby to attend if they wish. I have a list forming.

NRM York – Model Railway Signals Training. Again, after a very well attended and enjoyed session last year lead by Phil Graham, I am planning to repeat the event sometime on an October or November Saturday, especially for the new Juniors who have joined. I already have a list of 9 Juniors who wish to go.

PS Besides his invaluable and hard work with the JVs, Bryan is the NELPG's Safety Officer.

--ooOoo--

ARCHIVE CORNER by Chris Lawson

Contributions

The successful holiday visit by the J27 to the Wensleydale Railway in August, followed by that of the Q6 to the Severn Valley Railway for its Gala from 20 -23 September have, not surprisingly, resulted in a large number of photographs for the archive. I am very grateful therefore to Peter W Robinson, Iain Corduex, John Midcalf and Alan Lancaster for their records of the J27 at work on the Wensleydale, Ian Pearson for the picture of the crew with their white roses on Yorkshire Day and Roy Marshall for his of the J27 being unloaded at Pickering on its return to the NYMR. Similarly, to Neil Young, Phil Waterfield, Paul Jameson, Nick Stringer/Richard Hill and Peter Woodhouse for their photographs of the Q6 running on the Severn Valley Railway, in not the best of weather, and not forgetting Eric Oates whose camera battery failed at the critical moment! On the Q6 theme, Ian Pearson has contributed a number of photographs over the months of the Q6 'winter maintenance', and a number of photographs of the Q6 during its running in week have come from Terry Newman, Ian Pearson, Jon Bradley and Richard de Sadeleer. Ian has also donated a blue NELPG jumper to the collection and Ted Parker a DVD of the J27 launch day on 21 June, whilst, of historical interest, Richard Barber has provided photographs of the J27, Q6, K1 and No 29 at Thornaby Roundhouse in 1969, 1970 and 1974, Eric Oates a photograph of the Q6 at Darlington Works on 25 September 1965, and a copy of one by Ian S Carr of the J27 at Sleights on a trial run to Whitby on 11 November 1998 was purchased for the archive from a box of RCTS photographs at Locomotion during the Autumn Steam Gala.

Finally, Heather Lewis contacted me in the summer to see if we would like to have over 20 books, a photo album and a couple of boxes of slides, which had been put together by her late husband Dave Lewis, a onetime NELPG member. These have now been collected, with the books, largely technical ones about locomotives, joining the archive library and the photos and slides, all individually captioned and many being of the Group's locomotives, joining the respective collections.

Thanks to everyone 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 chris.lawson@nelpg.org.uk, 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 – limited access to the NYMR repair shed was still causing delays in our ability to carry out maintenance work on our locomotives, and hence none had done any significant running during the year. This had resulted in a debate over whether to move the K1 and P3 onto the NYMR service agreement. The Committee eventually decided against, preferring to retain control of

maintenance of our engines and concerned about possible problems over maintenance responsibility for use of our engines on railtours. With a limited number of volunteers available (*and where have we heard that before?*) it was decided to concentrate resources on completing our new storage shed at Grosmont with the aim of getting the locomotives under at least a roof by winter.

In the meantime, painting of the **K1** had been completed by Len Clarke, who had worked solidly for over three weeks during the summer. The brake gear overhaul had been completed and the screw reverser much improved. The BR boiler and mechanical exams had been carried out in preparation for the 'Moorlander' railtour on 22 October, but the inspectors insisted that the 31 steel rivets (not stays) holding the tubeplate to the wrapper plate needed replacing with copper screwed lacings due to their corrosion in the fire area. Under the supervision of Joe Glass, and with the co-operation of Dinting Railway Centre and the GCR at Loughborough in obtaining the necessary spec copper bar, this involved 180 man hours being spent in the K1 firebox before the work was completed. Subject to a satisfactory inspection by BR, the locomotive was expected to be in operation over the Enthusiast Weekend on 14/15 October, and the railtour on the following one. Regrettably the repair to the **T2** steam brake cylinder was not satisfactory, and after receiving satisfactory quotes, it was decided to have a new cylinder made. Machining of the bore was a problem resolved with the help of (the late) Mike Satow and the team building the working replica of Rocket. It was found that the stroke and diameter of the brake cylinder was the same as Rocket's two cylinders, and a rig was devised to machine all three. The **P3** continued on display in the Great Hall at the NRM and the **Q7** remained in store at Goathland. In aid of the Q7 appeal, the Group had been given a genuine A4 cowl to sell, and offers in excess of £50 (!) were invited.

