

NELPG NEWS

No. 323
June 2021



The North Eastern Locomotive Preservation Group exists to foster interest in, and to preserve examples of, steam railway locomotives, rolling stock and other items of railway interest connected with the North East of England.

The NELPG is a company limited by guarantee registered in England and Wales No.2570979. Registered Charity No.1002017. V.A.T. Registration No. 602 1185 91.

PRESIDENT: Mr. A.J. Scott, C.B.E.

VICE PRESIDENTS: Mr. K. Gould, Mr. G. Nissen, C.B.E., Mr. M.S. Burns, Mr. P.J. Robinson, Mr. I.L. Storey, Mr. J. Hunt & Mr. T.K. Newman

CHIEF MECHANICAL ENGINEER: J. Graham, 75 Doxford Place, Hall Close Glade, Cramlington, Northumberland, NE23 6DX. Tel: 01670 737050. Email: JohnFGraham75@outlook.com

ASSISTANT CHIEF MECHANICAL ENGINEER: I.L. Storey, 13 Felton Close, Stobhill Farm, Morpeth, Northumberland, NE61 2TG. Tel: 01670 519647. Mob: 07801 920897. Email: ianstorey44767@gmail.com

TRUSTEES

N. Bill	8 Maple Grove, Sedgefield, Stockton on Tees, TS21 3DH	Mob: 07521 158101	nigel.bill@nelpg.org.uk
C. Foxton (Chairman)	2 Sundew Court, Darlington DL1 1AW	Mob: 07976 689762	colin.foxton@nelpg.org.uk
P. Hutchinson	Newlyn, Browns Terrace, Staithes, Saltburn-by-the-Sea, TS13 5BG	Mob: 07964 988551	paul.hutchinson62005@outlook.com
C. Lawson (Archivist)	67 The Mount, York, YO24 1AX	Tel: 01904 655003	chris.lawson@nelpg.org.uk
R. Pearson	43 Redruth Drive, Darlington, DL3 0ZU	Mob: 07779 366796	richard.pearson@nelpg.org.uk

TREASURER: R. Wheeler, 11 Coventry Road, Durham, DH1 5XD Tel: 0191 386 7637 Mob: 07790 476077 Email richard.wheeler@nelpg.org.uk

MEMBERSHIP SECRETARY: C. Smith, 32 Woodlea, Houghton-le-Spring, Tyne and Wear, DH5 8HT. Tel: 0191 584 8343 Email: csmith32wood@yahoo.co.uk

LEGACIES OFFICER: N. Stringer, Staveley Mill Farm, Staveley, Knaresborough, North Yorkshire, HG5 9LE. Tel: 01423 340331 Mob: 07973 215251 Email: nickstringer701@btinternet.com

FINANCIAL STRATEGY COMMITTEE: Dave Pennock, Richard Wheeler, John Marsland, Bryan Orange, Andrew Scott, Graham Holt, William Nutbrown and Chris Lawson

WEBSITE: www.nelpg.org.uk

REGISTERED OFFICE: 67 The Mount, York, YO24 1AX

MAGAZINE EDITOR: John Hunt, 24 The Orchard, Snainton, Scarborough, YO13 9AU. Tel: 01723 850029 Mob: 07968 274895 Email: johhny2cameras@aol.com

MAGAZINE DESIGN & LAYOUT: Saskia van Schip, Email: svanschip@hotmail.com

COVER PICTURES

Front: The K1 crossing Loch nan Uamh viaduct on 28th April (Dave Collier)

Back (top): 62005 heads down the Mhuidhe between Glenfinnan and Lochailort on 30th April (Sandy Smeaton)

Back (bottom): A superb view of the K1 at Kinloid, between Arisaig and Morar, with Eigg and Rum as a spectacular backdrop on a brilliantly clear 13th May (Mark Fielding)

EDITORIAL

by John Hunt

Sadly, the K1 has had to be withdrawn from Jacobite service due to excessive flange wear that has resulted in the tyres reaching the minimum allowed to run on Network Rail. The reasons are outlined in Paul's Locomotive Report on page 9. An option to run the locomotive on the NYMR was given careful consideration but the Railway concluded that it was not a viable option. Therefore, the K1 and support coach will be going straight to Carnforth so that an early start can be made on the overhaul, which has already been agreed by the NELPG Board. However, this decision, with the costs involved, needs to be ratified by the membership and steps are being taken to seek such approval at the earliest opportunity.

