

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



**NO.315 FEBRUARY 2020**

## EDITORIAL

Despite the very real sadness of the passing away of long standing NELPG volunteer and supporter, Dave Whitfield (see page 27), the New Year started off well with the K1 in action on the NYMR, after which it visited the Great Central Railway, where it performed very well over a total of seven days. It is due to go to Carnforth during February, where the main task is tyre turning. Some other work will be carried out and the support coach needs some major structural work at one end. All being well, these works will be completed by April, in readiness for a return to Fort William for another season on the Jacobite.

Elsewhere, as can be read in the locomotive reports, the T2/Q6 is having some rather comprehensive treatment at Grosmont in readiness for the new season, thanks to Bill Dobson and his dedicated and enthusiastic team of regulars. They also turn their attention to the J27, which should be available for early season NYMR services. However, as yet, there are no firm plans for its deployment in the main summer season, so watch this space! The J72, too, has good news to report: on top of the steady progress on the locomotive at Hopetown, invitations to tender for the boiler overhaul were sent out in January, so there is a very real prospect of tangible progress in this vital area of the overhaul.

As the Chairman reports, there are two other significant developments that will affect the NELPG: firstly, it seems that after the spring breakage epidemic of last year, plans are in place to rectify some of the worst areas of dipped joints on the NYMR, which will, hopefully, significantly reduce spring breakages.

Secondly, the Masterplan for what is designated Darlington's Railway Heritage Quarter has been approved by Darlington Council. The prospects for the occupants of the site, including the NELPG, are, to say the least, potentially quite exciting. The Group is a valuable consultee in the planning process and is providing input to the Masterplan. So, again, watch this space!

Finally, as we embark on another season with the K1 in Scotland, it is most refreshing to have a considerable number of new support crew, some of whom are youngsters, which bodes well for the future of this operation. We wish them well, in what to them will be a new, and valuable, experience.



*62005 leaves an impressive exhaust trail all the way from Goathland to Fen Bog on 31<sup>st</sup> December  
(John Hunt)*

## LOCOMOTIVE REPORT by Chris Henwood (J27), Bill Dobson (Q6), Paul Hutchinson (K1) and Nigel Hall (J72)

J27 No. 65894

Although the problems with the spring hanger reported in the last NEWS were resolved by the making and fitting of a new component, the J27 was only used on two occasions from Grosmont, far less than planned. Furthermore, the Editor was somewhat presumptive, understandably given the assurances by the NYMR, with the front cover picture of the December NEWS of the locomotive on the Northern Lights Express! In the event these were all worked by the B1.



*The broken spring hanger on the right and the new one made by Doug Foster and Nick Simpson, and machined by Owain Samuel.*

The 18<sup>th</sup> January working party was the first of this winter's scheduled maintenance, so, given the very modest mileage the locomotive did in December, there isn't a lot to write.

With guidance from Neal Woods, and practical advice and help from Paul Hutchinson, the 18<sup>th</sup> January was Chris Henwood's first working party as 'J27 caretaker' and we have commenced work on the winter exam. We have a valve out, the side rod clearance measurements have already been taken, as well as a good start on the back head valve exam, with remedial work already in hand. Future working parties will be on Saturdays to coincide with the T2's working parties.

Meanwhile, Angie Buxton was in the cab removing and examining the clack box valves - she has become somewhat of an expert at this job. She found the clack valves themselves needed more than just lapping in, as the valves faces were concave, so Paul has taken them to turn them on his lathe to correct this. The right hand steam valve threads were found to be worn, so Neal Woods has taken this away to have a new spindle made.

The side rod caps were removed by Paul, and the clearances between crank and bush were then measured. The results have been emailed to Ian Storey for advice, as one was found to be nearing the limit normally run. Thomas, Ashley and Neal were hard at work removing the right hand valve cover, and then removing the valve itself. This was after a bit of pinch barring the engine, and some



*65894 rounds Beckhole curve with a Santa special from Grosmont on 7<sup>th</sup> December (Chris Gee)*

reverser lever operation was performed, to get the cross head in a position to remove its cotter. Neal and Chris then removed the rings and have completed 75% of the cleaning. One was found to be broken so Neal will see if there is a spare at Hopetown. Ashley removed and labelled all the of the mud hole doors and the majority of the washout plugs. Thomas removed the RH cylinder cover nuts, leaving two on for now. Paul cut, trial fitted, and left to soak in oil, a new felt for the trailing left rod bush. Plenty done therefore, and Chris now had a list of jobs for the next J27 working party on 25th January!

Neil cleaned all the carbon from the J27 R/H valve which had been removed the previous Saturday. the whistle valve head was skimmed on the lathe, then Bill fitted the whistle back onto the boiler - one job completed!

The J27 is required for a special train on 13<sup>th</sup> April (more details later).

## T2 No.2238



This months report is basically a progress report based on the tasks identified in the December report, (but with a few additions!)

### 1. Main steam pipes in smokebox

The old pipes are with Hogg Engineering on Tyneside, together with 6.1m of new tube. A meeting was held at their works and a procedure for re-using the old flanges was agreed

### 2. Cylinders and pistons

The cylinder boring is being carried out by Nigel Crisp, who is very familiar with the boring gear. At the time of writing the RHS is ready for the final cut. The pistons are at Ian Storey's for the heads and rods to be separated, after which one of the heads will be sent to a foundry for new heads to be cast. Ian will then machine the new heads and rings.

### 3. Crossheads and slidebars

After reboring the slidebars will need realigning to the cylinder bores, and possibly surface grinding. The crossheads will need remetalling.

### 4. Atomisers

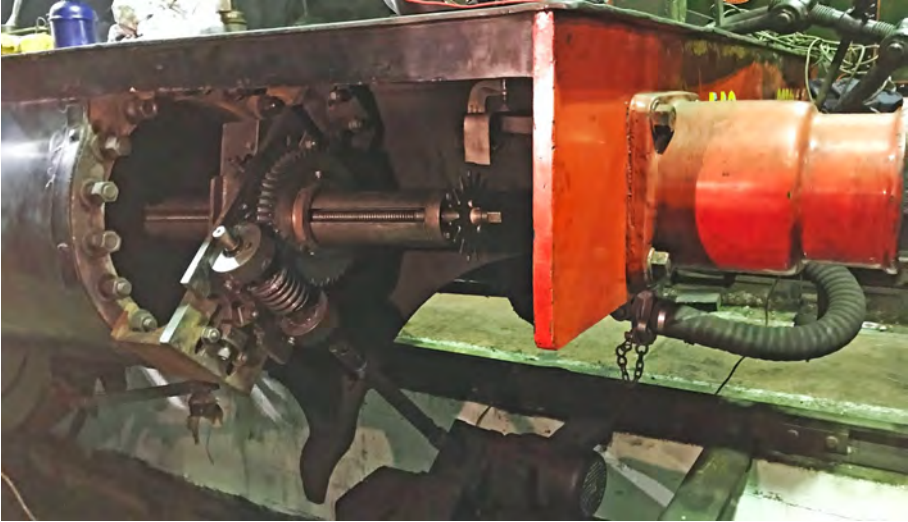
This work will be delayed to a suitable point in the running season

### 5. Safety valves

The new castings are with the machinist

### 6. Regulator rod

All attempts at removing the crank arm from the regulator rod failed. A sleeve will be fitted to the part of the rod where the packing touches, (see picture above).