Other contents – all the steelwork columns for the storage shed were grouted in during August, 120 tons of stone spread over the site to give a firm dry base, and the track for the sidings was expected to be moved to the site during the Enthusiast's Weekend. There was a call for volunteer engine cleaners for the K1 at Thornaby MPD the day before the Moorlander railtour, and an appeal also made for a scaffolding platform to make safe the fixing of the shed roof cladding. There was an article by Nigel Bill and Dave Pennock recording their experiences as stewards on one of the steam hauled special trains conveying passengers to Appleby for the memorial service for the late Right Reverend Eric Treacy, former Bishop of Wakefield, and a review by Derek Hanson of Les Nixon's latest book – 'Steam around Britain in the Seventies'. The latest sales form was enclosed along with details of the new range of Routemaster Ordnance Survey maps, for which the Group was an Appointed Retail Stockist. The second edition of 'North Eastern Revival' was reported as due for publication in early 1979, to coincide with an NELPG exhibition at the NRM, and two railtours with the K1.

News from the NYMR

The timetable for 1979 had been finalised and showed four daily steam departures from Pickering in August except for Saturdays when there would be two. With a mix of steam and diesel departures on an hourly basis from each end of the line on Mondays to Fridays, it was expected that there would be a significant increase in steam haulage. Winter work would involve considerable resleepering between Grosmont and Goathland, whilst the Levisham loop would be extended to take a ten coach train and two locomotives and High Mill level crossing to become open with flashing lights. PW trains from Pickering would be hauled by D1048 'Western Lady'.

And finally.... alternate meetings were to be held at the Bridge Hotel in Durham City rather than the Bridge Hotel in Newcastle from 20 October on an experimental basis, with the other meetings continuing in Room 36 of the Central Station in Newcastle.

—ooOoo—

NELPG ANNUAL DINER – 27th OCTOBER 2018

There has been another tremendous response to the announcement in the August issue of the NEWS of this year's diner on 27th October so much so, that for the second year running, the train is now full.

However, it will still be possible to travel on the train in the rear coaches, which are for non-dining passengers and form the 12.30 service train. Last year a number of members did so and even brought a picnic to have on board. Travel will be free on presentation of your NELPG membership card.

It will be hauled by the J27 and Q6 double headed, with both crewed by NELPG members - drivers, firemen and cleaners.

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NELPG PHOTOGRAPHIC SPECIAL

Thanks to the help and co-operation of the NYMR and its Wagon Group, it is planned to run a photographic charter with the J27 and Q6 hauling the demonstration goods train on Monday 5th November.

The itinerary is to leave Goathland at 10.00 with the Q6 smokebox first to Levisham, arriving around 12.00. The J27, facing north, will leave Levisham at 12.45 for Goathland, arriving around 15.00.

Space on board will be limited to 40 participants and places will be allocated on a first come, first served basis, with priority being given to NELPG members. The cost is £40 per person, the proceeds being shared between the NYMR, the Wagon Group and the NELPG.

If you wish to participate, please send your remittance, payable to NELPG, to John Hunt, 24 The Orchard, Snainton, Scarborough, North Yorkshire, YO13 9AU, together with your name, address, contact telephone number and/or email address and your NELPG membership number.

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DIARY

FORTHCOMING NELPG SOCIAL MEETINGS *

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

October

- 19 – SGM at Darlington Club and Institute, 85 High Northgate, Darlington, DL1 1UJ (7.30pm)
- 20 – Hopetown Open Day (11.00 – 3.30)
- 27 - NELPG Annual diner on NYMR (12.30 depart Grosmont Station)

November

- 5 – J27 and Q6 photo charter for members on the NYMR
- 9 - NELPG Social Meeting, Northgate Club, Darlington (7.30pm) – *NER Tyneside Electrics* – David Fraiser
- 12 - NELPG Committee meeting, Middlesbrough Municipal Golf Club, Ladgate Lane (7.30pm)
- 16 – Annual Open meeting, RA Club, Brinkburn Road, Darlington, DL3 9LF (7.30pm)
- 17 - NELPG Hopetown Open Day (11.00 – 3.30)