The prospect of the K1 earning a substantial six figure sum to boost the monies to be put towards its overhaul has therefore evaporated, since it has only done four weeks work on the Jacobite, though this does amount to nearly £50,000. Although the costs of running the K1 on the main line are higher than on a heritage line, the gross earnings far outweigh those of our other locomotives combined, so it is hoped that members will approve the overhaul expenditure.

Readers may note that the number of Trustees on the Board now comprises just five, following the recent resignations of Bill Dobson, Nigel Hall and Roy Marshall. Whilst all three will continue to carry on working tirelessly for the Group, we should take this opportunity of thanking all three for the work as Trustees. Thanks, too, to Chris Lawson, who has relinquished the role of Chairman, now taken on by Colin Foxton. Any volunteers to fill those vacant Trustee roles?



No, not in the wilds of Lochaber, but in the heart of Fort William; the K1 crosses the River Nevis just after leaving the station on 29th April (Dave Collier)

LOCOMOTIVE REPORT

by Chris Henwood (J27), Bill Dobson (Q6), Paul Hutchinson (K1) and Roy Marshall (J72)

J27 No. 65894



The J27 buffer beam ready to be reunited with the engine on 24th May (Chris Henwood)

The cylinder block is complete with pistons (built up and machined to accommodate the recently bored cylinders) and both valves, with covers and associated motion fitted. Mechanically, the locomotive is back to together, and the boiler is boxed up.

We had a successful day steam testing and running in the locomotive on Tuesday 22nd June. It was great to spend the day with Colin Smith, Paul Hutchinson, Angie Buxton, Richard Worrall, Finn Allen and Ian Pearson, and the Q6 gang too! The sun was out, and we enjoyed our day fixing the odd defect, raising some steam and running the loco to see that the motion operated satisfactorily following the work done over the last six months. We weren't out of the woods yet, as there were still a few minor jobs to attend too and the insurance exam itself, of course.

Many thanks to Paul Hutchinson for setting the safety valves, Ian for driving, and Adrian Dennis for his input on behalf of the NYMR during the test.

Many thanks to everyone who has been involved with the J27 so far this year. Hopefully, the next few weeks will be productive and we will have the loco earning its keep running in on the Moors before its move to the North Tyneside Railway.



*Viewed from the inspection pit,
the eccentrics and big ends of the
J27 on 4th June (Chris Henwood)*



The RHS piston ready to be fitted after cylinder reboring on 1st May (Chris Henwood)



*A smiling Chris Henwood (left), with Finn Allen, poses against the in-steam J27 on 22nd June
(Nick Procter)*

Q6 No. 63395

Following the steam test on 22nd March it was inevitable that the prediction of the in-frames steam test being towards the end of April would not be realised. In fact the fitting of the insulation and cladding sheets took far longer than expected, and in fact the steam test is now expected to be in early June, probably at the same time as the J27. (This may be the first double-headed steam test by NELPG for insurance purposes.) All cladding apart from the area where the lifting chains would lie was fitted with the boiler on the ground for ease and safety reasons.

It was agreed that an attempt would be made to improve the cosmetic appearance of the cab and a considerable time was spent varnishing the wood of the cab roof and applying buttermilk paint to the cab interior. Also cladding sheets were painted on their undersides before fitting to the boiler.

The refitting of the boiler by the NYMR went almost without a hitch and the following day as the frames were shunted into Deviation Shed the cab roof was fitted using the JCB. Once the engine was back in the shed, work started on the pipework, mainly in the cab, and at the time of writing this is virtually complete. The fitting of the new pipework for the mechanical lubricator was a major task.