*The boring equipment set up on the RH cylinder (Ian Pearson)*

7. Steam brake isolation valve spindle

This is complete.

8. Steam Reverser

The valve has been overhauled and refitted to the side of the boiler

9. Axleboxes clearances in horn guides

These are satisfactory apart from L1 and L2 which will need attention, probably towards the end of the winter maintenance programme.

10. Cylinder cocks

The 8 cylinder cocks were given to Arthur at Hopetown to overhaul, but it was found that 3 of the carrot valves were beyond repair. 6 new castings have been received from William Lane

11. Steam brake proportional valve

When the brake is off steam is passing to exhaust.

12. Little end pins and bushes

Both little end pins show severe signs of wear and will need replacing, together with the associated bushes. Owen has this in hand. Wear probably due to poor lubrication.

13. Valve gear

After careful examination of the valve gear it was found that the bearings of the way shaft which bears the considerable weight of the links and eccentric rods were slightly worn, but the major discovery was that the LHS bearing block, which is fixed to the frames by 3 fitted bolts was loose. This will require new fitted bolts, which is made more difficult by 2 of the bolts being behind the tyres.

14. Steam brake cylinder

This was removed from the engine for examination. The bore was honed, new rings have been made, and a new bush in the cover remains to be done.

15. Tender brake way shaft

The hole that connects the shaft to the engine steam brake needs a bush to be fitted



*View of the engine way shaft bearing block. Note that the 3 fixing bolts are at the bottom of the picture (Ian Pearson)*



*The tender way shaft following removal on 29<sup>th</sup> January (Ian Pearson)*

## **K1 No. 62005**

The first stage of the K1's winter maintenance was essentially completed on Christmas Eve when the boiler insurance hot exam was successfully completed.

As the cross head slippers had been remetalled, a running in turn was arranged for 28th December. This was completed satisfactorily and the loco then worked on the NYMR from 29th December up to and including New Years day, where it finished at New Bridge, Pickering in readiness for its move by road to the Great Central Railway.

The engine and tender were split and loaded onto their respective low loaders the next day and the road move took place on 3rd January. The journey was delayed by a puncture on the low loader carrying the engine but this did not prevent both engine and tender being off loaded, reunited and hauled from Quorn (where they had been off loaded) to Loughborough. The next day we completed reuniting the engine and tender, refitted the engine's guard irons (removed for the road move), adjusted the engine brake, and mechanically examined the engine and tender.

The GCR acceptance steam test/functional was carried out on 10th January and the loco then worked photo charters on 13th - 16th January inclusive (see photographic coverage in this issue).

The loco was rostered to work during the GCR winter gala on the 24th - 26th January, following which it will be moved by road to Carnforth, when the second stage of this winter's maintenance will be undertaken before the it moves north in early May for another season on the Jacobite (see page 23).

If you wish to be involved in the maintenance work to be undertaken at Carnforth then Paul would be pleased to hear from you, either by e-mail ([paul.hutchinson62005@outlook.com](mailto:paul.hutchinson62005@outlook.com)) or text/phone 07964 988551.

It is fair to say that 2019 was a pretty good year for the K1. Many thanks to all who made it possible.

The K1's support coach, 80220, was moved by road from New Bridge to Carnforth on 21<sup>st</sup> January. It is to receive a bit of TLC from staff at Carnforth before seeing service at Fort William.



*80220 loaded and secured at New Bridge yard on 20<sup>th</sup> January (Kieran Murray)*



## **J72 No. 69023**

On 20<sup>th</sup> December Arthur Jenkins proudly displayed the result of milling a semi circular surround to the spring hangers for which he'd used the head which others had advised be scrapped earlier in the year. He, John Jones and Maurice Bell were busy in the machinists' corner all day.

Andy Bell finished measuring the wheel journals and crank pins. Ed Bolam and Colin Smith finished preparing the insides of all the barrel cladding sheets, and primed all but one. Dave Wright, Allan Wilson, Derek Shorten and Nigel Hall stocked the return rods between the frames, primed the undersides of the con rods and spent much of the afternoon removing the remaining crinoline bands from the boiler barrel. The intention is to use these to make a skeleton on which the cladding sheets could be mounted for preparation and painting of their outsides.

As we were clearing up to leave, there was a lot of knocking from next door and upstairs. We were then visited by a council officer who was investigating problems in the tower for the A1 people. He spent about an hour examining the wooden roof above the changing area and the woodworkers' area. He then took a look around the loco and commented that "It has been a real privilege to visit you this afternoon." Praise indeed from our landlords.

On the final working party of the year at Hoptown on 30<sup>th</sup> December, Arthur Jenkins, Tim Williamson, Ed Bolam and Nigel Hall were present, to be joined later by Gordon Wells and Colin Bowman. Bill Dobson was intending to join us later, on his way to Morpeth, but decided not to as part of his trip was to call in at the brass foundry which he discovered was closed over the Christmas and New Year period!

Arthur spent the day servicing the T2 (Q6) drain cocks with mixed success. Ed got a gloss coat onto the insides of the cladding sheets. Tim managed to extract the last of the bolts holding down the running board, and Nigel managed to make some thickness measurements on the steam heat pipe.

When Gordon Wells arrived, he was shown the electrical system and the four issues raised in the fixed wiring inspection report. Gordon managed to find the suspect light fitting above the CCTV in the mess room, which Colin is going to replace. Gordon now has proposed solutions to the other three problems. Colin arrived later in the day and talked these through with Gordon.

Nigel, Ed and Tim spent the latter part of the afternoon straightening the joints in the crinoline bands which had been removed during previous working sessions. These are now available to construct a stand for preparing and painting the outsides of the cladding sheets.

The first working party of the New Year, on 2<sup>nd</sup> January, saw a small working party of Arthur Jenkins, John Jones, Ed Bolam, Colin Bowman and Nigel Hall.

Arthur and John spent the morning continuing to service the T2 (Q6) drain cocks. Some of these are serviceable but some are worn out and will need to be replaced. Tim managed to slit the J72 running board at the weld and with both running boards slit, all hands lifted the running boards off. Tim removed the frame side angle iron and replaced the nuts on the studs.

Colin Bowman arrived after lunch and managed to covert the fluorescent light in the mess room with low earth resistance to take a LED tube. The dubious components are now bypassed.

Arthur and Tim made a start on removing the fitted bolts holding the cylinder block to the frames, which involved the application of heat, hammer and the need to drill one bolt to weaken it. As the magnetic drill had not returned from Carnforth yet, Arthur tried with a hand drill but unfortunately

broke the bit inside the hole. By good luck he'd weakened the bolt sufficiently and it came out at the next hammering.

The steady progress being made by the dedicated workforce at Hoptown has been significantly buoyed by the news that formal invitations to tender for the overhaul of the boiler have been issued to four contractors. The outcome of this exercise will be reported in the next NEWS.



*Arthur Jenkins controls the lowering of the slide bar whilst Tim Williamson and Norman Wells guide it past the obstructions. Out of sight is John Jones pulling the chains (Nigel Hall)*



*Machinists Arthur Jenkins and Maurice Bell with the magnetic drill which was recently repaired by Bill Dobson. The hand on the left pouring coolant onto the bit belongs to Ed Bolam. The fitted bolts securing the cylinder block are drilled, tapped and the extractor made by Maurice is then screwed into the countersunk end of the fitted bolt. By tightening the nut on the extractor the fitted bolt can be drawn out (Nigel Hall)*



*Tim Williamson replaces the angle iron nuts on the studs after removal of the J72 running board (Nigel Hall)*

## 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. Please try to turn up if you can. The phone number for **Hopetown Carriage Works** is **01325 382155**. There are also regular Wednesday working parties on the J27 and Q6 at Grosmont; if you are interested, please contact **Ian Pearson on 07956 119932**.

