

N.E.L.P.G. NEWS



NO.317

JUNE 2020

EDITORIAL

In these unprecedented times we have had to adapt to a new way of life in general and NELPG business has had to change, too. Regular Board meetings are now taking place by Skype where we can all see and talk to each other via our computer screens, and most effective it is too. The main business has been the overhaul of the J72, in particular the replacement of the cylinder block and the refurbishment of the boiler, and this is dealt with in much more detail elsewhere in this issue.

At the same time there has been detailed focus on our finances both in the short and longer term, an essential exercise at a time when we are not earning any income. Fortunately, our financial outgoings are relatively low, and our reserves are quite healthy, hence the Board's recommendation that the J72 overhaul expenditure be approved by members. So, please support the Board's recommendation by ensuring that you complete your ballot form and return it electronically to the Secretary or by post to 67 The Mount, York.

The financial projections are, prudently, based on earning no income this year and maybe not being able to maximise earnings in 2021. This is sensible but is a worst case scenario. The Covid 19 situation is an ever evolving one with gradual easing of the lock down, though, sadly, it seems that leisure travel will be one of the last beneficiaries of the process and may never get fully back to normal for some indeterminate time.

Nevertheless, both the NYMR and West Coast Railways are taking positive steps to address safety issues, with the hope that passenger services might restart in late July or August, but this is by no means certain. However, when trains do run again, both the J27 and the K1 will be available.

The other positive news is that there can be a return to working parties but not as we know it! Henceforward, and for the foreseeable future, working parties will be strictly controlled: attendance will be by invitation only, for specific tasks, and tasks that can embrace Government and health guidelines, such as social distancing (see page 13). However, it is a first step on the return to some semblance of normality



63395 brings a goods train into Malham, and passes 62005 waiting to depart once the Q6 has cleared the single line (see page 21) (Phil Waterfield)

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

J27 No. 65894

Not much has changed on NELPG's part, as the railway staff had been furloughed and volunteering stopped.

However, I have been in regular contact with Barney Casey at the MPD and, after establishing what work was required to prepare the J27 for its steam test, Chris Kelly, Piglet and himself have been carrying out the task.

Also, our team of volunteers had worked hard prior to the lockdown to prepare any components for fitting. Barney has shown his appreciation for this, understandably, with the MPD having an extremely reduced team. The safety valve had been successfully machined by Piglet who said it had taken him a day to do. He did not do the second one as it was not immediately required. The locomotive had been trial steamed on Wednesday 27th May and run round the yard to check that there weren't any last minute problems. After correspondence with the boiler inspector and Barney, the steam test was arranged for 1st June, which the locomotive passed, so it is now available for traffic, whenever that might be.

The spark arrester will also be modified and fitted.



The safety valves lift on the J27 at Grosmont MPD on Monday 1st June (Chris Henwood)

Q6 No.63395

In March we were endeavouring to have the Q6 ready for the start of the season on 13th April. There were delays on the piston repairs and the main steam pipes, and the boiler still had not been washed out for the cold boiler exam. We needed access to the wheel drops to fit the fitted bolts to the engine weigh shaft, and the slide bars needed aligning. Nevertheless, with a fair wind we would have missed the target date only a small amount.

With the coming of the Coronavirus and the start of the lockdown on 19th March things changed. The contractors working on the pistons and steam pipes were delayed by the shutdown, but both have now been delivered to Grosmont. The remaining staff at Grosmont are to carry out the boiler washout shortly.

There is a high probability that the Q6 will not be required for traffic this year. Therefore it has been decided to bring forward the boiler lift as soon as is practical. When that will be will depend on any change in Government restrictions, and the policy of the NYMR. The remaining mechanical work will also proceed as soon as possible in parallel with the boiler lift. Hopefully there will be no remedial work to do on the boiler, just the “external” part of the 10 year exam which will take us to July 2028.



The Q6 steam reverser valve being machined at Ian Storey's workshop.

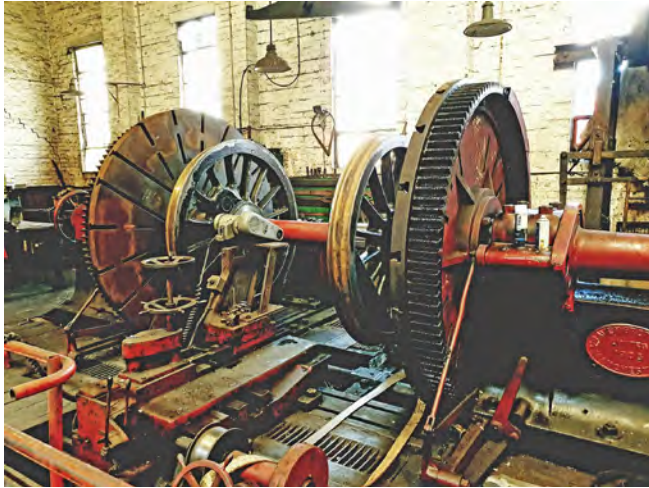
The programme will look something like this. The **coloured** items are jobs done by or with the help of the MPD:-

1. Free cab and saddle bolts
2. Remove boiler cladding
3. **Boiler washout**
4. **Engine to wheel drops** then fit weigh shaft bolts
5. Adjust slidebars
6. Improve lubrication to lower slidebars
7. Gap piston rings
8. **Boiler lift** and cold examination
9. Steam boiler out of frames
10. Fit ash pan sprinkler
11. Re-organise lubrication pipes to rear axle boxes
12. **Replace boiler**
13. Fit cladding
14. Fit cab fittings
15. Fit cab roof
16. Fit and weld main steam pipes
17. Fit safety valves
18. **Hot boiler examination**
19. Fit little end bushes and con rods
20. Fit atomisers
21. Fit steam supply to atomisers
22. **Drop axles 1 and 2 and shim L1 and L2 boxes**

K1 No. 62005

Because of the lock down there has not been as much activity on the K1 as we would have liked and, as a consequence, the completion of the winter work has unavoidably been pushed back. However, with the easing of the Covid 19 restrictions there is now some positive news to report.

West Coast staff completed skimming the rear driving wheel journals on 9th June, and remetalting and machining of the axleboxes was expected to be complete by mid June. In addition, the intermediate side rod bushes have been replaced and the right leading side rod bush, remetalled, all carried out by WCR staff. The wheelset would then be refitted to the engine, followed by reassembly of the motion.



*The K1's trailing wheelset in the Carnforth wheel lathe to have the journals skimmed
(Chris Henwood)*

To assist in this work there has been a small, informal NELPG presence at Carnforth, and it is planned that once a number of other minor jobs have been attended to, there will be a steam test for the vehicle acceptance body at the end of June followed by a test run, probably to Hellifield and back, at the beginning of July, to ensure the new bearings are satisfactory.



The Group's support coach 80220 resplendent after overhaul and repainting (Richard Pearson)

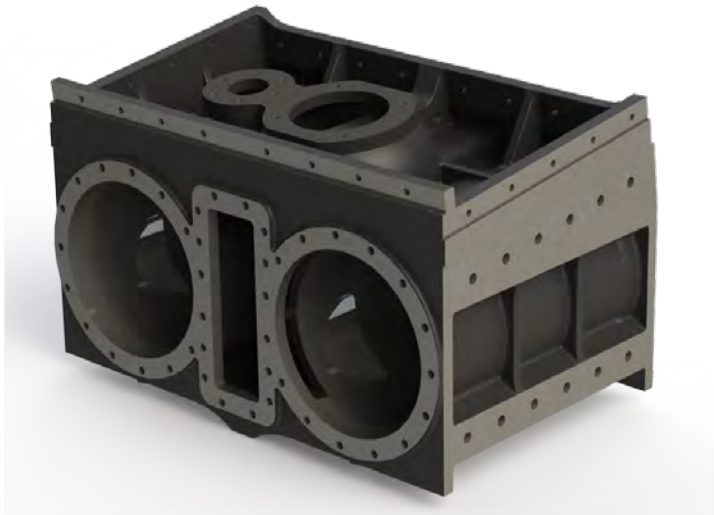
Externally the support coach has been completed by WCR but there are a number of internal improvements to be made by the NELPG before the end of June.