With Dave Cholmondley driving the crane under supervision from Charlie Dore, the Q6 boiler, complete with ashpan fitted, is lifted in readiness for reuniting with the frames on 12th May (Nigel Hall)

The work to be done before the steam test is:

1. Testing of the main steam pipe welds and refitting the pipes
2. Fitting of cylinder cover gaskets
3. Adjusting of the big ends
4. Fitting of grate and rocking mechanism

WORKING PARTIES

Notwithstanding the current Covid-19 restrictions, working parties are continuing for the time being, though subject to the previously announced restrictions and by invitation only, through emails.



A remarkable picture by drone showing the Q6 boiler lift in the centre; clockwise from the large building in the foreground – the fabrication shed with 5428 outside, the wheel drop shed, the coaling plant with 76079, Deviation Shed, with 92134 outside and the Armstrong Oilers building (Luke Taylor)



On 26th May, most of the cab fittings and pipework are complete in the Q6 cab (Ian Pearson)

K1 No. 62005

The K1 completed its crew competency/training work on the NYMR as planned and moved to Fort William over the 19th and 20th April.

During its eight days work for the NYMR, the loco operated between Grosmont and Battersby for five days and Grosmont and Whitby for the other three. Surprisingly we had three broken springs in this period, two of them on the same day. The only other problem with the loco was a sticking AWS solenoid, which we repaired the evening it was reported.

Before leaving Grosmont, Jon Paul Venus finished the new coach lighting, which is a marked improvement on the old system, and the alterations to the battery boxes were also completed. The kitchen redecoration was progressed but at the time of writing, still needs finishing off.

The Scottish Government's Covid lockdown restrictions delayed the start of the Jacobite season to 26th April. This was the K1's first rostered day, so we worked the first train of the season. The loco settled into its work on the Jacobite very quickly, although we have had four more broken springs to deal with. This sounds bad, but two of these have been due to clear manufacturing defects and one had a hair line fracture that we had been watching for some time, eventually opening up and failing the spring.

Unfortunately, while the engine has been running very well, the tyre flange wear has been phenomenal. The tyres had been turned at the end of last season to give us the best chance of getting a full season out of them this year, but with the positioning moves from Carnforth, where the tyres were turned, to Grosmont and Grosmont to Fort William, plus the miles in service on the Esk Valley line and four weeks on the Jacobite, the worst flange was down to the minimum width permitted. The tyre thickness is also at its minimum permissible, so turning them again will not be possible.



A spoof picture circulating recently at Fort William with Ian Riley smiling approvingly.

While we will still be able to have the loco and coach returned South by rail, there is now no prospect of any further work before the locomotive's next major overhaul. This is very disappointing, but we have to accept that there is nothing we can do about it.

The Board has agreed, subject to Group approval, to overhaul the loco to mainline standards and a separate communication will be issued on this in the near future.

While the loco has finished earlier than planned and the last ten years have certainly had their ups and downs, it has given a lot of people a lot of pleasure (including those who work on it), continued to give our Group a high profile, and attracted many young members. Let us hope we can return it to traffic without too much delay.

Finally, many thanks to anyone who has helped to keep the loco operational over the last ten years, and your hard work and dedication is very much appreciated.



On 26th April the K1 runs into Arisaig from Mallaig and passes 45407 on the afternoon Jacobite, probably the first time that two steam trains had passed each other here since the end of regular steam operation in 1961 (Dave Collier)

J72 No. 69023

Boiler

The assessment of the J72 boiler has continued over the past couple of months and an updated condition assessment is to be shortly signed off by our ACME Ian Storey. In parallel, Neal Woods has produced a revised specification for the boiler repair and this will be taken forward

with NSEL, to establish the costs for the additional works. A general rule of thumb being applied is to seek a 20-year life expectancy from the boiler components, such that no major works should be required at its subsequent 10-year overhaul, likely around 2033.

