

N.E.L.P.G. NEWS



T2/Q6 Centenary logo

NO.312

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EDITORIAL

A somewhat slimmed down issue this time and one reason for this is that there is not a lot to report on our locomotives! Of course, we shouldn't be too complacent because experience has shown that ageing steam locomotives can throw up all sorts of problems without warning. However, so far so good, as our three operating locomotives are doing just what it says on the tin. Importantly, as Richard Wheeler points out in his report, collectively they are earning much needed revenue to boost their respective maintenance funds.

Whilst this reliability is down to our hard working volunteers, we should not forget that it is very much a team effort, with invaluable help from West Coast Railways, The Mid Norfolk Railway, the Wensleydale Railway and last, but by no means least, the NYMR. The MPD helped to facilitate and man the very short notice and successful visit to the MNR. Hopefully, we can look forward to more of the same as we enter the rest of the summer and autumn operating season.

Hopefully, this will end with a flourish, primarily because the K1 is returning to the NYMR after its summer season at Fort William. Not only does this mean that it can haul our members' annual dining special on 26th October, details of which, together with a booking form, appear in this issue, but, at the suggestion of Paul Middleton, the NYMR's Traction & Rolling Stock Manager, the Railway's autumn steam gala will be preceded by a NELPG day, featuring the J27, T2 and K1, ably supported by the B1 and No.29, fresh from its major overhaul. So, pencil Thursday 26th September in your diary.



The T2 is prepared for duty at Dereham on 27th June (Andrew Jeffery)



T2/Q6 Centenary logo

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

J27 NO. 65894

The J27 has been in regular use, working the more lightly loaded trains, usually the diagram that commences with the 11.00 off Pickering. It has required little more than routine maintenance and boiler washouts, though has been sidelined after breaking another loco spring, with no spare immediately available. Nevertheless it has covered well over 2,000 miles on the Railway. It worked through to Pickering in the week beginning 15th July, the engine and tender were separated at New Bridge on the 17th and moved to Leeming Bar on a very, very hot 18th July.

The J27 is planned to work on the Wensleydaye Railway throughout August from Friday 2nd August to Sunday 1st September. It is scheduled to work every day except Mondays and Thursdays, though it should run on August Bank Holiday Monday, the 26th. It is due to work the 11.00 and 14.50 departures from Leeming Bar to Redmire and back.



Mother and child wave to the passing J27 at New Bridge as it heads the 11.00 to Grosmont on 27th June (John Hunt)

T2 NO.2238

Since its return to service on 1st May there has been very little maintenance or repairs needed. Two jobs that were done was a full greasing of both engine and tender brake gear, and the fitting of chains to the tender locker doors.

Then, suddenly, the calm was shattered by an urgent request for the engine to attend a gala weekend at the Mid Norfolk Railway from 28th to 30th June. This was to replace the arranged visit of the *Duchess* and *Union of South Africa* which could not attend due to gauging problems. With only a few days notice, none of the regular NELPG Grosmont volunteers were available, so the request was agreed to, providing the NYMR could supply a caretaker. This was arranged, with Andrew Jeffery volunteering to take on the role, travel to Norfolk to oversee the joining of engine and tender and to generally oversee the operation. We are very grateful to the NYMR and Bungle for enabling this

extremely short notice loan to take place. Although there are negatives associated with transporting geriatric steam engines by road, we were very happy to get the Mid Norfolk Railway out of a hole.

Fortunately Andrew – and Garth McClean, a NELPG loco volunteer in the early days and who lives nearby – were able to record the event. Although most of the time the T2 was paired with a rather incongruous DMU, the event was blessed by good weather and the results of their photographic endeavours grace the pages of this edition of the NEWS.

Since its return, the T2 had a minor glitch with a broken spring in one of the non-return valves on the mechanical lubrication system. The other on-going problem, which also applies to the J27, is the safety valves. We have new castings for both locomotives, but are in the middle of a long search for some original drawings. Gordon Wells has possibly tracked them down to a location in Manchester. Watch this space!



*2238 arrives at Wymondham Abbey with its motley collection of DMU cars on 28th June
(Garth McClean)*

K1 NO. 62005

By mid July the K1 had worked the Jacobite on 35 occasions, covering 3,010 largely trouble free miles in the process. The only defects of note have been two broken springs and a problem with the OTMR (which will be resolved before the loco runs again).

The loco had its first 28 day exam and washout of the season during the week commencing 23rd June when a number of minor repairs/improvements were also carried out. The washout was carried out using a new pump, acquired for this purpose, which proved to be very successful.