J72 No. 69023

With no working parties on the J72 at Hopetown because of the lock down, there is not much to report. However, there has been activity in respect of an inspection of lifting gear, inspection of the fire alarm system, a visit by heritage quarter builders, and a visit by a laser scan and drone survey team.

Significantly, there is major progress on the J72 in two areas – the new cylinder block and the boiler. A report on the boiler progress is contained in the J72 expenditure motion and background explanatory note that follows **but it is important that the overhaul continues, so it is imperative that as many members as possible vote in the ballot in order to ensure that the J72 steams again.**

A number of quotes were received from several suppliers with all but one of these being pattern and cast quotations. The best of these, proposed a pattern and cast solution, using a lost foam pattern. This is where the foam pattern is left in the sand and is then melted when the cylinder is cast with the cast iron. The cast iron then replaces the foam. This option is considerably cheaper than the conventional method of having a wooden pattern and core boxes. The catch is that we need a 3Dimensional computer model for the foundry to check the flow of the molten cast iron using their computer software and also to manufacture the foam patterns.



James Conway a NELPG member and fireman on the NYMR has created this (see picture above) and once the current restrictions are eased, this model will be verified against the cylinder block at Hopetown. A number of quotes have also been received for the machining of the cylinder block and once the situation eases we plan to visit a contractor on Teesside to view their facilities and assess their ability to machine the cylinder block, as well as the possibility of including the assembly and testing of the cylinder block.



*Arthur Jenkins practicing self isolation, or maybe just social distancing in the J72 boiler!
(Nigel Hall)*



*69023 hauls a short ballast train up the Settle and Carlisle line past Salt Lake cottages near
Ribblehead (Phil Waterfield)*

J72 EXPENDITURE MOTION (BY BALLOT) AND BACKGROUND EXPLANATORY NOTE

The Board seeks the approval of members, by ballot, for the expenditure, including contingency, of up to £285,000 for the overhaul of J72 69023.

The Board recommends adoption of this motion.

The background to this motion is set out below.

As a Special Motion, it requires not less than a 75% majority to be carried.

Explanatory Note

Background

This motion is presented in accordance with the NELPG Articles of Association and, to be carried, it requires not less than a 75% majority of the votes cast. This requirement is in accordance with the Companies Act 2006 and the General Provisions about Resolutions. (see also separate NELPG Ballot Procedure).

The Motion is presented to members by ballot, rather than by holding a Special General Meeting (including proxy voting), because of the social distancing and other restrictions imposed by the Government during the current Coronavirus outbreak. **As a result, this ballot is, in essence, a Special General Meeting (SGM) to seek approval of this Motion.**

The Charity Commission has advised that, if Trustees decide it is not possible to hold an AGM, or SGM (or for other departures from our Articles of Association) during the current exceptional circumstances, we should record these decisions to confirm they were made in the interests of good governance of our charity. In order to progress the J72 overhaul, the Board of Trustees needs members' approval of the estimated expenditure, as it exceeds its £50,000 delegated authority limit. This is, therefore, the purpose of the ballot.

The J72 Overhaul

The J72 was taken out of traffic in 2018, after problems with leaking tubes proved impossible to repair. A new copper tubeplate was deemed essential before it could return to traffic, following inspection by our insurance inspector and our own engineers. Dismantling of the locomotive has continued, including a boiler lift, to allow a full assessment of the costs of repairing the boiler as part of a "heavy general" overhaul.

Investigative assessment and some remedial mechanical work have continued, within the £50,000 expenditure limit allowed without membership approval. As part of the assessment of work required, the Board has decided that the cylinder block, repaired after earlier damage, but showing signs of further deterioration, should also be replaced during the current overhaul. The locomotive's stripped-down state provides a timely and cost-effective opportunity to replace the block now, without risk to any future hire revenue, should it fail during subsequent operation.

Costs incurred so far (£12,907) have been included in the assessment of overall costs for the overhaul. Quotes have been received for the cylinder block replacement and tenders for the repair of the boiler are being assessed currently. Estimates have been made for the remaining mechanical

work. The estimates assume that we will be able to reopen Hopetown Works in due course and carry out some of the mechanical work ourselves. The breakdown of estimated overhaul costs is:

Boiler overhaul	£119,250
Boiler fittings	£10,800
Cylinder block	£37,368
Mechanical	<u>£58,000</u>
Total	£225,418

Of this total, some £155,000 is based on firm quotes, tender prices or completed work, giving a good level of confidence in the overall figure. Nevertheless, the project team, to provide for project risks, and taking note of previous Group experience with major repairs, considers a 27% contingency to be appropriate. This raises the potential total cost of the overhaul to £285,000, allowing an element of flexibility in managing the general cost risks and any additional work that may arise as the overhaul is progressed. This would hopefully also avoid unnecessary repeat motions to the members, if costs did increase. **The clear target is to deliver to the £225,418 total.**

Overall, these substantial repairs are expected to ensure that 69023 will need only “light repairs” for the next two boiler tickets, achieving an additional 30-year life before further major work becomes necessary. The overhaul is estimated to take over three years with a target of steaming the J72 in time for the 2024 running season. These timescales are driven by the volume of work required from our skilled volunteers to complete mechanical tasks (e.g. setting the motion and final assembly).

Members will appreciate that, as with most locomotive overhauls, the Board expects only a modest return on this investment. However, this overhaul is fully in accord with our charitable objectives and is being carried out on that basis.

Affordability

It might be questioned whether this expenditure is wise in the current climate, with hire income for our locomotives at a stand and no immediate prospect of any change. It might also be asked what the financial impact will be for our other three locomotives. Our Treasurer, Richard Wheeler, in conjunction with our Locomotive Caretakers, has projected income and expenditure over the next five years, taking a prudent view of the effects of the virus. He has concluded:

“We have calculated that by the end of June, we should have over £600,000 in our current assets, and it is this total, together with the income stream (set out in my report in June News), which gives your Treasurer, and the Board, the confidence to recommend that we proceed with the full overhaul of the J72 as soon as the present restrictions permit, with the expectation that sufficient funds will also be available to overhaul the K1 when that work becomes due late next year. Provision has also been made in the budget for the costs of keeping the Q6 and J27 in traffic during the next five years.”

The Treasurer’s 5-year projection of income and expenditure has additionally been reviewed by the Financial Strategy Committee (please see the separate Patron and Financial Strategy Report in June News). In line with its recommendation, should this motion be approved, the Board has agreed that a ‘Help the J72’ appeal should be planned for August, to seek support from members and the wider community who have an affection for the J72 and wish to see her steam again.

NELPG ARTICLES OF ASSOCIATION – RULE 2 – VOTING BY BALLOT

Voting System

This procedure details the way in which Articles 34 – 36 of the Articles of Association will be operated.

A ballot paper will be sent to each member of the Group, who must be a paid-up member at the time the ballot papers are posted, at their postal address, as shown in the register of members. The ballot paper shall be in such a format as the Returning Officer shall determine.

Completed ballot papers must be sent to the Returning Officer by post, or scanned and emailed as an attachment, to the addresses as detailed on the ballot paper. Ballot papers must be received by the Returning Officer no later than 7.30pm, 28 days after they were posted to members (the date for return will be shown on the ballot paper). This applies to posted and emailed ballot papers.

Counting of Votes

The Returning Officer is responsible for collecting all completed ballot papers. Only the Returning Officer, his agents and any independent scrutineer shall have access to the ballot papers and associated record of the count.

Counting of the votes will take place as soon as is practical after the close of voting, and will continue, with reasonable breaks, until all votes are counted.

The Returning Officer is responsible for opening each ballot; verifying each paper; and counting all ballot papers and completing all voting records. The Returning Officer may appoint agents and/or an independent scrutineer to assist with the opening and counting process.

Ballot papers will be verified before being counted. Verification will involve checking that the ballot paper is valid, according to paid up membership records, and recording the total number of ballot papers received. Junior members are not entitled to vote (see Article 7 of the Articles of Association). Any votes returned by a Junior member will be deemed invalid.