The expected variations to the work revolve around the steel outer wrapper of the firebox, as the boiler barrel renewal is already covered in the current contract. At all times we are having to ensure good value for money, taking account of the likely duties the J72 is to perform, once back in operation. Fortunately, we do have a little time on our side, as the boiler is not on the critical path for completion of the overhaul in late 2023 / early 2024.

NSEL has placed the boiler in temporary store within their workshops, until we are able to establish a revised scope and programme for completion. A paper from the J72 Project Team will be submitted to the Board to approve the changes. Following that, a motion for the revised project expenditure will be presented to members at a Special General Meeting, to be announced in the August NEWS.

Cylinder Block

South Lincs Foundry (SLF) has confirmed that work is well underway on the LHS pattern. The RHS pattern is to be progressed along with other individual boxes. No technical queries have been raised from the work completed so far, and the best estimate of pattern completion is early June. The Project Team is planning a pattern acceptance visit during June, prior to casting the new cylinder block halves.



Two pictures of the J72 cylinder block pattern making (Dave Pennock / SLF)

An initial visit to the Dormor Machine Company, at their premises in South Bank, Middlesbrough, took place on Friday 7th May. We were given a tour of the shop floor, followed by a brief discussion around the J72 cylinder block drawing, to discuss the machining of the cylinder block, once cast.

Mechanical

At Hoptown, the trailing horn guides have been refitted. The leading horn guides have been removed and are now off site for machining. The trailing horn stays have been overhauled and are now refitted to the locomotive. The leading horn stays will be overhauled while the leading horn guides are off site, then the driving set of horn stays will be dealt with, once the leading ones are back on site.

Work has started on reaming out the holes on the horn guides and frames and fitting new fitted bolts.

Both lathes now have chuck guards fitted. Thanks to James Percy, Arthur Jenkins and team for completing this.



CHAIRMAN'S CHATTER

by Chris Lawson

This is my last Chairman's notes. After just over three years, I have decided for a number of reasons that it is time to call it a day and, at the Board meeting held after the AGM when Officer's appointments are made from among the Trustees, I made clear that I was not prepared to continue, should anyone have been thinking of nominating me again for the role of Chairman. I will, however, continue as a Trustee for the moment and as Archivist along with my other responsibilities, and 67 The Mount in York will continue as the Group's Registered Office. Colin Foxton will take on the role of chairing Trustee Board meetings, and I will be giving him my full help and support as the wider responsibilities of the Group are managed.

In signing off therefore, can I thank everyone for the help and support they have given me over the past period, and during my previous time as Secretary – it has been much appreciated. Thank you.

TREASURER'S REPORT

by Richard Wheeler

I shall be brief this month. Expenditure is always higher in the second quarter of the year as invoices come in for winter maintenance of our locomotives, and the annual insurance premiums have to be paid. We have also made a stage payment of £5,000 towards the cost of the cylinder block for the J72 and have incurred expenses in connection with operation of the Jacobite, but not the corresponding income. In total, we have paid out over £55,000 in just two months. The figure would have been even higher if the North Yorkshire Moors Railway and West Coast Railways had submitted invoices for all the work they have carried out on the Q6 and K1 respectively, but it seems some staff have still not returned to full-time working and paperwork has been delayed. Steam locomotive preservation does not come cheap, but at least it continues. I recently re-read the 'Railway Magazine' for February 1967, in which the Dart Valley Railway were quoted as saying "The prohibitive cost of renewing boilers 30 years hence [...] may result in a decision to abandon steam locomotive operation."

Happily, whilst our costs are rising, so too are the generous contributions of our members. One Life Member, who prefers to remain anonymous, recently donated £10,000 to the J72 following a windfall receipt from a business venture, and Keith and Janice Pudney (also Life Members) sent £1,000 (on which we can claim a further £250 Gift Aid) to be used 'where it will give the greatest benefit'. Regular donations by Patron members have increased to £1,835.50 per month, to almost all of which we can add 25% Gift Aid. Thank you to all of you, and long may your generosity continue.