At the time of writing, the K1 is due to work another 4 weeks on the Jacobite before returning to the North East on the 15th/16th September. As reported previously it is planned to use the locomotive on the NYMR's Autumn Gala and for our member's special. It will probably also see further work on the NYMR during October.

In addition it is planned to carry out at least some of this year's winter maintenance at Grosmont as well as various internal improvements to the support coach. It is likely that the loco will leave the NYMR early in the New Year to have its tyres turned before the start of the 2020 season.



62005 emerges from Lochailort tunnel with the morning Jacobite service on 7th June (Iain Henshaw)

J72 No. 69023

Most of the NDT work on components is over, but we need to bring the spread sheet of results together before we embark on the next phase of refurbishment and painting work. We have been busy with thickness testing and measuring.

Our machinists have had a busy month with the spring hangers and slots in 4 of the main engine springs.

The area between the tanks was boarded over to allow painters access. The tops and boiler side of the tanks have now been painted. The lower cab area will be painted before the boards are finally removed. The wheels have been painted and the axles are currently in primer.

In the workshop we have obtained an engine hoist – not the easiest flat pack to assemble. This has already been exploited for a number of small lifts. The spare nuts, bolts and washers etc. have been sorted by size and type, the worn ones scrapped, and the rest placed in labelled stacking plastic trays. The job is almost complete. The telephone landline has been showing intermittent problems. It was reported and a fault acknowledged when the test was run on the line. The line was fixed quickly without requiring access to the building. The battle against the brambles continues. We seem to have managed to clear the growth from the tracks and the compound now, but we need to start earlier in the season next year if we are not to be overwhelmed.

We had a vice presidential visit from Ian Storey who had come to check progress, especially with the boiler, the police – just a social call, and Chris Davison returning the second JOEM nameboard.

On the 5th July, Glyn Coxhill, our boiler inspector, visited to look at the J72 boiler. Ian Storey brought John Graham to meet him. Colin Foxtton came in his role as Deputy Chairman; Neal Woods arrived about 13:15 after he had finished work. Their summary of the inspection: no new surprises. An invitation to tender document will be drawn up and boiler repair contractors invited to tender for the work.

We ought to be in a position now to refurbish components and to reassemble them into a rolling chassis. However there's an elephant in the room which we cannot continue to ignore. It impacts on so many aspects of reassembly. The "elephant": the cylinder block casting. The left hand cylinder is thin and was holed in 2 places when the loco failed a few years ago. Liners were fitted as a repair and have held until now. Will these hold for another 10 year boiler cycle? If so then we don't need to replace the cylinder block now. However, if the cylinder block fails during the next boiler cycle then replacing the cylinder block will require the locomotive to be dismantled to a similar extent to that at present to enable replacement. The additional costs would be of the order of £40k compared to those of replacing the cylinder block now. If we are to accept the risk of using the existing cylinder block then the trustees will require an evidence based engineering report regarding the integrity and suitability of the block in order to justify risking so much money.

So far, the J72 overhaul project has been conducted without a "project charter". As the locomotive engineering manager has been indisposed, others have stepped in to assist with managing the dismantling and NDT phase of the project, guided by the locomotive maintenance policy. However, as the "big spend" phase of the project approaches a more formal approach will be required, and consent to spend approved by the membership at a general meeting.

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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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CHAIRMAN'S CHATTER by Chris Lawson

Normal practice is that at the May meeting of the Board following the AGM, the Trustees elect the various officers of the Group for the next year from amongst their number. This year though, because of various Trustee commitments, the May meeting had to be cancelled due to a lack of quorum, and the Officers' election had to be held over to the June meeting. In spite of my intention to stand down as a Trustee at the 2020 AGM, the Trustees re-elected me as Chairman for this year, along with Roy Marshall as Secretary and Richard Wheeler as ex officio Treasurer (he is not a Trustee in his own right). For reasons explained below, the Trustees also decided that a Vice Chairman should be appointed this year, and Colin Foxton was duly elected. So, I am afraid you will have to put up with me for another year.

However, as a number of members are aware, I have been undergoing tests for a possible heart condition over the past few months. Those culminated in having to undergo heart surgery at the end of June. The operation was a success and I am now back home, albeit a bit battered and bruised, tired and a little wobbly on my feet. Recovery seems to be going well, but I have been told to relax, take it easy, do nothing strenuous, and no driving for at least 6 -8 weeks. I am due to see the surgeon at the end of August when I will be hopefully signed off, but, in the meantime, I am trying to do what I have been told. Can I take this opportunity therefore to thank all those who have been kind enough to send me get well soon cards and messages – they are very much appreciated – and apologise to all those who are still waiting for replies from me to correspondence as a result of the break in service. I am slowly beginning to catch up and will be back in touch as soon as I can.