All decisions regarding the validity of a completed ballot paper vote, or any question arising in respect of ballot papers, will be made by the Returning Officer and will be final.

If a ballot paper does not give a clear and unambiguous indication of the voter's intention, the ballot paper will be marked "INVALID".

The Returning Officer will ensure that, if counting is suspended for any reason, proper precautions are taken for the security of the ballot papers and voting records until such time as counting is resumed.

The Returning Officer shall be responsible for determining if a recount is necessary. This should only be necessary if there is a reason that there may have been an error in the counting, or that the Motion is decided by a margin of four votes, or less. Any such recounts shall only take place during the count.

Once the Returning Officer has announced the result, it shall be regarded as final. Only the Returning Officer, his/her agents and an independent scrutineer has a right to be present at the counting of the votes.

Majority Required to Approve a Motion

All business transacted at a Special General Meeting shall be deemed special, and all that is transacted at an Annual General Meeting (AGM) shall also be deemed special, except:

- Consideration of the income and expenditure accounts and balance sheet,
- Reports of the Board and Independent Examiner of Accounts,
- Election of members of the Board, and
- Appointment of, and fixing the remuneration of, the Independent Examiner of Accounts. (see Article 17 of the Articles of Association).

Any Special Motion requires not less than a 75% majority of the votes cast in order to be carried. For the above exceptions at an AGM (i.e. ordinary motions), a simple majority is required (Companies Act 2006).

Announcement of the Result

The items included in the announcement will be:

- The total number of members eligible to vote
- The total number of valid votes cast.
- The total number of invalid votes.
- The number of votes for the Motion.
- The number of votes against the Motion.
- The number of abstentions.

Candidates (if Trustees are being elected) will be notified of results ahead of any wider announcement.

Members will be notified of the results at the AGM (where an AGM is planned), in NELPG News and the result will also be published on the website.

--0000--

CHAIRMAN'S CHATTER by Chris Lawson

At the time of writing we are now 12 weeks into the restrictions imposed by the Government in mid March to deal with this dreadful virus that, in six months, has tragically killed at least two thirds of the number of civilians (62,000) who died in the UK during the five years of World War 2. Our thoughts go out to all those who have lost loved ones, and I hope that you and your families are keeping well in these exceptional times.

Fortunately, the peak appears to have passed and official numbers of infections and deaths are steadily declining. Let us hope that continues, but, as the Government makes cautious steps to ease the restrictions and start economic recovery, the scientists continue to warn that we are at a dangerous stage in the pandemic and progress can easily be reversed. The 5pm daily Downing Street press conference has become compulsive viewing in our house, and it is clear that social distancing is going to be with us for a long time ahead. Equally, that people should continue to work from home where they can, and, for those in the vulnerable group of 70 and over, they should take particular care to minimise contact with others outside their household ie stay at home wherever possible. The leisure sector, in which heritage railways are included, looks as if it is going to be the last to benefit from any relaxation of controls. There are signs though of a stirring on many heritage railways, including the NYMR, to prepare for a lifting in controls, but they will have considerable practical challenges to overcome in restarting services, one of the most significant being whether people will, in any case, be willing to turn up and travel.

So, what has all this meant for the Group? The suspension of all our external activities has not meant that the business of running the Group has ceased – far from it. All formal meeting timetables have been thrown out of the window, but the Board has been meeting frequently by video conference to

consider the implications of the controls and their changes, with often single issue agendas, and lasting no more than an hour at a time. Thanks are due in particular to Colin Foxton for his help with those less familiar with the technology to get to grips with this new way of working. Those meetings have resulted in the following decisions:

- AGM – having initially agreed to its postponement, the Trustees have now concluded that in the light of the continuing restrictions, and with some form of social distancing likely to be required for the long term, there seems little prospect of being able to hold a physical AGM this year. In the interests of good governance in these exceptional circumstances therefore, it has been decided that the AGM business should be conducted by postal ballot. The AGM Supplement will be issued with the August issue of News as originally intended, but with a ballot paper covering the individual agenda items, for completion and return to the Secretary.
- Appointments – as a consequence of the decision about the AGM, it has been confirmed that the Trustee and Officer appointments due to expire at the AGM, should be rolled forward until the AGM requirements have been completed.
- Financial forecast – as the Treasurer has reported elsewhere in this issue, both the Financial Strategy Committee and the Trustees have considered a revised 5 year financial forecast, taking a prudent, worst case, view of the current circumstances in which we now find ourselves. With no employees, and comparatively low costs for running the Group, even with an assumption of no locomotive hire income for this year, (although the J27 may see some use on the NYMR), we find ourselves in a very strong financial position and able to recommend proceeding with the overhaul of the J72 without prejudicing our ability to fund the pending K1 overhaul due at the end of 2021. This is in no small measure due to the careful management of our finances by our Treasurers over the years, but also due to the continuing support from legacies and our Patrons. So, our thanks to all of them for their contributions, without which we would be in a very different situation. And if you would like to consider leaving a legacy to the Group, then please contact Nick Stringer (nickstringer701@btinternet.com), or to become a Patron contact Dave Pennock (davepen@talktalk.net).
- J72 overhaul – in view of our strong financial position, the Board has confirmed that we are in a position to proceed with the J72 overhaul. Before we can do so however, and award any contracts for the boiler and cylinder block, we need members approval to the estimated expenditure involved as it will exceed the £50K delegated financial authority held by the Board. Because of the delays in the holding of the AGM, and the need to make progress now that a national return to work has started, the necessary motion has been brought forward separately and will be dealt with by postal ballot. The necessary papers are enclosed with this issue of News. There is also an explanation of the ballot procedure that has been developed, including approval needing a not less than 75% majority of the votes cast. The Board recommends approval, so please read the papers and support the motion so we can see this much loved locomotive back in traffic.
- Volunteering – with recent easing of the lockdown restrictions, the Board has considered the necessary arrangements for the return of official working parties at our sites, in conjunction with the NYMR and West Coast. The health and safety of our volunteers is critical, and before any formal return to work we are required to comply with the Governments guidance on managing the risk of Covid 19. We are currently finalising arrangements for the controlled resumption of official working parties. These should be completed shortly, and the details will then be circulated to those on the Workers email list.
- Social meetings – because of the continuing restrictions on indoor gatherings, following discussion with John Midcalf, it has been agreed that the social meeting programme due to start this September will be suspended until further notice.

Outside our meetings, with less locomotive news at present, Trustees have considered it important to try and keep in touch with members in these difficult times, and not just via News. As a result, Will Nutbrown, a member of the Financial Strategy Committee, has agreed to produce an irregular

newsletter of lighter material, based on user generated content, and covering items likely to be of interest to other members but not necessarily appropriate for News – photos, recollections, technical articles, anecdotes, quizzes and so on. The first issue, at the end of May, included Bryan Orange's secret life as a potholer in his youth, and features on Peter Fletcher's model railway layout, the Group's involvement with Steam on the Met in 1999/2000, and JV Finlay Brown's Mamod steam engine. Will has received positive feedback to this first edition, and is now working on the second. By definition though, this only goes to those on the Group's email circulation list so, if you are one of the 30% of members who have missed out, have an email address, and would like to receive copies in future, please contact Will (will.nutbrown@nelpg.org.uk) who will arrange for you to be added to the list. In addition, Will has offered to facilitate an official social media presence for the Group, something that has been sadly lacking in the past, and work on that is also underway.

Finally, and regrettably, I have to record that Nick Stringer has decided to resign his membership of the Financial Strategy Committee for personal reasons. His valuable contributions and positive approach will be greatly missed, but hopefully he may be able to rejoin the Committee in due course. He will however, continue in his role as Legacy Officer.

In closing, can I repeat my message from last time? It is important that we all continue to follow the Government's advice and guidance in tackling the Coronavirus pandemic, so, if you are in one of the vulnerable categories, please do stay at home as much as possible, maintain social distancing, wash hands regularly and if you have symptoms, get a test and stay at home. Overall, please take care and keep safe.