The 'Bid' value of our units in the COIF Charities Global Equity Fund reached a new all-time high on 17th June, meaning our investment of £130,000 had an unrealised value of £164,466. Values are not guaranteed to continue rising, but the signs are promising.

PATRON AND FINANCIAL STRATEGY REPORT

by Dave Pennock

Financial Strategy Committee

Dominant in the minds of the Financial Strategy Committee (FSC) has been the ongoing review of the Group's 5-year forward cash flow projections, particularly addressing the current cost to completion of the J72 overhaul and the future funding needs of the K1 overhaul, earmarked to start in October 2021. The key factor is keeping an eye on our projected cash holdings between mid-2022 and mid-June 2023, as expenditure on both locomotives will be at its peak and our funding in this period will be solely reliant on donations, any legacies, and hire income from the Q6 and J27.

Fortunately, we have a reasonable head of steam with currently some £725k in our bank accounts. Providing costs and incomes remain as predicted, the two overhaul projects in cash terms currently look to be achievable. This would also allow for holding a committed cash reserve throughout the 5-year period. The projected bank balance during 2022/23 will be the critical factor to monitor to ensure we do not overstretch ourselves. The worst-case scenario would be to reduce the committed work or potentially seek credit in lieu of future running.

Positively, the NYMR and Jacobite are now opening up and, hopefully, both operations will provide significant hire income during 2021. The J72 Steam Again Appeal (see below) is also set to contribute some £95k to our funds. Nonetheless it will require a careful balancing act with, as previously reported, the J72 boiler requiring more work than anticipated and the initial appraisal of the K1 overhaul being valued at £400K. Urgent work is ongoing to refine both requirements.

The outcome of the latest review has been to recommend to the Board the following:

- Subject to satisfactory reappraisal of the J72 additional works, a second J72 motion is presented to members at a future Special General Meeting (SGM) for approval of the required additional expenditure to continue and complete its overhaul.
- The K1, as the Group's flagship locomotive, retains its registration for mainline use. The Board is asked to develop further the projected cost the K1 overhaul to build into the FSC's continuing review of the 5-year forward cash projections and provide a basis for seeking member's approval of the estimated expenditure at an SGM. In addition, the Board is advised to map a contractual relationship with West Coast Railway Company for the proposed overhaul of the K1 at Carnforth, and with assurances for its continued use on the main line from 2023 onwards.

The J72 Steam Again Appeal has continued to grow with some £11,644 added since the April NEWS. This has included an extremely generous donation of £10,100 from a second anonymous benefactor, as well as a number of contributions with AGM ballot forms. To one and all, our grateful thanks for all these additions to the fund. This increase once again demonstrates the strong desire to get 69023 back in steam. Allowing for the AIA Grant of £20,000, the £1,000 grant from the Veronica Awdrey Trust, and the allocation of the £10,000 from Darlington Borough Council under the Government's Coronavirus Discretionary Business Grant Funding Scheme, the appeal fund now stands at a wonderful £94,345. The target of £100,000 remains in sight: please help if you can.

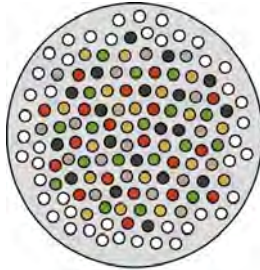
Lastly, following Bryan Orange's recent retirement from the FSC, and on behalf of all its members, I wish to record a sincere thank you to Bryan for his valuable contributions over many years. To the best of my knowledge, his involvement stretches back to the original Fundraising Sub-Committee which was formed over fifteen years ago. Bryan has been pivotal in promoting NELPG, arranging many Patron events, keeping in regular contact with Patron members, and has provided good investment guidance for our cash holdings. Bryan, thank you once again for these valuable contributions to NELPG.