As reported in the K1 news, there will be regular working parties at Carnforth to work on the K1 from late February through until April, so if you can help out there please get in touch with **Paul Hutchinson on 07964 988551**.

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## CHAIRMAN'S CHATTER by Chris Lawson

Can I start my piece in this issue in wishing all members all the best for 2020, and my thanks for your continuing support of the Group. Long may it continue. Having said that, the year has not got off to a good start, with, following a long illness, the death of Dave Whitfield, a prominent and active member of the Group for many years. His is a great loss and Maurice Burns' appreciation of Dave is elsewhere in this issue. That was closely followed by the news of two further deaths of members, Dave Rodgers and Trevor Leach, not perhaps as well known as Dave Whitfield, but no less important to the Group, and two others with serious illnesses – we send them our best wishes in the hope that they may make a full recovery.

This has been a difficult time over the past few months, with the loss of a number of stalwart members of the Group. With that in mind, the decision of John Hunt not to seek re-appointment at the 2020 AGM, the lack of any response so far to my appeal for potential Trustees to come forward, and requests from a number of members to reconsider my own decision not to seek re-appointment, I have been doing just that. As a result, I have come to the conclusion that I should after all, seek re-appointment at this year's AGM, but, on the basis that should new Trustees come forward, either this year or in future years, then I would resign before the end of my term. That assumes of course that members are prepared to vote for my re-appointment at the AGM. As for continuing as Chairman, that is a separate matter for the Trustees, who are responsible for appointing the Chairman from amongst their number at their first meeting after the AGM.

The existing Trustees however, are not getting any younger, and for the long term future of the Group, there continues to be a need to attract a younger generation to step into our shoes, inject some new blood and ideas, and take the Group forward into the 2020s. So, I make no apology for repeating my appeal from the last issue of the NEWS for potential new Trustees. The notice for the 2020 AGM is included in this issue of the NEWS, and any nominations have to be received by 13<sup>th</sup> March. If you are interested in managing the Group's business (and as a charitable company, a business is what it now is) therefore, and determining its future direction (particularly if you think we are not doing a very good job!), then please seriously consider putting your name forward for appointment. Information about what being a Trustee involves can be found on the Charity Commission website – click on Guidance and then on Trustee role and board - *Charity Trustee: What's Involved (CC3a)* is particularly relevant. The invitation to attend a Board meeting to see what happens and how we operate remains permanently open to all members. The next ones are on 18<sup>th</sup> February and 17<sup>th</sup> March – just contact Roy Marshall to let him know you are intending to come, so he can let you have any necessary papers and instructions on how to get to the meeting.

## **SGM**

Can I remind everyone of the SGM to be held at the Northgate Club in Darlington on 14<sup>th</sup> February at 7.30pm. It will precede the normal monthly Social meeting at which Chris Nettleton will be giving one of his excellent talks, on this occasion about *Flying Scotsman: the locomotive*. There are three motions to be voted on, one to do with the future livery of the T2/Q6 and two about the identity of the K1 for the final two years of its boiler certificate. A number of proxy forms have already been received, but any others need to be received by 12<sup>th</sup> February if they are to be taken into account. However, can I emphasise that, as an SGM, the quorum for the meeting to be valid is 5% of the membership (so currently just over 30), so I hope as many members as possible will make the effort to attend. For motions to be adopted at an SGM, they require 75% of the votes cast, including proxies, to be in favour.

## **NELPG Sales**

Thanks to everyone who has ordered NELPG Sales items over the last couple of months. In spite of reprinting both the calendars and J72 Christmas cards to meet a much greater demand than last year, they sold out just before Christmas, as did a number of the limited availability items. I can only apologise to those whose orders could not be fulfilled as a result for any disappointment, but thank them for converting the consequential outstanding amounts on their cheques into donations – as the saying goes ‘every little helps’. Overall, income from sales this winter has totalled just short of £1,300, so has made a significant contribution to our funds – and bear in mind that this has all come from the generosity of our members as they are all ‘internal’ sales. A magnificent effort, so thanks again.

As part of the sales, four copies of the half dozen remaining soft backed copies of our 50<sup>th</sup> Anniversary book were sold. Mortons have now told me that three mint copies of the hard backed, special edition, of the book, containing additional photographs and material, have just been returned to them. They are priced at £35 each including P&P, so if anyone would like one, please get in touch with me at the Registered Office.



In addition, the railway modellers amongst the membership may be aware that Bachmann produce limited edition models of 00 gauge locomotives, exclusively for members of the Bachmann Collectors Club. One of these, to be announced in early February, is to be a limited edition model of our J72, No 69023 ‘Joem’. A photograph of the finished model is shown. It will involve a production run of only

504 models, and come with a numbered certificate of authenticity. The full recommended retail price will be £129.95 but it will not be on general sale and would normally only be available to members of their Collectors Club. However, Bachmann has agreed, on this occasion, to supply models of 69023 to members of the Group without them having to be members of their Collectors Club, but only if they are ordered through the Group. They will be available at the full retail price (£129.95), but for every model ordered in this way, Bachmann will make a significant donation to the Group for the J72 overhaul fund. In addition, we will arrange for the certificate of authenticity to be signed by Fred Ramshaw, as the locomotive's caretaker, something which will not be available to other purchasers.

If you would like to take advantage of this offer, then please send your order, with cheque payable to NELPG, to NELPG at the Registered Office - 67 The Mount, York, YO24 1AX - to arrive no later than 7 March. Please mark your envelope 'J72 model' and include your name, address and contact details (preferably email address/telephone) so that delivery arrangements can be confirmed once the models are received.

### ***Hopetown developments***

Following the report in the last issue of the NEWS, the Railway Heritage Quarter Masterplan papers were put to the Darlington Borough Council Cabinet at its meeting on 7<sup>th</sup> January. The proposals as set out, involving a phased delivery, were approved, along with the release of the £20 million allocation from the Tees Valley Combined Authority (TVCA), subject to its approval of the final business case. Authority was also given to negotiate and agree terms for the buildings identified in the report, and it was agreed that once re-opened, entry to the Museum would be free, with the planned immersive experience being paid for.

As has been reported in the local press, at the meeting, the Darlington Railway Preservation Society (DRPS) objected strongly to what they saw as the totally unrealistic demand by the Council for them to vacate the goods shed by March, to enable essential repair work to be carried out on the building which had been assessed as on the point of collapse. In the light of these objections, the Cabinet requested that officers of the Council work with DRPS to relocate to a suitable location while these works were carried out, with a view to DRPS returning to the Railway Heritage Quarter (but not to the goods shed which was to be the new entrance and reception area for the site), once the whole site was refurbished.

Following these approvals, the Council is now in the process of establishing a consultative group of all the interested parties in the development, for comments and feedback on the project as the detailed plans are developed in 2020. NELPG has been invited to be represented on this group, whose first meeting is to be held on 12<sup>th</sup> February, and Roy Marshall and I will be attending.