Help Needed 2 – Social meetings

In my last piece, I made a plea for anyone who would like to contribute to the running of the Group and become involved to get in touch, identifying a couple of areas where some specific help was needed. Since then, another opportunity has arisen. John Midcalf, who has been organising the winter season of monthly social meetings in Darlington for many years, has decided that the coming 2019/20 season will be his last. This winter's programme has been organised, but we are now looking for someone who would be willing to take on the role of Social meeting organiser from John, and work with him over this winter to learn the ropes and prepare the 2020/21 programme. No special skills are required – just an outgoing personality and the ability to cope with the unexpected. If anyone is interested in taking on this role then please contact John Midcalf – email john.midcalf@ntlworld.com, mobile 07905 246592 – to discuss what is involved. I do hope that someone will come forward to take this on, as it would be a great shame to see the end of the formal Social meetings which have run, in various locations and in various forms, for 53 years.

NYMR Gala: 26 September – NELPG Day

The NYMR Gala is advertised as being held between the 27 and 29 September, and this year will involve 6990 *Witherslack Hall*, 6023 *King Edward 11* and 60009 *Union of South Africa*, as well as the home fleet, including our K1 No 62005. In view of the number of locomotives likely to be available, the organisers have decided to extend the Gala by a day, and it will now start on Thursday 26 September which will be designated NELPG Day. The intention is that as much of the Railway's services will be run by NELPG, with the K1 working the services to Whitby, supplemented by the B1 No 1264, whilst the T2 will work the Pickering – Grosmont services with the J27 and No 29 also working turn about on freight specials, Where possible locomotives will be crewed by NELPG members, and with as many other operational roles filled by NELPG members. It should be a great day and a great opportunity to showcase the Group and its achievements. If therefore you want to be involved and are locomotive crew can you please contact Steve Conway – email steve.conway@nymr.co.uk – who is doing the footplate rostering, and if you are a passed guard, signalman, TTI or in another operational role, then please contact Roy Marshall – email roy.marshall@nelpg.org.uk – who will be liaising with the NYMR over any rostering. If you are an NELPG member but are passed out on another heritage railway for any of those roles, you are still very welcome to take part. Just contact the relevant individual above who will want to have evidence of your qualification before you can be added to the roster.

Search for the Raven relatives

Because of being otherwise engaged over the past few weeks, there has been no progress with the search. I hope to return to the charge shortly and see whether we can achieve success.

NRM and York Central

In late March, the City of York Council gave outline planning approval to the York Central Partnership's plans for the development of the so called 'Tear Drop' site, including the National Railway Museum. This will include 2,500 homes, 20 per cent of which will be affordable, and a commercial quarter creating up to 6,500 jobs. It will also improve cycling and pedestrian access, create space for new hotels, the country's first railway park, and a new entrance to the railway station, along with a major investment in a redevelopment of the National Railway Museum due to be completed in 2025, in time for the 200th anniversary of the Stockton and Darlington Railway and the 50th anniversary of the opening of the Museum. Although a submission for the first phase of infrastructure was due to be made to the Council this summer, representations have been made to the Secretary of State by objectors to the plans, asking him to call in the application for further consideration. A decision on that is awaited.

At the same time, work is planned to start later in the Autumn on the removal of the Queen Street road viaduct which leads from the existing station up to Blossom Street, and was constructed to provide continued rail access to the original railway station within the City walls. This will improve

traffic and pedestrian flows round the front of the existing station, along with providing a piazza area. All subject to ensuring that with the removal of the viaduct and supporting earthworks, the City walls do not fall down!

I understand that the Secretary of State has declined to call in the planning application for further consideration. Work therefore proceeds on the submission for the first phase of infrastructure, and the linked plans for the redevelopment of the National Railway Museum.

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TREASURER'S REPORT by Richard Wheeler

We have now moved into the period of the year which makes your Treasurer feel happier, since more of his time is spent raising invoices for the hire of the Group's locomotives and monitoring the subsequent cash receipts, and less paying a never-ending series of bills for overhauls and repairs. Paul Hutchinson had hoped to complete the winter work on the K1 for less than the £75,000 authorised by the membership, but the need to sub-contract more work than planned, especially the repainting of the locomotive and tender, resulted in the full amount being spent. Retubing of the Q6 boiler and other work done by the NYMR contributed to a total spend on the locomotive during the winter of just over £15,000, in line with our expectations. No significant expenditure was required to keep the J27 in traffic.