J72 Steam Again Appeal

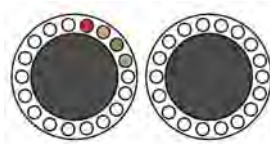
The sponsorship element continues to be popular and, visually, the status of these items at the time of writing is illustrated below. An anomaly with the PayPal system is that, when sponsoring a boiler item, a Gift Aid declaration cannot be opted for as the software believes it to be sale. Gift Aid is however, valid for these sponsorships, and, if we hold a current Gift Aid declaration for yourself, we will automatically collect Gift Aid on any items sponsored unless you inform us otherwise. If we do not hold a Gift Aid declaration for you, we will get in touch using the details provided at the checkout to confirm your Gift Aid status.



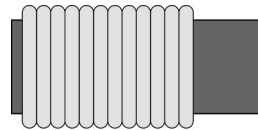
*Girder stay bolts £25 each
21 of 54 sponsored so far*



*Boiler tubes £50 each
107 of 139 sponsored so far*



*Cylinder block shares £500 each
9 of 36 sponsored so far*



*Washout plugs £45 each
6 of 12 sponsored so far*

More substantive sponsorship is offered in the form of five painting shares at £1,000 and a new smokebox at £5,000.

Ways to donate to the J72 Appeal



Remember, you can donate to the J72 Appeal in a number of ways:

- Online and via the NELPG website (www.nelpg.org.uk). Follow the PayPal buttons to select a payment method, which includes debit card and credit card options if you do not have a PayPal account. A Gift Aid option is also available, and if you are a UK taxpayer, your donation can be increased by 25% at no cost to yourself.
- You can make a direct BACS transfer to the NELPG bank account and transfers should be to Barclays account 40104442, sort code 20-62-09, referenced 'J72 appeal' and your membership number. If you are sponsoring part of the overhaul, please also send your selection by email to richard.wheeler@nelpg.org.uk
- Postal donations by cheque should be sent to NELPG at 67 The Mount, York, YO24 1AX, identifying any part of the overhaul you may wish to sponsor.

For any general queries regarding donating to the appeal please contact me by phone on 01423 868138 or email dave.pennock@nelpg.org.uk.



Please can I reiterate the prospective online income that can be generated via internet purchases. At no cost to you on eligible purchases, 0.5% in donations. All that is needed is to shop through smile.amazon.co.uk and select North Eastern Locomotive Preservation Group as the charitable organization.

Another route of ancillary income is via easyfundraising when shopping online. Every penny helps. If you can, please sign up now. It takes two minutes and 4,300+ shops will donate to NELPG for free every time you shop with them using #easyfundraising. To help please visit: www.easyfundraising.org.uk/causes/nelpg/payments/64/



Patron visits

Regrettably, due to the continued lockdown, it is unlikely any Patron events can be arranged before the Autumn. We will monitor the proposed Government easing of restrictions in June to see if it would be practicable to arrange an event late in the year. Things are not looking too promising at the moment, but let's hope we can announce a visit in the August issue of the NEWS.

MEMBERSHIP SECRETARY'S REPORT

by Colin Smith

New Members welcomed to the Group since the last newsletter are:

- Mr. G. Ashton from Sleights and
- Mr. K. Colley from Pitcorthie

(Ed. The bandover of the Membership Secretary role is in progress, but awaits a face-to-face meeting between Colin and Michael Chyrimvsky.)

AGM 2021 BALLOT RESULT

The 2021 AGM Supplement was presented to members, with the April NEWS, for process by ballot, rather than by holding an Annual General Meeting (including proxy voting), because of the social distancing and other restrictions imposed by the Government during the current Coronavirus outbreak. In order to progress the AGM business, the Board of Trustees needed members' approval. This was, therefore, the purpose of the ballot. As a result, this ballot was, in essence, an Annual General Meeting (AGM).

All items of business required only a simple majority. The records of the 2020 AGM and the two SGMs (J72 expenditure and Membership Fees) held by postal ballot were to be noted only.