### ***People news***

Regular attenders at Grosmont will be aware that Mark O'Brien, the head boilermaker at the MPD, and an NELPG member, left the Railway at the end of 2019 and has taken up a similar appointment at the Churnet Valley Railway in Staffordshire. He has given us considerable help and support in his official capacity during his 7 years on the Railway and we wish him and his growing family all the very best for the future. Congratulations are also due to Barney Casey, the Shed Foreman at Grosmont, on the occasion of his recent wedding.

Closer to home, Richard Pearson has decided that his responsibilities with the A1 Trust mean that he is no longer able to devote the time necessary to act as caretaker for the J27. Chris Henwood offered to take over this role, and, following approval by Ian Storey as ACME, the Board has formally ratified his appointment. Richard will continue to be available for help and advice, along with Paul Hutchinson and Neal Woods.

### ***NYMR – Yorkshire’s Magnificent Journey (YMJ)***

With the end of services at the end of the year, work is now well under way on the planned major track and civil engineering projects this winter as part of the Heritage National Lottery Fund YMJ project. All of the superstructure of bridge 27 at Goathland that is to be replaced was successfully lifted out by 11<sup>th</sup> January. The redundant ironwork has been cut into smaller sections and will be loaded away to New Bridge for disposal. At Pickering Trout Farm, contractors have moved on site to start work on the carriage stable project. The first stage is to rebuild the road bridge into what was the Pickering station overflow car park. This will be stronger and wider and make a better junction with the public highway. Work on the main site in the field west of the Railway will begin once the bridge is in place. In the meantime the S&T team has been diverting signal and communication cables from the west to the east side of the line.

Contracts have also been let for the conversion of three Mk 1 TSO carriages, and a similar Gresley coach, to provide an easily accessible carriage for those with mobility difficulties, in each of the carriage sets. The first should come into service in 2021 and the others in 2022. A contract has also been let for a Gresley pigeon van acquired from Tyne and Wear Museums, to be converted into the new education and exhibition centre for Goathland. That should be completed in time for the 2021 operating season.

Away from YMJ, recent deterioration of bridge 8, close to Pickering Trout Farm but not part of the YMJ project, has revealed that it must be replaced urgently. With a span of 6m it will cost ‘only’ £200,000 to replace but this has to be funded by the NYMR. This money is coming from the NYMR Foundation (its equivalent of our Patron Fund) which had built up a strategic reserve for such an emergency requirement. Best value has been achieved by using the contractors and craneage on site for the bridge 27 project, and the work will be carried out before the new running season starts at the beginning of April. Fingers crossed that the suitable weather so far this winter continues.

### ***Permanent Way***

Members will be aware of the concerns that were expressed towards the end of the last operating season about the poor quality of certain sections of the NYMR permanent way. These were suffering from badly dipped joints, particularly at Moorgates, and had resulted in a significant increase in the number of broken locomotive springs in 2019. It is believed that this was also a contributory factor to the broken spring hanger suffered by the J27 at the end of October. I discussed these concerns at the time with the NYMR General Manager who undertook to review the need for further speed restrictions on the affected sections of track, and gave a commitment that the problem areas would all be dealt with by the start of the 2020 operating season. He is also planning to meet the spring manufacturer, to see if there are any changes in spring manufacture which could have contributed to the large number of breakages, and whether any need to be made to avoid a future recurrence.

I have also recently been in contact with Nigel Trotter, the Railway’s Civil Engineer, to check on his plans for carrying out the necessary work. He has told me that with the removal of bridge 27, some very badly dipped track has gone with it, thereby removing one problem area. The Goathland to Deviation section has now been well tamped by VolkerRail so the temporary speed restriction for the relayed track at Esk Valley has been removed. VolkerRail are coming back in February to do some training on this section, but obviously will not go beyond bridge 27.

Significantly, Martyn Cannings has just finished the re-sleepering at Fen Bog and will now be re-railing from Lyke Wake Crossing to Fen Bog and also from Summit to Moorgates, which will then be ballasted and tamped getting rid of that bad section of track.

In February and March, more ballast will be tipped from north of Kingthorpe to Farwath, followed by tamping which will get rid of the worst section for dipped joints. The majority of the rest of the



*With the iconic backdrop of the abbey, 62005 leaves Whitby on 1<sup>st</sup> January 2020 (John Hunt)*



*62005 at New Bridge with the dining train on 30<sup>th</sup> December (David Warren)*



Railway will also be tamped, so hopefully by the start of the season Chris Price believes we should have a billiard table top. Let's hope that realisation will be met.

### ***NRM redevelopment***

More detail has emerged of the timetable for the redevelopment of the NRM, which is linked in to the development of York Central. The planning consent has now been published on line, and the main dates are currently understood to be as below (but subject to change as the project proceeds). In between these main stages will be a lot of design, procurement and planning work.

2020 – work on the Peter Allan Building basement; on the stables to make them safe and weatherproof and in South Yard. Public exhibition of the five short listed designs for the new Central Hall in front of the Chinese locomotive in Great Hall from 13<sup>th</sup> February to 21<sup>st</sup> March, with the successful design to be announced in March. Planning application for the new building at Locomotion to be submitted in July.

2021 – decant of the existing workshop from May (a new workshop will be established: location yet to be determined) to allow construction of Wonderlab to begin in September. Construction of new building at Locomotion to start in October.

2022 – New building at Locomotion open in September. Wonderlab opens in October. Construction of Central Hall to start in November. Work starts on Open Store for Great Hall.

2023 - Great Hall Open Store complete in summer. Construction of Central Hall continues.

2024 – Construction of Central Hall continues.

2025 – Central Hall public opening in June. Museum Square opens. Work starts on Great Hall due to be completed in early 2026.

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## **TREASURER'S REPORT by Richard Wheeler**

The Group's financial records for 2019 are now with Ribchesters for the preparation of the annual accounts. These will show a significant surplus for the year over and above the generous legacy income of £211,525 which we received, and provide a good basis for funding the continuing work on the J72 and the overhaul of the K1 at the end of the 2021 operating season. We should not get complacent, however, and must continue to do all we can to build up our reserves. Our locomotives did not earn as much as expected during the closing months of the year as a result of being stopped for repairs. The failure of the J27 due to a broken spring hanger meant it was unable to work the Northern Lights Express as planned, and this followed a loss of revenue caused by the cylinder fracture on the Q6. These incidents reminded us that we cannot rely on our elderly locomotives earning their budgeted hiring fees year by year, and we need to have sufficient reserves to cover the unexpected repair bills.

The Financial Strategy committee has asked me to revise our forecasts of income and expenditure for the years leading up to the Stockton and Darlington bicentenary in 2025 so that we can estimate what level of funding we need to raise to meet our aim of having all four locomotives in action for those celebrations. We need to be realistic in these estimates, and try and make allowance for the unexpected. By having a plan, we can at least monitor progress and make adjustments in the light of experience. We will keep you informed through NELPG NEWS so that you can see how we are doing.

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

As 2020 is now on us, it is useful to report on matters from the recent quarterly meeting of the Financial Strategy Committee held in December 2019. The main actions arising relate to NELPG's future sustainability. It's not too frightening, provided we think our objectives through and balance the cash needs against what we wish to see from our locomotives.

Work is now underway to map a 'towards 2025' vision and examine the resilience of our cash holdings, donations and hire incomes. Beyond these elements, our elephant in the room is arguably the capacity of our senior workforce to continue managing overhauls and keeping our locomotives available for hire. Many have contributed over the Group's 50+ years, but the time is coming whereby, for the continued operation of our locomotives, we will need a change in volunteer strategy. This could involve collaborative relationships with other locomotive groups and, equally, involve deeper partnerships with our existing heritage and mainline operators. Phew, we have some thinking to do, but it is exciting nonetheless.