By the end of June, the J27 had worked 2,258 miles on the NYMR, but has since been held as spare engine to allow preparation for its August holiday move to the Wensleydale Railway, and replacement of a broken engine spring. The Q6 had worked 1,746 miles on the NYMR, followed by 3 days at the Mid-Norfolk Railway, and has continued to work on a number of days back on the NYMR in July. The K1 has successfully completed 5 weeks on the West Highland Extension. The total hire income for the year to date is therefore over £90,000. As a result, the Board felt confident to sanction the transfer of a significant proportion of Group funds to a variety of 12-month fixed rate bonds, all of which are covered by the Financial Services Compensation Scheme, and will produce a return in excess of £7000 in the second quarter of next year. We will then need to decide how much of our funds can safely be re-invested to produce a continuing return.

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PATRON AND FUNDRAISING REPORT by Dave Pennock

PATRON AND WORKING MEMBER VISIT : SOUTH TYNEDALE RAILWAY ON THURSDAY 12TH SEPTEMBER.

The invitation to Patron and working members to join the visit to the South Tynedale Railway on Thursday 12th September remains open until 31st August. Patron and working members are welcome to be accompanied by a partner or friend on the day. The arrangements include a steam hauled return run from Alston to Slaggyford and a conducted workshop visit at Alston. Adult rover tickets, required for the trip, are £10 and are valid for all-day travel on the line.

Our planned arrangements are to meet in Alston for a social lunch from 11.30 onwards at Alston station prior to joining the 13.00 departure. If you wish to join our party booking, please contact Bryan Orange telephone 0113 259 1672 or by email at bryan.orange@ntlworld.com.

If you are not a Patron member and would wish to partake in this visit please download the Patron member application form from the NELPG website and send it to Colin Smith, 32 Woodlea,

Houghton le Spring, Tyne and Wear, DH5 8HT. A direct paper copy can also be provided: please call Dave Pennock on 01423 868138 to be sent a form.

LEGACY RECEIPT

An unexpected surprise has been the receipt of £4,026 from the estate of the late Anthony Franklin, a NELPG member from Rugby. Back in 2013 we received £10,688 as a one twentieth share of his estate via his solicitors. Recently, a previously unknown bank account has come to light, and hence the additional monies now arising. The funds have been placed in the Group's legacy holdings, retained for our future restoration needs.

This form of giving continues to be of significant benefit to the Group. Gifts in wills come in all sizes and each one contributes to securing our long-term financial future. If you haven't already made a will and would like to consider leaving a legacy to NELPG, it's not that big a task. Online, there are many firms offering a free or low-cost service for writing a simple will, as an Internet search will reveal.

On the other hand, if you have already made a will, but want to change it to include a legacy to the NELPG, the procedure is simple. You need to write a Codicil to your Will, which you then need to keep with it. If you would like a Codicil form then please contact our Legacies Officer, Nick Stringer directly by e-mail at nicktringer701@btinternet.com or on 01423 340331 and he can provide you with one. Your call will be handled in strict confidence.

HEYWOOD SOCIETY HOPETOWN VISIT

The Heywood Society, a group primarily involved in miniature railways, recently visited our Hopetown workshops to see what we do and catch up the progress on the J72. As a result, it kindly donated £150 to the Group. Thanks are due to John Midcalf, Arthur Jenkins, David Shand and Norman Crockit for opening up at fairly short notice and acting as hosts for the visit.

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JUNIOR VOLUNTEER REPORT by Bryan Orange

YOUNG PERSONS DEVELOPMENT GROUP (YPG)

As there haven't been any YPG Working Parties for the good reason that all 3 of our locos are earning valuable income, there is little to report in the YPG area. 4 of our "lads" will be assisting me in late July/early August when I take my summer sojourn working at Deviation Shed for 2 weeks to catch up with essential maintenance tasks as well as addressing numerous safety improvement actions assisted by Paul Jamieson. The volunteer Youth Development lads will be Scott Middlemiss, Tom Readman, Dylan Bonnett and Luke Perry.

Meanwhile, Luke had a very enjoyable and informative Work Experience week at Siemens loco maintenance facility at York located on Leeman Road. Both parties liked what they experienced and I think Luke could be attracted to an apprenticeship application there during 2020.

Dylan, Tom Houseman, Scott, Noah, Henry and Dan have been frequenting the NYMR Grosmont MPD Duty Fitter role. It's very good to see that the lads are carrying on their steam loco work after they have reached age 16. I suggest that their NELPG hands on support will be much needed and

appreciated once the J27, T2 and K1 land up in Dev Shed for this coming winter's maintenance period.

Andy Lowes, Arthur Jenkins and myself will soon be starting to plan the Workshop Training we plan to deliver to the under 16's this coming winter. Ethan Humble used his Tool Makers Clamp he manufactured during previous NELPG Workshop training as a skill demonstration at his interview when he recently successfully gained an apprenticeship at a company based on the old ICI Wilton site. Ethan has been training at TTE South Bank and recently scooped a top TTE Process Engineering training award from TTE.