—ooOoo—

TREASURER'S REPORT by Richard Wheeler

I reported in the April NEWS that our 5-year financial forecasts were being reviewed to reflect the uncertainty surrounding locomotive hire income this year. We have decided to assume no further such income this year, and a reduced income in 2021, in the hope that this represents a worst-case scenario. We have made modest assumptions about investment income. Rates on one and two year fixed rate bonds have fallen to 1.4% or less, and may fall further, but we should still earn at least £5000 interest in the next 12 months. Our investment in the COIF Charities Global Equity Income Fund has managed a welcome recovery from the dip in March, and is currently showing a gain of £9,311 on the total investment of £110,000, but "past performance is no guarantee of future gains" as the advisors say. We have assumed a return of £2,000 per year, but hope for more.

Administration of the Group costs about £10,000 per year, three-quarters of which represents the cost of printing and posting NELPG NEWS. The fixed costs for our workshops at Hopetown and Grosmont are about £2,200 per year, to which must be added £800 for electricity supplies. Insurance adds around £16,000 per year. Allowing a little for contingencies, the basic costs of running the Group are therefore about £30,000 per year. Assuming the present level of subscriptions and donations, but taking no account of possible legacies and grants, we have predicted an annual income of about £40,000 including Gift Aid, plus the interest from investments mentioned above.

We have calculated that by the end of June, we should have over £600,000 in our current assets, and it is this total, together with the income stream detailed above, which gives your Treasurer, and the Board, the confidence to recommend that we proceed with the full overhaul of the J72 as soon as the present restrictions permit, with the expectation that sufficient funds will also be available to overhaul the K1 when that work becomes due late next year. Provision has also been made in the budget for the costs of keeping the Q6 and J27 in traffic during the next five years.

PATRON AND FINANCIAL STRATEGY REPORT by Dave Pennock

The outlook when writing for the April NEWS was one of postponing the planned Patron events and waiting for the coronavirus to pass. Perhaps those with a glass half full, including me, envisaged the storm would soon blow over and we could look forward to our steam locomotives running, albeit later in 2020. We are now aware that the heritage railway sector has literally been stopped in its tracks, as evidenced by the ‘crisis appeals’ and ‘fighting funds’ needed to keep a cash balance to pay wages and bills in the absence of any ticket revenue. For NELPG the potential impact is a loss of any further locomotive hire income in 2020, and a degree of uncertainty for 2021.

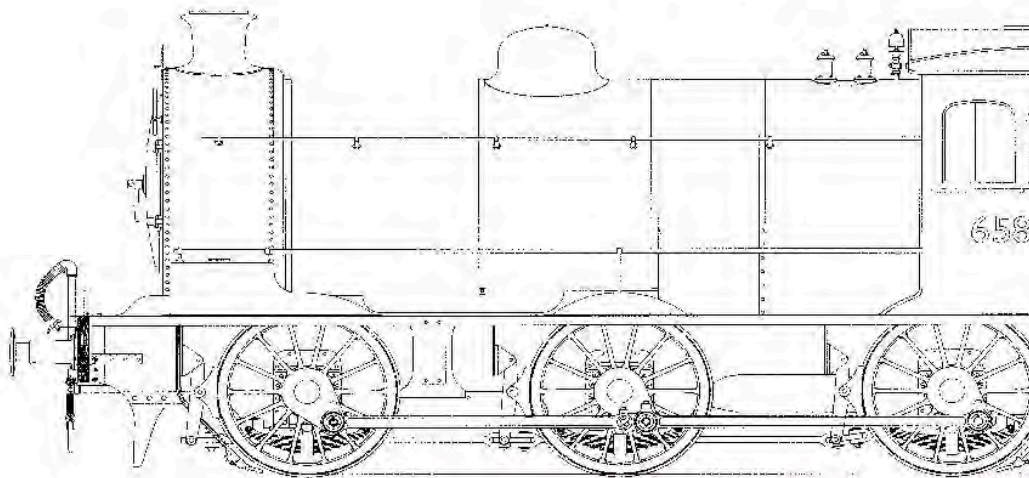
Fortunately, we have a respectable cash balance and, with no employees, only modest outgoings covering essential administration costs. However, the loss of hire income is significant and, to this end, some considerable thought has been given to what expenditure commitments can be made without compromising the viability of our charity. The Financial Strategy Committee (FSC) met via Skype at the end of April to look at our likely annual balance sheets, associated incomes and the projected 5-year locomotive expenditure, prepared on a possible worst-case basis by Richard Wheeler.

Underpinning the assessment is that the NELPG is an active organisation and has always followed a can-do approach. There was a reluctance among FSC members to even think of mothballing activities: we are generously supported via the Patron member scheme and one-off donations and, in addition, from time to time, receive supportive legacies. The good news is, as they say in the North-East, we’ve been canny with our money. In balancing the predicted income and cash in hand against the potential of no further earnings in 2020 and reduced earnings in 2021, we can still be positive regarding our five year ahead cash forecast. In summary the FSC has advised the Trustees, based on the information currently available, that it would be reasonable to proceed with the following expenditures:

- Q6 / J27 - take forward the anticipated work over the period to facilitate the continued availability of these two locomotives for their expected boiler ticket life.
- J72 – a recommendation to seek early approval by members by post and electronic means for the commitment of funds for its 10-year overhaul. Subject to their approval, a ‘Help the J72’ appeal should be planned for August to seek support from members and the wider community who have an affection for ‘Joem’ and wish to see her steam again.
- K1 – a recommendation to prepare for a 10-year overhaul commencing in late 2021, but that this may need to be reviewed in the light of actual 2021 hire earnings. This overhaul would aim to ensure the K1 remains mainline certified.

Further thought was also given to our social media presence. In many ways we are not as active as other organisations to reach the Facebook type audiences to communicate our history and newsworthy happenings. Dare I say it is an age-related thing, and we miss out on tapping into more youthful interest in what we do. There is, for example, an unofficial NELPG Facebook group which is fine, but not a main account covering items of topical interest. Initiatives are underway to create an official NELPG social media presence, highlighting our activities and, most importantly, enable a direct giving connection via our web site.

—ooOoo—

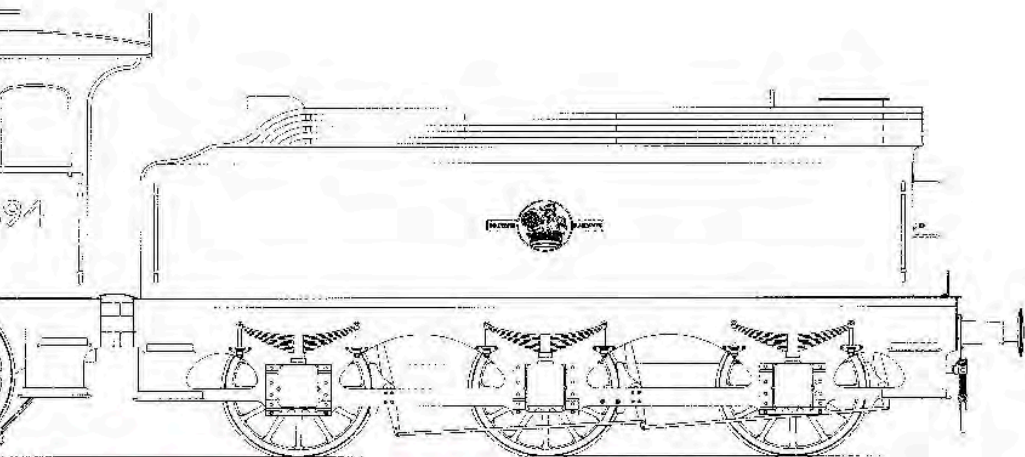


L.N.E.R. Class J2

Built - Darlington Locomotive Works

PARTIC

ITEM	Imperial	Metric
Wheel Arrangement	0-6-0	030
Length over buffers (including tender)	52' 4½"	15.95 m
Maximum Height	12' 11"	3.94 m
Maximum Width (over footsteps)	8' 4"	2.54 m
Total locomotive and tender weight (full)	84 tons 12 cwt	85.99 tonnes
Total locomotive and tender weight (empty)	63 tons 14 cwt	64.75 tonnes
Weight of locomotive only (full)	48 tons 3 cwt	48.94 tonnes
Weight of locomotive only (empty)	43 tons 19 cwt	44.67 tonnes
Adhesive weight (full boiler)	105,280 lb	48.94 tonnes
Maximum axle load	16 tons 18 cwt	17.18 tonnes
Boiler pressure (maximum)	180 lb/sq in	1241.06 kPa
Nominal tractive effort @ 85% boiler pressure	24,642 lb	109.61 kN
Diameter of driving wheels	4' 7¼"	1.4 m
Cylinders	2	2
Piston stroke	26"	0.660 m
Valves	Piston	Piston
Valve Diameter	7"	177.8 mm
Valve Gear	Stephenson	Stephenson