## **Patron Membership**

Firstly, thank you to all who support the Group through the Patron membership scheme. For those who have recently joined, welcome, and for those who have increased their monthly contributions, can I say how much it is appreciated. The Patron Fund gives us the vital opportunity to deal with the unexpected or emergency crisis that can often occur when trying to keep vintage steam locomotives in operation, without having to call on other funds that might have been earmarked for routine tasks, such as major overhauls, for example. As you will have read elsewhere, the similar scheme run by the NYMR has recently come to the rescue with the funding needed for the unexpected replacement of bridge 8 on the Railway. So, if you are not already a Patron, do think about joining and helping to secure the long term financial future of our locomotives: just drop me a line at [davepen@talktalk.net](mailto:davepen@talktalk.net) or give me a ring on 01423 868138 to find out more.

## **Patron Events**

### **Network Rail ROC and NRM Visit in York on Thursday 26<sup>th</sup> March 2020**

The Patron only visit on 26<sup>th</sup> March to the Network Rail Signalling Centre (ROC) in York and *Sir Nigel Gresley* at the NRM is now fully subscribed, and the details of the event have been circulated to those who have booked. Bryan Orange is operating a reserves list in case any cancellations occur, so please contact Bryan if you wish to be added to this list.

### **Patron and working member event – Scarborough visit on Thursday 14<sup>th</sup> May 2020**

For a spring event, we are arranging for a combined visit to the Scarborough Fair collection, and a hands on session at Dave Humphrey's North Bay Railway. The event is open to both Patrons and working members, and all attending are invited to bring a friend along for each visit. Equally there is the option to only come along for one or both sessions.

#### *Scarborough Fair collection*

The Scarborough Fair Collection hosts a magnificent working collection of vintage cars, steam engines, vintage fairground rides and mechanical organs, topped off with a 'mighty' Wurlitzer organ in their spacious ballroom. The collection is set in the scenic grounds of the Flower of May Holiday Park, on the coast road between Scarborough and Filey, at Lebberston Cliff, Scarborough, Yorkshire, YO11 3NU. The admission cost per person is expected to be between £5 and £7. Further information is available via <https://www.scarboroughfaircollection.com/collection/>



*Photographs of the Scarborough Fair Collection and Georgina on the North Bay Railway respectively (Scarborough North Bay Railway)*

Dave Humphreys has kindly invited us for a return visit to Scarborough North Bay Railway, following our popular visit back in 2016. Once again, it will provide an opportunity to ride behind the Railway's steam locomotive *Georgina* and include a look around the workshops. In addition, on a first come first served basis, up to 10 footplate places will be available on the day, acting as a sampler for the Steam Driver Experiences normally offered at £175. Given the uniqueness of the event for those who take up the driving experience, Dave Humphreys has suggested a £20 donation towards the J72 overhaul.

**Note:** Participants who wish to drive must be able to climb on and off the loco and confirm that they have not been drinking alcohol for at least 12 hours. They will need to sign to confirm the same before their driving turn.

The proposed arrangements for the day are to meet at the Scarborough Fair collection in their café from 12.30 and then, at leisure, visit the collection until around 15.00. For the North Bay Railway, all to assemble at the Peasholm Park station between 16.00 and 16.30 for refreshments (tea/coffee/scones), prior to a safety chat before our special train operates between 17.00 and 19.00. If you cannot necessarily make the first train at 17.00, then you are equally welcome to join the train at a later time as it will return to Peasholm Park station approximately every 30mins.

Final details will be published in the April issue of the NEWS, but to register your interest in advance and reserve places on this trip, please contact Bryan Orange by email at [bryan.orange@ntlworld.com](mailto:bryan.orange@ntlworld.com) or telephone 0113 259 1672. Please indicate to Bryan if you wish to take up a driving place on the North Bay Railway when booking.

—ooOoo—

## **NOTICE OF 2020 ANNUAL GENERAL MEETING**

Notice is hereby given that the 2020 Annual General Meeting of NELPG Ltd will be held at Darlington Club and Institute, 85 High Northgate, Darlington, DL1 1UJ on Friday 1<sup>st</sup> May 2020 at 7.30pm. **Please note this change of venue from previous AGMs.**

Any member, other than a junior member, may apply for Board membership. Any such nomination should reach the Company Secretary at the Company's Registered Office, 67 The Mount, York YO24 1AX, on or before Friday 13<sup>th</sup> March 2020.

Information about Board membership is available on request from the Company Secretary, but all potential nominees should ensure they have read Charity Commission Guidance Notes CC3 (The essential trustee: what you need to know) and CC3a (Charity trustee: what's involved) before their nomination is submitted.

Each nomination should be signed by the nominee, indicating their willingness to serve, and by a proposer, both of whom should be fully paid up NELPG members. The following details of the nominee should be provided:

- Full name
- Address
- Date of birth
- Any existing Directorships/Trusteeships
- Vocation/profession
- Short CV
- Confirmation that the nominee is not disqualified under the Charities Act and has read Charity Commission Guidance Notes CC3 and CC3a.

Two Directors/Trustees are due to retire by rotation, Chris Lawson and John Hunt, and Colin Foxton has agreed to stand for re-appointment early, in order to even out the rotation schedule. Chris and Colin will be seeking re-appointment, but John has decided not to seek re-appointment as a Trustee. There is, therefore, a vacancy on the Board.

Any motions for consideration at the AGM need to be submitted to the Company Secretary at the Company's Registered Office, 67 The Mount, York YO24 1AX, also by Friday 13<sup>th</sup> March 2020, and must be proposed and seconded by fully paid up NELPG members.

The April issue of NELPG NEWS, which will be circulated in the week beginning 30<sup>th</sup> March, will contain the Trustees Annual Report, post holders' reports, the accounts, details of all nominations to the Board and any motions to be put to the AGM.

*R Marshall  
Company Secretary*

--ooOoo--

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

Members are reminded to renew their membership subscription for the year 2020 by the end of February or their membership will lapse. If you have renewed before 1<sup>st</sup> February, and did not enclose a stamped addressed envelope, then your card will be included with this edition of the newsletter (envelope marked with an "X" on the back). Renewals received after 1st February without a s.a.e will be included in the April newsletter.

Members wishing to renew by Bankers Order on line can make payments to NELPG Ltd, account number 40104442, sort code 20-62-09. Quote your name and Membership number followed by A for Adult..JA for Joint Adult, S for Senior or JS for Joint Senior as the payment reference. If you are able to advise me by email of your payment it would be helpful.

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

Mr. D. Archer from Newcastle,  
Mr. A. Holmes from Leeds,  
Mr.& Mrs. A. Middlemiss from Guisborough and  
Mr. N. Procter from Hartlepool.

## **62005 AND THE JACOBITE**

The K1 is expected to operate the Jacobite for nine weeks beginning 11<sup>th</sup> and 24<sup>th</sup> May, 7<sup>th</sup> and 21<sup>st</sup> June, 5<sup>th</sup> and 19<sup>th</sup> July and 2<sup>nd</sup>, 16<sup>th</sup> and 30<sup>th</sup> August. It is planned to travel up to Fort William from Carnforth in the week beginning 4<sup>th</sup> May. It will return to Grosmont in time for the autumn steam gala on 24<sup>th</sup> September, though there may be a surprise in store in doing so!