Sir Nigel Gresley Locomotive Trust, NELPG and NYMR Junior Volunteer Ethan Humble has been creating some superb opportunities for his career by recently winning an apprenticeship with a firm on the old ICI Wilton site near Redcar called Applied Graphene Materials (AGM). Founded in 2010, the Group has developed processes which are capable of producing high-volume graphene using a continuous process based on sustainable, readily available raw materials.

Ethan has been training with TTE at their South Bank training facility for the past year since leaving school at Whitby in September 2018. Only this week Ethan was present at the TTE Awards night presentation to receive the TTE Bellas Award for Science!

His citation read *“Ethan is an inspiration to his peers through his dedication, hard work, and positivity and an ability to overcome challenges. In his first year at TTE, Ethan has completed a City and Guilds level 3 Diploma in Process Technology (Chemical Processes) and is among those learners selected to assist 2 International Delegates from Tullow Oil, Kenya by being a part of the shift team required to complete operations on TTE's pilot plant”*



Ethan, second from the right, at the awards ceremony.

I spoke to two of Ethan's tutors at TTE during a YMJ project meeting. They both said that the award couldn't have gone to a more deserving person!

I believe that the Heritage Movement members as listed above have done a little towards assisting Ethan's technical and interpersonal skills development from age 13 to 16, although, of course, the expert driver was and continues to be Ethan!! Well done Ethan!!

I'm certain that other Junior Volunteer/Youth Development team members will be inspired by Ethan's example to make similar successful career and educational inroads when they launch their own careers.

RICHARD CAMPBELL MEMORIAL SEAT

At the instigation of Ian Storey, through discussion with Richard's sister, Sheila Ogden, a new seat, suitably inscribed, as been made and is in use on Glenfinnan station. The cast iron traditional railway pattern legs (NER knotted branch style) for the seat are from Geoff Robinson's Liverton Mines Foundry, Cleveland (suppliers also to NYMR/NELPG etc, particularly brake shoes). The seat was prepared, treated and assembled by Eric McKenna (Friends of Glenfinnan Station Museum) using Western Red Cedar from the station site, originally planted c.1900 by Robert McAlpine & Sons as part of the contract for building the Mallaig Railway.

John Barnes, who saw the project through, remarked that Richard, John Hunt and Paul Hutchinson were on the support crew with 2005 when he first settled in at Glenfinnan 30 years ago! So it was poignant to have us both there.



The memorial plaque.



John Barnes, of Glenfinnan Station Museum, and Paul Hutchinson unveil the seat on 6th July. To the right of Paul are Chris Henwood, Alan Hardie, Angie Buxton, Lachie McNeil, Steve Hyman, Eric McKenna and Matt Earnshaw (John Hunt)

MEMBERSHIP SECRETARY'S REPORT by Colin Smith

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

Mr. R. Hawkhead from York,
Mr. C. Mason from York,
Mr. J. Robinson from Milton Keynes,
Mr. J. Stott from York and
Ms. S. Tidy from Stockton on Tees.

The list for the June newsletter contained an error. It should have read Mr. D. Milburn from Kings Lynn, not Mr. D. Morrison from Kings Lynn.

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ARCHIVE CORNER by Chris Lawson

Contributions

After the riches of the last report, a much quieter period this time, dominated by photographs of the T2's short notice visit to the Mid Norfolk Railway at the end of June, from Andrew Jeffery, Peter Maynard, Alaric Aldred and David Milburn, along with one of the T2 being loaded at New Bridge, Pickering from Mark Thompson. I have also received photographs from Arthur Jenkins and John Midcalf of the celebrations at Fort William to mark the 70th anniversary of the K1 outshopping from Glasgow in 1949. John has also sent me some photographs of the Richard Campbell memorial bench which has now been unveiled at Glenfinnan Station. Away from the photographs, Steve Hyman retrieved from his recycling a copy of the Northern Echo for 8 May with an article by Mike Amos about the T2 centenary – I am ignoring the even bigger article about the Black Diamond Morris Troupe from Darlington which features NELPG member Chris Davison on squeeze box.

As before, my 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 chris.lawson@nelpg.org.uk, or drop me a line at 67 The Mount, York YO24 1AX. I look forward to hearing from you.