7 0-6-0

65894

ks, Sept 1923

NER Number 2392

CULARS

BOILER	Imperial	Metric
Type	L.N.E.R. Diagram 57A	L.N.E.R. Diagram 57A
Steam Supply	Saturated	Saturated
Maximum diameter	5' 6"	1.68 m
Overall length	17' 8"	5.38 m
Distance between tube plates	10' 7 $\frac{1}{2}$ "	3.24 m
Heating surface (firebox)	138.30 sq ft	12.85 m ²
Heating surface (small tubes)	1,517.30 sq ft	140.96 m ²
Total evaporative heating surfaces	1,655.60 sq ft	153.81 m ²
Grate area	20.25 sq ft	1.88 m ²
Tubes	273 x 2" \varnothing	273 x 50.4 mm \varnothing
TENDER	Imperial	Metric
Coal capacity	5 tons	5.08 tonnes
Water capacity	3,038 gallons	13823 litres
Weight (full)	37 tons 12 cwt	38.22 tonnes
Weight (empty)	19 tons 15 cwt	20.08 tonnes
Wheel arrangement	6 wheels rigid frame	6 wheels rigid frame
Wheel diameter	3' 9 $\frac{1}{4}$ "	1.15 m

J27 LINE DRAWING

The Data Sheets, kindly produced by Gordon Best, are a compilation of the two data sheets for the J27 (saturated and superheated) plus the dimensions and weights from the Boiler Diagram 57A.

As there is no Locomotive Diagram for 65894 (a saturated boiler from slide valve frames on piston valve frames from a superheated loco,) I had to collate the figures from the combined diagrams. The weight may be a little over as I could find no way of estimating the new shortened smokebox weight difference, this would have been included in the superheated boiler chassis weight. The drawing is based on the dimensions given on the scale diagram with cab and fittings standard dimensions from the J21 & Q6 GA's & chimney from the NER standards drawing.

—ooOoo—

DARLINGTON RAILWAY HERITAGE QUARTER

In spite of the coronavirus restrictions, Darlington Borough Council (DBC) has been making progress with the plans for the development of the Darlington Railway Heritage Quarter. The architects, Space, who redesigned Darlington Hippodrome Theatre and apparently have a strong heritage portfolio, have been appointed and are now working on the site layout and developing the Masterplan concepts. The aim is to have the proposals sufficiently developed by October to enable the project to proceed to the formal planning process. The current coronavirus restrictions and their duration could cause delays of course, in not being able to gain site access and having to work remotely, but otherwise the hope is that work on site could start in the summer of 2021.

Discussions by DBC are separately currently underway with Network Rail about the feasibility of rail access to the site, which could also have implications for local highways. In parallel, work is proceeding on how the interpretation of Head of Steam Museum should be developed. Because of the coronavirus restrictions though, no work has started on the repairs to the Goods Shed, although a methodology for doing the work has been established.

As far as the site layout is concerned however, the principle that is emerging is that the area with the Museum, Goods Shed and Carriage Works should form a 'soft' zone, focussing on families, with a playground and events area. Heavy engineering, including ourselves and the A1 Trust, would be located on the other side of the railway, where the public would still have access, but in a more controlled way. For the A1 Trust, DBC is looking at the possibilities for a new shed, and, for NELPG, we have been asked whether, without commitment, we would consider being located in the 1861 Shed at what would be the far end of the site. We have agreed to this possibility being explored in more detail to see whether it would work for us in terms of functionality, space and connectivity. It could also prove to be too costly as there is a considerable amount of work to be done to restore the building for any use at all, particularly with the roof, and there is not an unlimited budget. However, the architects have now been asked to proceed with a preliminary study, and, along with a structural engineer, provide an outline of what would be needed to make the building at least habitable.

In the meantime, an NELPG sub committee consisting of Bill Dobson, Paul Hutchinson, Richard Pearson, Nigel Hall and Fred Ramshaw, and reporting to the Board, has been established to take matters forward. They have drawn up a specification of our needs which has been forwarded to the Council to build into the study. We now wait to hear more.

WORKING PARTIES

In view of the easing of Governmental restrictions in respect of the current Coronavirus pandemic, there can now be a resumption of NELPG working parties. See Chairman's Chatter for details.

—ooOoo—

MEMBERSHIP SECRETARY'S REPORT by Colin Smith

New members welcomed into the Group since the last NEWS are:-

Mr.T. Bradley from York,
Mr. R.J. Shaw from Lancaster and
Mr. & Mrs .J.M. Wood from Middlesbrough.

—ooOoo—

ARCHIVE CORNER by Chris Lawson

Contributions

Taking over the photographic mantle from Michael Denholm since my last report, have been Robin Lush and Ian Krause. Robin has provided two photographs of 60532 on the S&C on 1 May 2000, five photographs of 60532 in Haworth yard on the KWVR in 1992, one photograph of 2238 in Newtondale on 1 May 1977 and eight more of 60532 on 12 May 2001 on the *Cumbrian Mountain Express* northbound on Shap and southbound over the S&C. Separately, Ian has donated a B&W photo of 69023 at Gateshead Shed in April 1964, and thirteen more of the J27, Q6 and K1 at work at various locations in the North East towards the end of BR steam and of Nos 5 and 29 at NCB Philadelphia in their last days there. Other photographs have come from Callum Hopkinson with eight of 62005 on the Three Dales Railtour on 20 May 1967, Garth McLean – two of the Q6 as T2 No 2238 on the NYMR in April 1977, Bob Anderson – three of 69023 at work on the NYMR with the Old Gentleman's Saloon and on a demonstration freight, and from Brian Pirrie a copy of Brian Stephenson's colour photo of the Q6 crossing the River Wear at Monkwearmouth on 29 August 1967, of the original signal box at Grosmont at the end of platforms 1 and 2, and of its signal box diagram.

In addition, I have received from Bryan Orange a copy of the Spring issue of Main Line, the magazine for friends of the GCR with photos of the K1 during its visit there in January 2020, a First Day cover marking the 50th Anniversary of 2392 on 10 November 1973 from Howard Dalton, and a DVD copy of *Scotland's Scenic Railways* featuring Fort William to Mallaig with the K1 and John Hunt (the promised link from the production company seems to have got lost in the pandemic, so I am particularly grateful for this copy) from Allen Ferguson, who has also provided extracts from *Trains Illustrated* recording locomotive sightings at the end of April 1958 of 69584 at Wakefield and then Low Moor for repairs, in early August 1958 of 62005 and 60532 on trains to and from Kings Cross, and in August 1959 of 62005 on excursions from the West Riding to Blackpool. After a number of problems with a parcel delivery company, Richard Jackson's VHS copy of a 1988 BBC TV programme about the West Highland line in *The Train now Departing* series, featuring a certain green K1, No 2005, along with some NELPG support crew members, has finally arrived, along with a DVD, *Byways of British Steam*, featuring the NYMR and the J27 and K1. Finally, John Bursell has sent me the brochure and his ticket for *The North Eastern* railtour on 8 June 2003, and a booklet, *Steam Locomotives of Great Britain*, featuring the T2, K1, J72 and 4767 *George Stephenson*.