62005 will once again work the morning train, departing Fort William at 10.15, arriving back at 16.00. Details of how to book seats (which is strongly recommended) can be obtained by contacting [enquiries@westcoastrailways.net](mailto:enquiries@westcoastrailways.net) or telephoning 0333 996 6720 (charged at local rate).

There is a possibility that the two train service might be brought forward, in which case the K1 might go up to Fort William earlier than planned. Confirmation and details should be obtained from the WCR website detailed above.

--ooOoo--

## **YOUNG PERSONS DEVELOPMENT GROUP (YPDG) by Bryan Orange, NELPG Youth Development Group Leader**

The YPDG members returned from their Xmas holidays and are back full of Xmas pudding and enthusiasm! I have given the lads a rest from doing an article for this slot as a New Years present! However, Luke and James – it's your turn for the March NELPG News issue (please). Get on your marks!

We've had two Juniors' Working Parties at Grosmont since the last NELPG NEWS. Neal Woods and James Clark kept the lads very busy working on the K1 brake gear. Thanks to both of you as I thought that your mentoring skills were excellent! The last session saw the T2 as the focus of attention. Lots of gland cleaning needed to ensure that the components were ready for re-assembly.

Unfortunately Arthur Jenkins damaged his knee prior to the January Junior session so Andy Lowes had to manage with occasional assistance from myself and hence only two Juniors at a time could carry on making their steel mallets. We wish Arthur a quick recovery.

Two of the youngsters and myself started planning for the work needed in Deviation Shed when I come up to Grosmont for our two week late July/early August building maintenance session. A short list of jobs has been produced which, at the moment, includes mainly electrical light fitting replacement work within the workshop.

I am now actively planning another NRM based signal training session with Phil Graham's support in spring 2020. This session may have a "major accident" twist!

This year's youngsters who are taking their GCSEs in May/June are busy actively investigating apprentice opportunities in outside industry. How well I remember doing that task the odd 55 + years ago when I lived in Middlesbrough!!



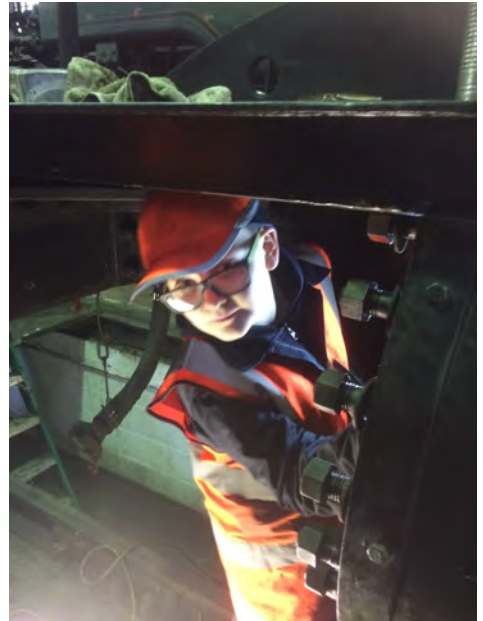
*Luke Perry with a sickly smile caused by his lunchtime entertainment hand over! (Too much watching Tommy Cooper videos on U-tube!!)*



*Matthew Smith looking very happy after he'd been told he was paying for the fish and chips on the way home!*



*In the workshop, Andy Lowes, Oliver Barker and Findlay Brown taking a welcome break from making mallets.*



*A sombre James Clark caught in the limelight and cleaning a T2 cylinder (all Bryan Orange)*

## ARCHIVE CORNER by Chris Lawson

### Contributions

Photographs continue to arrive from a variety of regular contributors - two photographs of the K1 at Perth station on 20<sup>th</sup> April 2017 with the Great Britain Railtour from Michael Denholm, the K1 at Middlesbrough and Kilmarnock with Tees/Clyde Express on 13<sup>th</sup> June 1987, and passing the MPD at Grosmont in its LNER green livery from Paul Jameson, photographs of the J27 at York in August 1963, the Q6 at Sunderland MPD in September 1967 and the J72 at Gateshead MPD in April 1963 from Richard Barber and a photograph of the J27 and K1 being prepared for service at Grosmont shed in the early hours of 29<sup>th</sup> December 2019 from Peter James.

Other items include a copy of The Lochaber steam train leaflet Summer 1994 from Gordon Wells, a cutting from The Press, York of 9<sup>th</sup> September 2019 about the upcoming NELPG Day during the NYMR Gala on 26<sup>th</sup> September from Richard Billinge, a cassette tape AV2 *North East Steam* by Alan Vitty, 1975 from Roy Marshall, a 1972 Illustrated Guide to the NYMR and papers for the Fifth AGM of the NYMRPS and inaugural meeting of the NYMRHRT on 13<sup>th</sup> November 1971 from Allen Ferguson and two ARGO TRANSACORD records – *This is York* and *North Eastern Engines* - from Fiona Kenough

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



*This picture of 62005 was recently received from photographer Phil Waterfield. Taken in 1966 he is unsure of the location. At the time the K1 was allocated to North Blyth depot and the signal box on the right has the sign Engine Shed on it. It is not North or South Blyth, but could be Percy Main. Identification to the Editor, please!*

## 40 years ago (from NELPG News)

**Locomotives** – apart from preparation for winter storage, no work had been done on the **K1**. However, answering an appeal in an earlier News, a volunteer had taken on the overhaul and rewiring of the locomotive's steam generator and associated light fittings. A preliminary examination of the conduit and junction boxes, showed some needing replacement, with some in poor condition following exposure to steam and water under the tender, whilst others had been removed in 1974. As a result of yet another appeal, there was now sufficient material available to do the job. The set of large flue tubes, ordered from the proceeds of the *North Eastern* railtour the previous year, were now at Bridgnorth and due at Grosmont shortly. Meanwhile, at the end of November, work had started on the **T2's** major mechanical overhaul. This would involve removal of the rear two sets of driving wheels, using the Railway's NER steam crane, for axlebox repairs. In addition, all the side rod brasses had been pressed out for remetalling, the eccentric sleeves were to be adjusted, and the piston rings renewed. In the longer term, it was likely that the valve heads would need to be redesigned and the liners rebored, but in view of current workloads and available facilities, this was to be put off to another day, probably to be done when similar work was required for the P3. The large flue tubes for **4767 George Stephenson** had finally been manufactured, hydraulically tested and delivered to Ian Storey's workshop at Morpeth. Here the swaged ends were to be welded on and then the tubes cut to length. The corresponding holes in the firebox tubeplate had been cleaned and re-threaded, a lengthy and back breaking task. Once completed the 2" tubes had been annealed, fitted and were now being expanded with the intention of being completed by the time the large tubes arrived. With the **Q7** now under cover and devoid of its shrouds, visitors had been taking a keen interest in the locomotive. The Q7 appeal had reached £1,700, and once it reached £2,000 it was hoped to order the 150 x 2" tubes expected to be necessary. First though was to be a preliminary hydraulic test, and anyone interested in helping with this during the summer was asked to get in touch with Maurice Burns. The **P3** remained on display at NRM, York, standing alongside GWR 2-8-0 No 2818.

**Other contents** – the roof of the storage shed had finally been completed and track laying had now become the priority. In five weeks, over 300 feet of plain track had been laid, enabling the Q7 and stores van to be moved onto the centre road (now No 7) followed shortly after by 4767 and 2005 moving on to No 3 Road (now No 6). Attention then focused on No 5 Road (now No 8), to enable the NER Auto-coach to become the temporary occupant until the return of the P3 from York, and installing the two turnouts to connect the shed roads to the headshunt. Reglazing of the windows on the running line side had been completed, and special rail stops manufactured and donated to the Group by a Teesside member.