Further correspondence with Charles Sewell about his sighting of 2238 on a southbound gunpowder train at Wooler in 1940, has provided recollections of his bunking Blaydon Shed as a boy, where 2238 was based from its outshopping until March 1943. He says that 'as kids we used to get the tram to Scotswood Road and then by foot to enter the shed by an easy way: there was frequently a North British tender poking out so in we went that way. I was informed with great authority by an older school mate that Blaydon was in the Scottish area (!). The North British locos (Class D30s) seen there had names from the Waverley novels, and some I recall now were Quentin Durward (423), Lady Rowena (424) and Wandering Willie (499). They worked the North Tyne line to Hawick.'

40 years ago (from NELPG News)

Locomotives – with a batch of very poor coal causing GN tank No 1247 to struggle with six coaches, the **K1** was pressed into service at the beginning of July. Attention was subsequently given to the

lubrication of the cylinders and rear driving axleboxes, with graphite lubrication sticks being fitted to the rear driving wheel flanges to reduce wear when running tender first. It was due to work two separate weeks in August during the NYMR peak season. All the repairs were completed on the T2 and it was expected to be working the two alternative weeks to the K1 in August. Resetting of the piston valves, postponed from last year's maintenance programme, was now planned for when 80135 moved out of the main repair shed. Work continued on preparing the boiler of **4767 George Stephenson** for retubing, with the new swaged ends for the flue tubes due to be collected from Bridgnorth shortly. A request had been made to the NYMR to move the Q7 from Goathland to Grosmont before the track was lifted in October for resleepering.

Other contents – the cladding on the sides of the storage shed facing the railway were tidied up and given a coat of bitumastic paint by a team of volunteers from Eaglescliffe Comprehensive School under the watchful eye of Derek Hanson, while the arrival of the loaned scaffolding tower from Grayston Scaffolding Ltd meant that the roof cladding could begin. Although time consuming, good progress was made, with six bays fitted with two rows of cladding when it was found that some 150 sheets were virtually scrap – more than was expected. However, good quality second hand replacements were purchased for 60 pence each, with the old ones in part exchange, from a firm demolishing a large BSC works at Stockton. At ground level, the arrival of a large number of volunteers from the Severn Valley Railway for a weekend's 'holiday' at the end of July meant that, under the direction of Andrew Scott, they laid 100 sleepers for the shed sidings, and a further 100 sleepers and 140 ft of rail inside the shed. Further work on the sidings was to be carried out by the NYMR PW Dept, but, beforehand, the headshunt had to be extended by 200ft. A special sleeper collecting train was being organised for early August, and, once delivered, work was to begin on the extension and the laying in of the first two points.

After a great deal of searching for a replacement for the Group's ex GCR stores van, written off after a collision the previous year, it was reported that a replacement had finally been found at York – a long wheelbase, four wheel van with a carrying capacity of 10.5 tons, but, horror of horrors, built by the GWR as Fruit Van No W112835, withdrawn in 1968, and taken into BR (ER) Departmental stock for use by S&T at Thirsk for 10 years as their stores van. Despite this, after negotiations with BR Derby, it was purchased for £405, with transport to Grosmont for £45, and, since its arrival, members Ian and John Goodwill have been repairing the roof and made a start on fitting shelving. Once that, and the storage shed work is complete, all spares will be loaded on board. The question then would be what livery for the outside.....!

Maurice Burns reported on the consideration by the Committee of the problems facing the long term running of the K1. These were two fold – the immediate problem was the condition of two tender axles, which were undercut on the axle end thrust faces. BR had asked that these be replaced before the K1 could venture out on the main line again. Contacts had been made with various organisations which had steam locomotive tenders which could provide replacement axles, and it was hoped that a solution would be found from one of them. The other problem related to the condition of the driving wheel tyres which were now at minimum size before scrapping. The dilemma was whether to keep their last few thousand miles for BR, where revenue per mile of running far exceeded that on the NYMR, or run on the NYMR where wear was much higher, particularly on the rear driving wheels caused by tender first running on the tight curves. [*Bear in mind that 40 years ago, the replacement of driving wheel tyres was a very rare experience, both expensive and time consuming, and quite different to today's practice, where with the emergence of South Devon Engineering, it has become a regular, if not standard, activity*]. In the light of these factors, the Committee had reportedly adopted a compromise – honour our commitments to the NYMR but seek to reduce peak season use, while trying to obtain two replacement wheelsets for the tender as quickly as possible so that the K1 can continue running on BR to raise the money for the new tyres.