Since the last issue of the NEWS, I have also been contacted by the NYMR Archivist, who passed on a query that he had received from someone in the West Country, in the hope that I may be able to help. The enquiry related to a painting purchased in 2017 of a Q6 on a freight train as seen through a broken window – was it 63395? The artist was known to be a member of the Guild of Railway Artists, but there were no contact details. However, with the help of Anna Bastin, Secretary of the Guild and wife of member Roger Bastin, the artist was contacted, and while he could not remember whether the locomotive was 63395 or not, he was more than willing to add that number to the smokebox if the purchasers so wished. They were delighted at the news and will be taking the painting to the artist for the addition to be made once the current coronavirus restrictions are sufficiently eased – result! An NELPG membership form has also gone their way.

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, or drop me a line at 67 The Mount, York YO24 1AX. I look forward to hearing from you.

40 years ago (from NELPG News)

Locomotives – in spite of a thorough inspection of the **K1**, a small problem was found with a safety valve during its steam test 48 hours before it was due to work on the Enthusiasts weekend. This could not be repaired in time, and a second test carried out two months later was failed with five leaking large flue tubes. To meet a commitment to be available for the August peak season, it was decided to replace the offending tubes immediately, and work was started on removing the superheater elements and tubes. Fitting the remaining large tubes, replacement of the tender axles and retrying the driving wheels would be carried out over the 1980/81 winter. Following receipt of an attractive quote and 48 hour turnaround from BR Thornaby, it was decided to have the **T2**'s tyres turned on Teesside rather than at the Severn Valley. After retrieval from under a camping coach at Goathland of the small wheeled bogie (ex Tweedmouth in 1969) required to support the rear frames, the remaining wheel sets were removed on 19 May. All were taken to Thornaby, turned and returned to Grosmont by 21 May. Measuring up the axleboxes and liners then followed, and found very little that was parallel or square. It was therefore decided to get quotes to machine the axlebox faces parallel and building up the removable liner faces with weld (by the training department of a large North East engineering company for a nominal sum), then ground to a given dimension. This was expected to bring the axlebox horn clearances down to 0.007". Separately, a pattern was being made to replace a cracked axlebox under keep, new piston rings were being made and all the side rod bushes being remetalled. **4767 George Stephenson** had been reassembled, trial steamed, passed BR and insurance company inspections, used on NYMR Easter services and subsequently on the Group's *Tyne-Tay Express*. On its return to the NYMR, it had been turned to face north in readiness for filming. After use over the May Enthusiasts weekend, it featured in a BBC film with Michael Palin about railways. A special **Q7** week was announced for 10 – 17 August, co-ordinated by Paul Smith, to get the restoration of the locomotive off to a good start. The **P3** remained on loan to the NRM at York.

Shed news – now officially designated Deviation Shed, a suitable sign had been erected above the main entrance. Cladding work continued, with the two gables virtually complete, leaving fabrication of the three sets of doors at the front of the shed as the last major structural project. The second turnout from the headshunt was put in place on 17 May by the PW Dept using the steam crane, but installation of the crossing nose and closure rails, and connection to the then No 5 road was undertaken by a Severn Valley Railway working party on 5/6 July under the watchful eye of foreman 'Chalkie' White. The opportunity was also taken to lift the third turnout panel into position nearer the shed. With the then No 5 road connected, it would be possible to move in the NER auto trailer, No 31 *Meteor*, and the NER 10T box van. A lighting system had been donated from a source in Leeds and was in store in the shed pending installation. Down at the NYMR repair shed, the ex

Tweedmouth shear legs had been substantially damaged following failure to drain the hydraulic cylinder, resulting in frost damage cracking the cylinder head and crushing the gland. Occurring in 1978, the Group had only just been informed, but the NYMR accepted full responsibility and agreed to pay all repair costs. A much needed air compressor had also been purchased by the Group and was on free loan to the Railway.

Other news – there was a full report from Derek Hanson of the Group's *Tyne-Tay Express* on 19 April, and details of two Autumn raitours were given – a running on 13 September of the *Tyne-Tay Express* postponed from 26 April, for which 200 seats had already been sold, and a trip from Middlesbrough via Newcastle, Carlisle and over Ais Gill to Leeds, and York with 4767 *George Stephenson* throughout, and then on to Newcastle, with an expected fare of £13. The Sales Report recorded a disastrous start to the season with no sales at Easter due to the viewing gallery being locked with the sales stock inside and the buying public outside, followed by a non appearance at Rainhill due to 13809 moving to Butterley rather than the NYMR. To compensate, sales were excellent on both the *Tyne-Tay Express* and at Grosmont over the May Enthusiasts weekend, and the Spring Bank Holiday. Nor was everything lost at Rainhill, as the Group's photographers were in action and obtained a comprehensive record of both the cavalcade and the behind the scenes activity at Bold Colliery. Souvenir sets – slides, colour prints, B&W postcards and even Super 8 cine film – proved very popular with over £800 already received in orders. All profit from these sales was earmarked for the Q7 appeal. In addition, the *George Stephenson Lives!* – with the help of the *North Eastern Locomotive Preservation Group* sweat shirts and T shirts had arrived in time for sale on the *Tyne-Tay Express* where there was a brisk trade. The sales stall was also active on the *Severn Valley Invader* special train from Newcastle to Bridgnorth on 28 June, courtesy of the Erlestone Manor Fund.

And finally.... at the invitation of the NRM, four members of the Group - Maurice Burns, John Hunt, Terry Newman and Alan Ramsey, along with Simon Alcock of the NYMR – had responsibility for looking after BR 9F 2-10-0 No 92220 Evening Star at Bold Colliery during the Rainhill celebrations. They were responsible for preparing the locomotive each day for its participation in the cavalcade, involving watering, coaling, steam raising and disposal, and cleaning – and being one of the largest locomotives present, that latter was no mean task. As a reward for their efforts, each member of the working party was allowed to travel on the footplate during the cavalcade.

—ooOoo—

RAILS IN THE DALES by Phil Waterfield

I have a 4mm OO gauge model railway as a permanent fixture in the spare room (Man Cave). It is a fictitious Midland branch line from the Bell Busk area to Malham, hence the inappropriate signals and box for NE locos. A J72 has been transferred here very recently!

I built it about 15 years ago but have, during lockdown, refurbished the station area and added the stream.

I have another model, Corwenna, which makes an occasional appearance on the exhibition circuit, based on the Wenford Bridge line, with Beattie Well tanks etc. Had four really decent shows booked this year but aren't likely to take place any time soon I would suggest.

—ooOoo—

FIRING THE K1 – AND NOT TURNING A WHEEL! by Ray Totty (West Hartlepool fireman)



62005 stands at Phillips Oil Refinery at Port Clarence in the early part of 1968. Is that Ray leaning out of the cab? (John Boyes)

As a fireman who had been put back to engine cleaner because of the coming of diesels I was the first person to work that particular job. It was not the most pleasant shift ever, but a memorable one!

I booked on for duty at West Hartlepool Loco Sheds (51C) for cleaning duties at 06.00 hours on Saturday morning, after all these years I cannot remember the exact date but it was a dry, cold morning, and as I would be in the sheds all day I wore no bad weather clothing just my overalls and surge jacket. About mid morning I was told to go to Philips to keep steam on a loco which had its main steam pipe connected to the steam tracing pipes of the refinery (about two miles of them). The job seemed straight forward.

By the time I reached the loco the weather had turned a little nasty and snow was coming down thick and fast. I got my instructions from Philips supervisor and set to work. It wasn't long before I realised that as steam was not passing through the cylinders there was no blast through the pipe to keep the fire going efficiently, this meant that the blower (or jet as we called it) had to be open all the time and made the job much heavier because the fire slagged up very quickly and had to be cleaned very often using the pricker and rocker bars.

I got through the first few hours of nonstop hard graft and then began to feel hungry. As I had not brought any lunch with me I used the telephone. Amazingly the telephone had been set up on the loco, as they didn't want the engine left, even for a brief moment! Anyhow, I managed to contact the Philips supervisor and ask if there were any signs of my relief fireman as I was rather hungry. He told me that the roads had been blocked with snow and relief could not get through, so he made arrangements to have some food delivered to me. This turned out to be sandwiches; a can of tea, and

a tin of lentil soup. I had never tried lentil soup before but I can tell you that had it been caviar; it could not have been more welcome!