There were updates on the sale of seats for the upcoming *Tyne-Tay Express* railtour, progress with the Q7 Appeal, which had reached over half its target of £3,000, details of the Spring 1980 SLOA Steam Charter Programme, a letter to the Editor expressing disappointment at the lack of use of the K1 and T2 at the recent NYMR Autumn Gala and the apparent prejudice of the Railway against using engines for which they have to pay, and a book review by Derek Hanson of 'Surviving Steam Railways' by Jeffrey Spence, a picture book illustrating trains on 23 preserved lines aimed at the uninformed tourist about the existence of steam railways.

On the NYMR, Austerity 0-6-0 ST *Antwerp* built by Hunslet in 1944, was expected to arrive shortly on loan from Wheldale Colliery, Castleford. It would require vacuum fitting, but was otherwise believed to be in sound condition. Restoration work on 80135 continued slowly, with most of the non ferrous fittings installed and the copper pipework progressing. It had been repainted and was expected back in traffic shortly. At Kirk Smeaton, 13809 had successfully passed both its hydraulic test and the ultrasonic testing of its axles. Boiler work was complete, and work was concentrated on the cab fittings and pipework. 1247 was being loaned to the NRM. An overall increase in passenger journeys of about 8% had been reported for 1979, reaching 289,000, and a through ticketing scheme in conjunction with BR allowing journeys between Pickering, Whitby and Middlesbrough in July, August and the first



week in September had exceeded expectations and was likely to be extended for 1980. To raise much needed funds, redundant items on the Railway, including scrap rail chairs, check rail, bridge steelwork from now redundant double track bridges, and even trees were all being sold.

The main feature however, was part 1 of an article by Ted Parker on his journey behind No 60009 *Union of South Africa* on the Festival Flyer from Edinburgh to Aberdeen on 1<sup>st</sup> September 1979. Since he had first caught a glimpse of it at Doncaster in 1961 during his school day train spotting days, it had always eluded him – until that day!

**And finally....** there were hints for volunteering at Grosmont, from clothing (old, warm, clothes and preferably overalls were recommended, along with headgear to keep your hair clean, and stout footwear), sustenance (self catering was the order of the day, although sandwiches were available in the Station Tavern, along with pints of Cameron's Strongarm) to accommodation (free, but Spartan, overnight accommodation was available in Nos 1 and 5 Tunnel Cottages - bring your own sleeping bag – with the ablutions in No 6, where there was plenty of coal fired hot water).

—ooOoo—

## OBITUARY

### DAVE WHITFIELD – A MAN WHO LOVED STEAM THE WORLD OVER by Maurice Burns

I have met many NELPG members who became good friends but my friendship with Dave was special as it went beyond our NELPG interests to lineside photography and tracking down the last (not preserved) operational steam locomotives in the world. His passing after a battle with cancer on January 4<sup>th</sup> was especially sad.



*A happy Dave Whitfield on Blue Peter (Brian Nunn)*

Dave was born in Scarborough but grew up in Hartlepool. Like many he was a trainspotter, then with a new bike would cycle to Bradbury or Ferryhill to see main line steam. He later worked for the local authority as a Health Officer where he met his wife to be Jill. Last year they celebrated their 50<sup>th</sup> Wedding Anniversary.

Following the end of BR steam in 1968, Dave, like many enthusiasts at the time, became fascinated by other countries that had not changed over to diesel but still overhauled steam for everyday use.

His worldwide trips had no limit and included most of Europe and some far-flung outposts such as Pakistan, India, Java, Burma, South Africa and China which was the last outpost of steam in the

World. Dave visited China not once but no less than 14 times! How he obtained the travel pass from Jill was the envy of enthusiasts worldwide!

I first met Dave in January 1983 shortly after the purchase by NELPG of Joem from the Ainsworth family. For newer members, it is worth recording 69023 was saved from scrap by a Mr Ron Ainsworth, a painter and decorator from Keighley, for use on the KWVR. It had been operating on the Derwent Valley Railway near York before the engine came up for sale. Dave joined NELPG at this exciting time and, as the boiler was still in ticket, NELPG members descended on it at Grosmont and had it operational in a few months. The following year the maintenance base at ICI Wilton was established for mid-week working parties and Dave became a regular attender.



*Dave, second from the right, with Dave Martin, Colin Clamp, Bernie Lyth, Paul Smith and Bill Dobson, with Allan Toomer and Maurice on the running plate in front of the J72 at Grosmont in 1984 (Ted Parker)*

He helped rebuild the K1, J27 and J72 but his favourite was Blue Peter, which was restored, without the aid of contractors, by NELPG volunteers. Dave would travel with Bernie Lyth, Brian Nunn and Dave Donegan from Hartlepool to ICI in all weathers and Dave's number of attendances was one of the highest, taking part in 400 working parties.

Dave loved the mainline operation of the K1 and Blue Peter, and was a regular member of the support crew. He loved to ride on the footplate – a dream for any enthusiast but Dave had earned it by his volunteer effort – be it on Blue Peter or the K1 on the Road to the Isles. Dave also took on responsible roles. He was a member of the NELPG Committee for some nine years. He took on the task of scanning and cataloguing the NELPG's first Chairman, Bryce Greenfield's, magnificent photographic collection. He managed the PTS passes for volunteers involved in mainline operations. Dave was not afraid to question things or do time consuming investigations into such things as the value of the Fort William operation after costs.

In recent times Dave felt passionately about the need to improve information flow and the need for greater involvement of the volunteers in decision making within the NELPG and did something about it when just an ordinary member. Dave's vision, with Board approval, led to a volunteer and members open session meetings (VAMOS) with Dave being Secretary and Terry Newman Chairman.

Eighteen months ago, Dave discovered he had a cancer problem so his active NELPG involvement came to an end. However, he still managed to take his camera to Ribbleshead and Shap and even attended a Christmas get together with NELPG members at the Blue Bell pub in Yarm as recently as 27<sup>th</sup> December.

News of his passing saw many messages of support for Jill, son John and family and the funeral in Hartlepool on 22<sup>nd</sup> January saw a big turnout of NELPG members and friends, some travelling considerable distances.

On these occasions, a tradition for working members is that a locomotive would carry a wreath. By coincidence the K1 was operating on the Great Central Railway at a steam Gala a few days after the funeral. A wreath was carried by the K1 in memory of Dave on all passenger trains for three days and we were able to send pictures of it in operation to the family as it happened. They were extremely grateful for everything that was done.

I believe NELPG and the steam and railway preservation movement owe Dave an immense gratitude for all that he did over nearly 40 years, but also never forgetting Jill and his family who supported him in his hobby to make it all possible.



*A picture of the 9am departure from Loughborough on 26<sup>th</sup> January that Dave would be proud of, with the K1 carrying a wreath in his memory (Maurice Burns)*

—ooOoo—

## **A CLASS 37 DIESEL FOR THE NELPG? Chris Lawson responds**

Following the letter from Cliff Plummer in the last issue of the NEWS, proposing that the Group might consider purchasing the Class 37 diesel built at Darlington and based at Thornaby for its working life, and which was now likely to come up for disposal, I received three responses. None were strongly in favour or against, but were circulated to the NELPG Board which considered them, along with Cliff Plummer's original letter, at its meeting on 21<sup>st</sup> January.