Elsewhere, in a packed issue, John Hunt reported on the successful sales of the second edition of the booklet *North Eastern Revival* telling the story of the group, along with the enormous gross sales on the *Moorlander* rail tour and those at other venues over the summer. There was also a thought provoking article by Dr Brian Buxton setting out his ideas on enhancing the North Eastern flavour of the NYMR by the restoration and running of more North Eastern locomotives, the major source of which was inevitably the National Railway Museum. He identified the D17 No 1621 and GNR Atlantic No 251 as possible candidates for the Group to take on in the future, albeit recognising the many major tasks with which the Group was already involved. A personal response from Roger Melton, as News Editor, whilst welcoming the suggestions, pointed out that the NYMR was unlikely to be interested in such a project in view of its other priorities. As for the Group, he drew attention to some of the many (*in today's world, familiar*), problems in taking on more projects – already too much to do and too few to do it with – when our primary responsibility had to be maintaining our existing locomotives in operation.

And finally.... C Lawson Kerr contributed a detailed article on the history of the North British Railway large boilered 4-4-0 *Glens* which did their finest work on the West Highland line, particularly between Fort William and Mallaig. *Now haven't I heard somewhere of steam locomotives working that line more recently?*

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NELPG ANNUAL DINER – 26th OCTOBER 2019

The NELPG Annual diner on the NYMR will be held this year on 26th 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 headed by the K1 – subject, of course, to the locomotive's availability on the day. The cost per person is £32.50. This represents a small increase of £1 on last year's price, but still represents excellent value for money against the normal cost of £66 per person. The NYMR Catering team have come up with a tasty menu with multiple choices as below:

NELPG Lunch Menu Saturday 26th October 2019

To Start

Homemade red pepper and sweet potato soup, topped with cream and fresh herbs *
Fresh chilled honeydew melon with red berries and kiwi fruit, topped with an orange and
Cointreau crème *

Thin strips of Yorkshire smoked ham and fresh pineapple served on a bed of leaves with a crisp
salad and vinaigrette dressing

Norwegian prawn platter served with a tangy seafood sauce, lemon wedge and salad garnish

**A selection of brown and white bread rolls with butter will accompany your choice of
starter ***

Main Course Selection

Roast topside of beef served with Yorkshire pudding, onion gravy and horseradish sauce

Roast leg of pork, served with apple sauce, sage seasoning, pan gravy and onions
Roast breast of English pheasant served with game chips, chasseur sauce and watercress
Creamy vegetable Korma served on a bed of steamed basmati rice*

Seasonal vegetables and potatoes will accompany your choice of main course

To Follow

Hot vanilla sponge served with homemade toffee sauce and creamy custard *
Chocolate cheesecake served with dark chocolate sauce, caramelised orange and whipped cream
Fresh fruit salad with whipped cream *
A selection of Yorkshire cheese served with biscuits, celery, grapes and chutney *

Yorkshire tea with milk or lemon or coffee with cream served with chocolate and orange mints

Dishes suitable for vegetarian *

A booking form is enclosed with this issue of News. This year sees the return of fully restored Pullman car *Garnet* to the dining set, replacing the Gresley teak coach used in previous years. One of the consequences of this is that the seating capacity of the diner is reduced from 111 to 103 seats. As a result, to give as many members as possible the opportunity to travel, bearing in mind that in previous years demand has far exceeded the number of seats available, the Board has decided that bookings for members should have priority, with only one guest per member. If you wish to dine on this year's special therefore, then please complete the form enclosed with this issue of the NEWS, 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. **Bookings must be received no later than 16th October 2019.**

Any queries, then please contact Chris Lawson – contact details on the inside front cover of News.

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.

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LETTERS

John,

I have just opened my NEWS and agree great credit should be given to all the volunteer effort over the busy winter period. Well done to all.

However I note the statement May 2019 was the first time three NELPG engines have operated on the same day except for S & D 150 in 1975. Memories are slipping as it is not true, as NELPG have operated four at the same time.

For my sins I was involved in organised the first NYMR Steam Gala in October 1976 and the stars were four loco's all restored by NELPG volunteers. On a brilliant sunny day the K1, T2, P3 and 4767

George Stephenson, all operated on the Gala weekend. Furthermore they were all restored with little money by our own hands doing all boiler work such as re tubing and no contractors were involved at all.

While talking of superlatives, I am sure older volunteers will remember NELPG had two mainline steam loco's certified at the same time in the 1990's - the K1 and *Blue Peter* - again both engines restored at minimum cost by our volunteers in the ICI workshops. What is perhaps more remarkable on two days we operated two engines, with two sets of support crews on the main line at the same time. One was the day of the NELPG North Eastern Railtour and the other was the day *Blue Peter* operated over on the S & C at the same time the K1 doubled headed with the K4 *The Great Marquess* from Glasgow to Fort William.

Whilst past achievements are in far different circumstances than today with additional funding from the Patrons, it is good to see the grit and determination of volunteers of the past is still alive today!

Maurice Burns

PS perhaps the above letter with a picture from the archive taken by John or PJR of four loco's on Grosmont shed on the morning of the 1976 Gala could appear in the next NEWS ?