Arrangements were made so that the steam pressure could be maintained at the lowest possible level so as to reduce my workload, as by this time I was really feeling the strain. Even under these conditions it was still very heavy going and there were still no signs of my relief.

I was kept well supplied with vitals and Philips people did everything they could to help me, but it was a great ordeal and I did not get relieved until about noon the next day, a shift of over thirty hours of hard graft. It tires me out to even think of it! Imagine a 30 hour shift in today's world!!!!

A lot more shifts were worked by me and other Hartlepool men on that job and they were all hard graft, but none quite like this!

After the job was finished and Philips steam generator was back on line, they sent a man to Hartlepool Loco to get the names of all the firemen who worked the job and how many shifts they did. We were all rubbing our hands and thinking that a gratuity was forthcoming, but it was not to be – you can't win 'em all!

(Ed – thanks to Andrew Jeffery for the above article as Ray is his uncle)

--ooOoo--

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

There is very little activity to report within the juniors' area due to the coronavirus issues that we all face. All of the boys are working at home being set homework by the schools. It is interesting that some of the boys are submitting the homework for marking by a teacher whilst others are been asked to save the homework on their laptop. A strange diversion of priorities and standards to me!

I have been setting my mind on a number of project for the juniors once they have been allowed to gather again. These projects include a signalling session at York National Railway Museum, entertaining other juniors on the joint event much as we did at Hopetown in February 2019, as well as considering which juniors we may be able to use next year to assist with Juniors workshop training.

On the negative side Tom Readman has been told that his work placement at Teesside Components, Skelton will no longer go ahead due to the coronavirus. On the plus side Luke Perry has been reassured he will start his first job "hands on" 4 year mechanical engineering apprentice on the 3rd of August at Schunk Carbon technologies in Pudsey. To make up in part at least for Tom's disappointment, his granddad has treated him to a park constructed 5 inch gauge steam locomotive. As you would expect, Tom is deep in the bowels of said locomotive rectifying all issues that he and his granddad have spotted!

May I wish all our juniors and their parents every success in keeping safe during the lockdown. We'll all look forward to be back training as soon as that is possible.

--ooOoo--

ELECTRONIC VERSION OF THE NEWS

One of the larger costs of running the Group is the production and posting of the NEWS. As part of our regular review of the Group's running costs we are looking at ways of reducing the cost of the NEWS. One of these, in these days of increased online activity, would be for copies to be supplied electronically rather than by hard copy in the post. If you would be interested in receiving the NEWS in this way in future, could you please email the Membership Secretary, Colin Smith, on csmith32wood@yahoo.co.uk by 31st July 2020.

--ooOoo--

62005 AND THE JACOBITE

Whilst the K1 was expected to operate the Jacobite for nine weeks beginning 11th May, West Coast Railways decreed that all of its charter trains, including the Jacobite, would be suspended at least until July.

When the service does commence, 62005 should once again work the morning train in the weeks beginning 19th July, 2nd, 16th and 30th August, departing Fort William at 10.15, arriving back at 16.00, **THOUGH THIS IS SUBJECT TO CONFIRMATION**. Details of how to book can be obtained by contacting enquiries@westcoastrailways.net or telephoning 0333 996 6720 (charged at local rate).



Just in case The Jacobite doesn't resume, a reminder of times past. 62005 crosses the Caledonian Canal at Banavie with the Clyde puffer, Vic 32, obligingly moored alongside on 13th September 2018 (Phil Waterfield)



Happy, and ready for action – James Pearcy, Margaret and Gary Stainburn, part of the K1 support crew at Fort William on 14th July 2019. But will we see such a scene this year? (John Hunt)

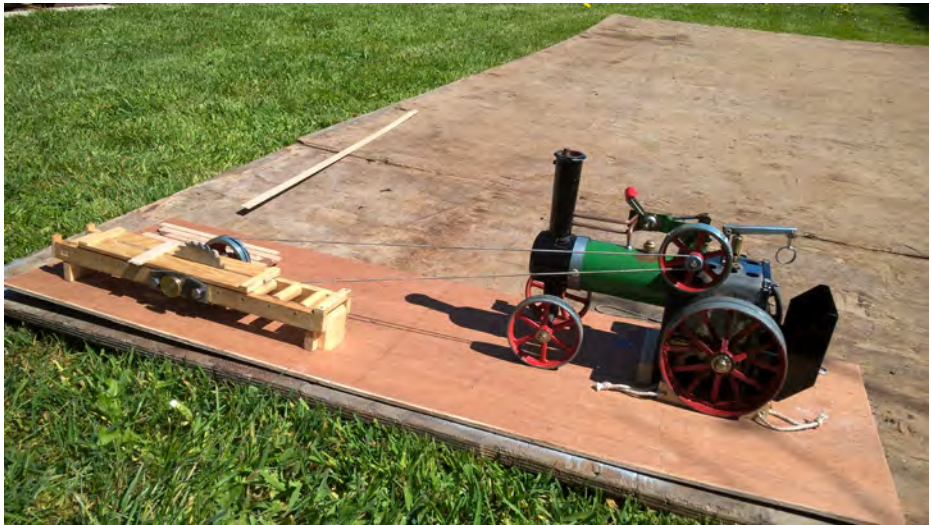


Virtual train running? Practicing train formation and shunting moves in the Ben Nevis at Achintee on 2nd July 2019: l. to r.: Steve Hyman, Paul Hutchinson, Angie Buxton, Alan Hardie, Chris Henwood, Peter Neesam (WCR FTR examiner) and Peter James (WCR fireman) (John Hunt)

A MAMOD, A SAW BENCH AND A TOOL MAKER'S CLAMP by Finlay Brown, NELPG Junior

At the age of five, I was given a Mamod steam wagon and this is probably what started my interest in steam engines. This was soon followed by a Mamod traction engine and a railway locomotive which I still run regularly although I now have bigger engines to play with since I joined the Thorpe Light railway and NELPG. I decided earlier this year that my traction engine could do with an item of machinery to run as well as just trundling around the garden and this vague idea materialised into a basic drawing of a portable saw bench to determine the general sizes of wheels, saw and overall dimensions.

After this initial thought, little happened regarding the saw bench project but after lockdown was enforced I was made aware that some fellow volunteers from the Thorpe Light Railway were thinking of organizing an online steam rally to keep everyone amused with no real events taking place. A date was soon set for what would become the Twitter Steam Rally and this gave me a reason to get on with the saw bench so that it could attend this virtual event.



The Mamod driving the saw bench at the Twitter Steam Rally (Finlay Brown)

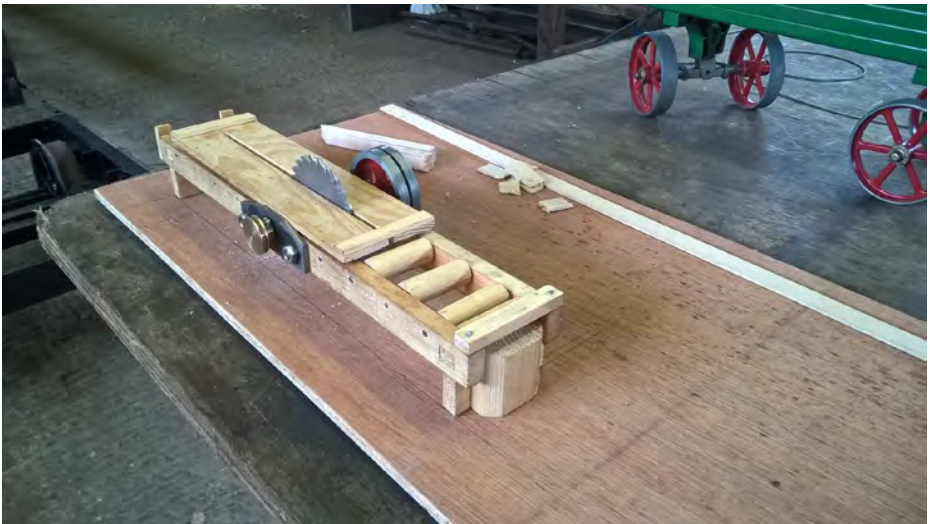
I started in the Easter holidays by making the saw blade as I concluded that this was the determining factor for the rest of the bench's construction. One of the crucial factors influencing the design of this saw bench was that I wanted to make it using leftover material from other projects, which is why I chose to make the blade from scratch using 1mm mild steel. Following this, I was quickly able to make a frame using some planed pine and a quick turning exercise on my lathe made an axle to mount the blade on and a spare flywheel I had which would engage with the drive belt from the engine. By this time the saw bench was operational and I was able to cut through a piece of balsa wood about 10mm square but on the second cut, the flywheel on the engine fell off in spectacular fashion, just as it was being filmed to put on the internet! This inevitably caused a talking point.