December

- 2 – Q6 Centenary: members reserved carriages attached to the *Moorlander* dining train.(12.00 noon depart Grosmont Station).
- 4 - NELPG Fund Raising Sub Committee meeting, 67 The Mount, York (3pm)
- 10 - NELPG Committee meeting, Middlesbrough Municipal Golf Club, Ladgate Lane (7.30pm)
- 14 - NELPG Social Meeting, Northgate Club, Darlington– *Life and Times of a Divisional Motive Power Superintendent* – Richard Barber. (7.30pm)
- 15 - NELPG Hopetown Open Day (11.00 – 3.30)

OTHER EVENTS

October

- 16 – NYMR YAG - New Earswick Sports and Social Club, White Rose Avenue, York – *Living North Eastern* by David Thomas (7.30pm)
- 18 - NYMR NAG - Northallerton Town Cricket Club, Farndale Avenue, Northallerton – *The Andrews Raid, 1862* by Ray State (2pm).
- 26 – NYMR TAG - Room 1, Settlement Community Centre, Union Street, Middlesbrough - *Darlington Locomotive Works* by Richard Barber (7pm).
- 27 - 31 NYMR Halloween trains

November

- 2 – SLS Teesside, Room 1, Settlement Community Centre, Union Street, Middlesbrough – *Darlington Locomotive Works* by Richard Barber. (7pm).
- 4 - End of NYMR operating season.
- 5 - NYMR NAG - Northallerton Town Cricket Club, Farndale Avenue, Northallerton – *NYMR: The Early Years* by Roy Lambeth. (7.30pm)
- 7 – North Eastern Railway Association, Head of Steam Railway Museum, Darlington – *Seaside excursions from Co Durham towns and villages: Part 2* by Colin Ryder. (1.30pm).
- 10 – Friends of Darlington Railway Centre and Museum, Head of Steam Conference Room– *The Barnard Castle Railway* – Chris Lloyd, Deputy Editor of the Northern Echo. (1.45pm)
- 15 - NYMR NAG - Northallerton Town Cricket Club, Farndale Avenue, Northallerton – *British Narrow Gauge* by Frank Tweddle. (2pm).
- 19 - NYMR YAG - New Earswick Sports and Social Club, White Rose Avenue, York – *Embsay and Bolton Abbey Railway* by Steven Walker. (7.30pm).
- 30 - NYMR TAG, Room 1, Settlement Community Centre, Union Street, Middlesbrough – *Hartlepool's Railways* by Steve Frost. (7pm).

December

1/2 – NYMR Santa trains

3 – Hartlepool Railway Group, Central Library, Hartlepool – *Locomotion: the National Railway Museum at Shildon* by a speaker from Locomotion. (2pm).

7 – SLS Teesside, Room 1, Settlement Community Centre, Union Street, Middlesbrough – *East African Railways and Standard Gauge Project* by Phil Kirkland, Head of Maintenance Delivery, Tyne and Wear Metro. (7pm).

8/9 – NYMR Santa trains

15/16 – NYMR Santa trains

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COVER PICTURES

Front: 63395 crosses the River Stour on Falling Sands viaduct at Kidderminster on 21st September (Paul Jameson)

Back (top):- 65894 negotiates rolling farmland west of Newton le Willows on 31st August (Richard Stevens)

Back (bottom):- 62005 observes the 5mph restriction over the Caledonian Canal swing bridge at Banavie on 23rd August (Chris Henwood)

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THE COPY DATE FOR THE DECEMBER 2018 NEWS IS
FRIDAY 16th NOVEMBER 2018



62005 passes Corriebeg between Corpach and Glenfinnan on 12th September (Sandy Smeaton)



With Vic 32, the preserved Clyde puffer in the foreground, 62005 eases across Banavie swing bridge over the Caledonian Canal on 14th September (Phil Waterfield)



65894 shunts Goathland with the 'Whitby – Malton pick up goods' on 29th September (John Hunt)



BACK COVER: Both pictures to be bled on all sides