(Editor: Both the Chairman/Archivist and Editor have shorter memories than Maurice who is, of course, quite right in his recollections. However, the point being made was that the locomotives were in steam over 300 miles apart. Furthermore the NELPG in 1976 is a far cry from the Group of today. Those involved 43 years ago were in their 20s and 30s and sadly many of those involved have since died or retired, and it has proved difficult to replace their skills and experience, and hence the increasing need to use outside contractors. The regulatory world for steam locomotives has changed too, with far more exacting standards and the need for considerable paperwork. During August it is expected that the K1, J27 and T2 will all be in action together, but at three different locations! Not bad at all).



The picture to which Maurice refers, though 4767 George Stephenson was facing north and stabled elsewhere in the MPD yard (John Hunt)

DIARY

FORTHCOMING NELPG SOCIAL MEETINGS

Friday 13th September 2019: NEWSHAM TO BLYTH Part 1 by Ed Orwin

Friday 11th October 2019: ALL THINGS NORTH EASTERN by Steve Armitage

Friday 8th November 2019: THE A4 BIG MEET by Anthony Coulls

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

FORTHCOMING NELPG EVENTS

August

w/b 2 – J27 in operation on Wensleydale Railway to 1 September.

w/b 11 – K1 on Jacobite

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

17 - NELPG Hopetown Open Day (11.00 – 3.00).

w/b 25 – K1 on Jacobite

September

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

12 – Patron visit to Tynedale Railway at Alston.

21 - NELPG Hopetown Open Day (11.00 – 3.00).

21/22 – K1 at Locomotion, Shildon 15th Anniversary Gala (provisional).

24 - NELPG Financial Strategy Committee, 67 The Mount, York (5pm).

26 – NELPG Day at NYMR Gala including K1.

October

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

19 - NELPG Hopetown Open Day (11.00 – 3.00).

26 – NELPG Diner (Grosmont depart 12.30)

OTHER EVENTS

September

2 - Hartlepool Railway Group, Central Library, Hartlepool – *The Old Gentleman's Saloon* by Chris Lawson. (2pm).

7 - Friends of Darlington Railway Centre and Museum, Head of Steam Conference Room – *Friends of the Stockton and Darlington Railway – update* by Niall Hammond and Caroline Hardie. (1.45pm).

14 - P2/A1 Trust Roadshow at Hilton Hotel, Leeds. (11am).

16 - NYMR YAG - New Earswick Sports and Social Club, White Rose Avenue, York – *Middleton Railway* by Ian Smith. (7.30pm).

24 – NYMR NAG – Village Hall, School Lane, Thornton Le Beans DL6 3SN – *East German Narrow Gauge Steam* by Nick Wise. (7.30pm).

27 – NYMR TAG, Room 1, Settlement Community Centre, Union Street, Middlesbrough – *Life on the Railway* by Charles Weightman. (7pm).

27/28/29 -NYMR Gala

October

3 - Friends of Darlington Railway Centre and Museum, Head of Steam Conference Room – *Three Greeners of Etherley and a model steam engine* by Dr Tom Walker on the S&DR engine operators. (1.45pm).

5 – North Eastern Railway Association, Bar Convent, Blossom Street, York, YO24 1AQ – *Railway Architecture and Conservation* by John Ives RIBA (10.30); *Railway Bus Services Part 2* by Dr Reg Davies (11.45); *Railways and Commemorations: the S&D Celebrations of 1875, 1925 and 1975* by Sophie Vohra (14.15).

11/12/13 – NYMR Railways in Wartime

21 - NYMR YAG - New Earswick Sports and Social Club, White Rose Avenue, York – *A Railwayman for All Seasons* by Philip Benham. (7.30pm).

22 - NYMR NAG – Village Hall, School Lane, Thornton Le Beans DL6 3SN – *Leeds Northern* by Richard Barber. (7.30pm).

25 - NYMR TAG, Room 1, Settlement Community Centre, Union Street, Middlesbrough – *Saltburn to Seal Sands Part 1* by Richard Barber. (7pm).

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COVER PICTURES

Front: 2238 leaves Dereham on 29th June (Andrew Jeffrey)

Back (top): 2238 stands at Thuxton on its second working on 28th June. (Thuxton is the mid point of the line where trains can pass) (Garth McLean)

Back (bottom): 2238 stands in the delightful station of Hardingham (Andrew Jeffrey)

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**THE COPY DATE FOR THE OCTOBER 2019 NEWS IS
FRIDAY 20th SEPTEMBER**



2238 stands in Dereham station (Andrew Jeffery)



BLEED ALL FOUR SIDES.