I am pleased to report the engine was soon fixed but more work was still to do on the saw bench, the major items required were some wheels. I chose to construct these in roughly a similar manner as the full sized ones would be; cutting individual wooden spokes and attaching these to a segmented

wooden rim surrounded by a steel tyre made from thin steel strip and soldered together. This unsurprisingly turned out to be very fiddly and a tool I found most useful was my toolmakers clamp I had made last year under the guidance of Andy Lowes and Arthur Jenkins on a series of NELPG winter working days. As our vice jaws were a little worn and rather too large for spoke cutting, I clamped my toolmakers clamp to the bench and it formed a sort of miniature precision vice for this delicate job and performed it perfectly. I nearly have four wheels complete now and once I have mounted these on axles and made a drawbar to the traction engine's coupling, the saw bench will be complete and truly portable.



Finlay using the toolmaker's clamp to carefully cut the wheel segments.



The completed saw bench (Finlay Brown)

ICONIC GLENFINNAN VIADUCT LIGHTS UP FOR NHS HEROES

On Thursday 2nd April the iconic Glenfinnan viaduct joined landmarks across the UK in turning blue to show public support for NHS staff treating corona virus patients. The 21-arch viaduct, which stars in the Harry Potter series of films, joined famous venues and attractions, like Glasgow's SSE Hydro and Falkirk's Kelpies, in lighting up in the colours of the NHS to salute the efforts of healthcare workers in the fight against the virus.

The illumination of the structure was organised by Martin Whyte of events company The Stage Group and echoes wider similar activities undertaken by the entertainment industry in this unprecedented state of enforced inaction.

Martin Whyte of the Stage Group said: *"We feel a huge sense of responsibility for the mental well being of many people within our industry, who have lost their jobs and have nothing to do. Lighting the Viaduct gives us something practical to focus on and utilises our skills for something that will be appreciated by all of our key workers. Glenfinnan viaduct is iconic for the village, for Scotland and across the world and it has long been my ambition to light it up. What better time than now to make this happen as a gesture of solidarity with the frontline NHS staff who are risking their own health to help others during this pandemic."*

Alan Ross, Director of Engineering and Asset Management at Network Rail said; *"We are delighted to be working with the Stage Group to illuminate Glenfinnan Viaduct as a gesture of support for the vital and fantastic work that the NHS is doing to help tackle the corona virus. We are grateful to those in the NHS and all of the key workers across the country who are playing, and will continue to play, a massive role in supporting us all as the country continues to respond to this pandemic."*

The illumination of Glenfinnan viaduct comes as people throughout the country once again joined in a mass round of applause to thank NHS staff for their work, and was undertaken following the clear social distancing messaging from the Chief Medical Officer and has not involved any unnecessary travel.



Glenfinnan viaduct lit up on 2nd April (The Stage Group/Network Rail).

LETTERS

Dear John,

I am writing to you to express my disappointment at the outcome of the recent Special General Meeting, with regard to the voting in respect of the K1. Whilst I must respect the democratic process I accept that it does not always necessarily result in the best outcome, and you only have to look at the political process in the U.S.A. to see an example!

Members seem to have double standards in that they voted for renaming the K1, which is not authentic, as the K1s were never named, yet voted against a proposal to create a nearly authentic K1 prototype. Furthermore I understand that this would be at no cost to the NELPG as it was expected that photographers, such as me, would be prepared to pay for the transformation. I am also led to believe that the transformation would be largely cosmetic, with only the reforming of the running plate involving any significant work, which would not compromise the loco's return to a K1. More importantly, the proposal seems to me - and others I have spoken to - to be an enlightened idea that would bring the NELPG great respect and positive publicity, which, unless the decision is reversed, will now be sadly lost.

Can I, therefore, use this communication as a formal request to resurrect the proposal to transform the K1 to K1/1 61997 MacCailin Mor. If necessary, I am sure I can get the necessary numbers to call another SGM.

Yours sincerely,

Dick Manton

—ooOoo—

DIARY

Those few social meetings planned by railway societies for the summer months have all been cancelled as a result of the Covid 19 restrictions.

The NELPG 2020/21 social meeting programme, due to recommence in September, has been suspended until further notice. As and when it is able to start, details will be posted on the NELPG website and circulated to those on the email circulation list.

Neither the NYMR (nor any other heritage railway), or the Jacobite service, are currently operating, nor is there currently any indication of when services might begin. When they do however, the NYMR has indicated that it hopes that the 2020 operating season might run from 3rd August up to Christmas. The NYMR has already cancelled its Railway in Wartime weekend in October, but the end of September Steam Gala, and December Santa Specials and Northern Lights Express are still shown as going ahead.

A decision has yet to be made about the NELPG diner, due to be held on 17th October, but, at the time of writing, it looks likely to be cancelled. Further information will be circulated once the position has been confirmed.

In all cases, for the latest information, you should check the relevant organisation's website.

OBITUARY

BOBBY DUNCAN

Sadly, Bobby Duncan passed away on 20th April. For those who are unfamiliar with the Jacobite operation, Bobby was a long serving BR driver, latterly for West Coast Railways, and was one of the four drivers that latterly worked the Jacobite.

Peter James and John Hunt saw him at a WCR get together in Glasgow on 29th January, when he seemed OK, though he was complaining about his legs. However, it seems that cancer of the stomach was diagnosed and this spread to his liver, such that the doctors at Inverness were unable to give him further treatment. He refused to go into a hospice, preferring to go home, where he passed away on 20th April. His funeral was held in Fort William on 30th April but, of course, we were unable to attend because of the current Covid 19 restrictions.

After the funeral, the cortege passed through the Tom na Faire railway yard giving him a beautiful and emotional tribute, through a large, well turned out guard of honour; firemen and steam engine staff as well as other railway workers who raised coal shovels and showered the hearse in roses. A recording of the iconic Jacobite steam train's whistle was played aloud as Bobby departed the railway yard in Fort William for the last time. The guard of honour included Florence and Lewis McClean, Alec Ian McDonald, Lachie McNeil, Phil Bradley, Stuart Gray, Michael Keenan and Maria Wilson, amongst others. Bobby has been a big part of the railway his entire life and the tribute given to him by Network Rail and West Coast Railways employee's was fitting for this well loved and respected train driver.

Others were able to pay their last respects to Bobby Duncan as the cortege passed his childhood and old family homes, Fort William railway station, Banavie signal box, as well as Tom na Faire. His service of committal was held at Kilmallie Cemetery, Corpach where he was laid to rest with his late partner Moira. Together again. He will be sadly missed.



Bobby Duncan driving 62005 (John Hunt)

COVER PICTURES

Front: With the lock down precluding lineside action, Phil Waterfield has sent this picture of 62005 and 63395 virtually at work on his OO gauge model railway

Back (top): Superheated 65894 at York MPD in the company of a V2, A1 and class 40. This would be sometime before 1963, which was when the J27 was fitted with a saturated boiler at Darlington Works (NELPG Archive)

Back (bottom): 63395 keeps company with other Q6s and a K1 at Consett MPD. Today there is nothing left of this scene (NELPG Archive)

--ooOoo--

THE COPY DATE FOR THE AUGUST 2020 NEWS IS
FRIDAY 24th JULY 2020



65894 approaches Seaton crossing with coal empties for South Hetton colliery (NELPG Archive)