The Board concluded that it was not an appropriate direction for the Group to take, nor had we the resources and skills to cope. It was also pointed out that considerable spares would be needed. Whilst therefore grateful for the suggestion, and the thinking that lay behind it, it agreed that no further action should be taken. I have therefore written accordingly to Cliff Plummer and the three respondents, thanking them for their contributions.'

—ooOoo—

## COMMENTS

The following comments have been received by the Chairman in respect of the K1:-

I popped into the GCR last weekend and managed to see your K1 which was visiting for their Winter Gala, a superb locomotive and a real credit to all involved in its upkeep.

*Bachman representative.*

I worked the last Pullman of the Christmas season behind our wonderful loco. It was a pure joy to ride behind and was so beautifully presented. In fact having recently seen it now in the green and the black liveries, I must agree with Paul H, that black is the colour.

*Richard Jackson.*

--ooOoo--

## DIARY

### **FORTHCOMING NELPG SOCIAL MEETINGS**

Friday 14<sup>th</sup> February 2020:-SGM & FLYING SCOTSMAN: THE LOCOMOTIVE by Chris Nettleton.

Friday 13<sup>th</sup> March 2020:- RAILS ACROSS THE NORTH RIDING: PART 1 by Richard Barber.

Friday 17<sup>th</sup> April 2020:- ONE MAN'S VIEW OF THE ECML 1961 by Malcolm Paul

Friday 1<sup>st</sup> May 2020:- ANNUAL GENERAL MEETING

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

### **FORTHCOMING NELPG EVENTS**

#### **February**

14 - NELPG SGM and Social Meeting, Northgate Club, Darlington – *Flying Scotsman – the locomotive* by Chris Nettleton. (7.30).

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

18 - NELPG Board meeting, Middlesbrough Motor Club, Coulby Manor (7.30pm).

#### **March**

13 - NELPG Social Meeting, Northgate Club, Darlington – *Rails across the North Riding – Part 1* by Richard Barber. (7.30).

13 - Deadline for nominations and motions for the AGM to be held on 1 May

17 – NELPG Board meeting, Middlesbrough (7.30pm).

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

26 – Patron visit to York Network Rail Signalling Centre (ROC) and *Sir Nigel Gresley* overhaul at NRM, York. (10am).

## OTHER EVENTS

### February

- 7 – SLS Teesside - Room 1, Settlement Community Centre, Union Street, Middlesbrough – *Around the UK in classic railway posters* by Jane Ellis. (7pm).
- 7 – SLS Newcastle – Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne – *The Ballarat Line upgrade in Victoria, Australia* by Philip Kirkland. (7pm).
- 8 – Friends of Darlington Railway Centre and Museum, Head of Steam Conference Room – *The G5 Locomotive Company* by Bernard Morris. (1.45pm).
- 11 – Friends of the NRM – Evening Star Theatre, National Railway Museum, Leeman Road, York – *Reels on the rails: film and sound collection at the NRM* by Angelique Bonamy. (7.30pm).
- 13 - NYMR NAG – The Village Inn, Water End, Brompton – *American Wanderings – Heading West* by Gordon Davies. (2pm).
- 15 - North Eastern Railway Association, Head of Steam Railway Museum, Darlington – *The Leeds Northern Pt 1 – Leeds to Thirsk Town* by Richard Barber. (1.30pm).
- 17 - NYMR YAG - New Earswick Sports and Social Club, White Rose Avenue, York – *A Presentation on the NYMR* by Chris Price, General Manager. (7.30pm).
- 18 - SLS Teesside, Langdon Square Community Centre, Coulby Newham, Middlesbrough – *The LMS Patriot project – an update* by Richard Sant. (7pm).
- 25 - NYMR NAG – The Village Hall, School Lane, Thornton le Beans – *Memories of a Sheffield Trainspotter* by Ted Parker. (7.30pm).
- 28 - NYMR TAG, Room 1, Settlement Community Centre, Union Street, Middlesbrough – *My 50 Years on the Railway* by John Midcalf. (7pm).

### March

- 2 – Hartlepool Railway Group, Central Library, Hartlepool – *ex LNER Steam Locomotives* by John Parson. (2pm).
- 5 - Friends of Darlington Railway Centre and Museum, Head of Steam Conference Room – *Operating the National Collection* by Anthony Coulls (provisional). (1.45pm).
- 6 - SLS Newcastle – Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne – *Life and Times of a Divisional Motive Power Superintendent* by R W Taylor. (7pm).
- 10 – Friends of the NRM – Evening Star Theatre, National Railway Museum, Leeman Road, York – *Ramblings with a new Camera in 1962* by Brian Holland. (7.30pm).
- 12 - NYMR NAG – The Village Inn, Water End, Brompton – *NYMR End to End* by Bernard Dixon. (2pm).
- 16 – NYMR YAG - New Earswick Sports and Social Club, White Rose Avenue, York – *A Railwayman for all Seasons* by Philip Benham. (7.30pm).
- 17 - SLS Teesside, Langdon Square Community Centre, Coulby Newham, Middlesbrough – *Richmond and Catterick Branches* by John Young. (7pm).
- 20 - SLS Newcastle – Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne – *Kirkby Stephen East* by Mike Thompson of the Stainmore Railway Company. (7pm).
- 24 - NYMR NAG – The Village Hall, School Lane, Thornton le Beans – *Railway roundabout 2019* by John Hunt. (7.30pm).

### April

- 1 – NYMR NAG - Northallerton Town Cricket Club, Farndale Avenue, Northallerton – *Trains in the Snow* by Gavin Morrison. (7.30pm).
- 2 – Friends of Darlington Railway Centre and Museum, Head of Steam Conference Room – AGM then *A trip across the Border – Scotland Part 1* by Sam Woods. (1.45pm).
- 3 - SLS Teesside - Room 1, Settlement Community Centre, Union Street, Middlesbrough – *A Railway Career and the Railway Children* by David Maidment. (7pm).
- 3 - SLS Newcastle – Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne – *Sheds/Works visits and some railtours 1957 – 67* by Alan Brooks. (7pm).

– NERA, Bar Convent, Blossom Street, York – *Pre-War LNER* by David Dunn; *A Mowbray Meander with J W Hague – within 20 miles of Ripon* by Robin Coulthard; *Current Developments on the Aln Valley Railway* by Tom Spence. (10.30am – 3pm).

6 – NYMR start of 2020 operating season

9 - NYMR NAG – The Village Inn, Water End, Brompton – *My 50 years on the Railway* by John Midcalf. (2pm).

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## **COVER PICTURES**

Front: Period photographers watch 62005 as it approaches Swithland between Quorn and Rothley with a passenger train on 16<sup>th</sup> January. One was heard to exclaim “It’s only a K1”!

Back (top): Passengers and staff go about their business as 62005 stands in Loughborough station waiting to depart with the South Yorkshireman for London Marylebone on the evening of 14<sup>th</sup> January.

Back (bottom): In a 1950s scene, 62005 on a fitted van train passes track workers at Kinchley Lane between Quorn and Rothley on 15<sup>th</sup> January (all John Hunt)

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**THE COPY DATE FOR THE APRIL 2020 NEWS IS  
FRIDAY 20<sup>th</sup> MARCH 2020**



*62005 heads the return diner at Esk Valley on 30<sup>th</sup> December (David Warren)*