Many thanks to all who voted – 43 of the returned ballot papers were received by email (including 1 resolved by telephone, as the result of technical difficulty), 56 by post. The results of the ballot, in detail, are as follows:

Total number of members eligible to vote: 640 (joint members are entitled to a vote each)
Total valid votes cast: 111
Total invalid votes: 0

Vote Subject	For	Against	Abstain	Result
Trustees/Directors Annual Report 2020	111	0	0	Approved
Treasurer's Report and Accounts 2020	111	0	0	Approved
Officers' Reports for 2020	110	0	1	Approved
Endorsement of the Election of Trustees/ Directors	111	0	0	Approved
Appointment of Independent Examiner of the Accounts	110	1	0	Approved

Roy Marshall
NELPG Company Secretary (and Returning Officer)

ARCHIVE CORNER

by **Chris Lawson**

Contributions

A major addition to the archive has come in this period with material from the ICI Teesside Rail Operations Archive with many thanks to *Richard Barber*. It includes invitations to the handovers of 69023, 2509 *Bittern*, 60532 *Blue Peter* and 62005 following their restorations at ICI Wilton, and a schedule of locomotive movements to and from the site, together with 168 photographs of restoration work on those locomotives between 1985 and 1998.

More up to date, *Peter W Robinson*, *Maurice Burns*, *John Hunt* and *Ted Parker* have provided a number of photographs of 62005 on crew competence refresher trains between Grosmont and Battersby on 29th March and 1st/2nd April 2021, and between Grosmont and Whitby on 5th April 2021. Charlotte Graham was also at work that week, and her photograph of the K1 on 31st March published in the Yorkshire Post was spotted and sent to me by *John Broadley*. A number of photographers were also out in the North East to see the K1 on its way from Grosmont to Fort William on 19 April this year, and have provided photographs to the archive – *Peter W Robinson*

of 62005 leaving Grosmont, *Jon Bradley* with two photographs of 62005 passing Glaisdale, *Terry Newman* with four photographs of the K1 at Hartburn Junction, Stockton and Thornaby Station shortly after leaving Tees Yard, while *Arthur Jenkins* saw 62005 at Darlington Station. To round off the most recent material, *Nigel Hall*, *Ian Pearson* and *Steve Hyman* have contributed photographs of the Q6 boiler lift at Grosmont on 12 May 2021, including some video of the lift from Steve Hyman.

By way of contrast, photographs of an earlier time have come from regular contributors *Michael Denholm* – 65894 near Sunderland Shed on 6th September 1967, 63395 on Sunderland Shed on 3rd September 1967, and 65894 with three other J27s round the turntable in Sunderland Shed in the summer of 1967 – and *Paul Jameson* – four photographs of the Q6 as LNER 3395 leaving Goathland and at Ellerbeck Summit in August 1971.

As ever, 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, as usual, 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)

The Editorial in the June 1981 issue drew attention to the major challenges facing the Group in 1981 and the coming years, with major overhauls due of the K1, P3 and Q7, maintenance of the operational locomotives, the demands of running the K1 and 4767 *George Stephenson* on the mainline, never mind completion of Deviation Shed. As a result, a 10-year plan was to be drawn up, identifying the priorities in relation to the availability of finance, and more critically, volunteer time. It concluded – ‘it is imperative that the Group achieves the right balance between its obligations to run on the NYMR and BR, whilst at the same time ensure the longevity of its locomotives, all within the Group’s limited resources – after all, the Group must cut its coat according to its cloth.’ *Plus ça change – as appropriate today as it was then.*

Locomotives – following initial success with the mechanical drive for tapping the flue tube holes in the **K1** firebox tubeplate, additional taps were required resulting in a two-month delay while they were being made. However, a successful steaming of the NYMR 45-ton steam crane meant that the long-awaited lift of the engine seemed imminent. Meanwhile the re-wheeling of the tender had been successfully completed and it was now back in Deviation Shed. Considerable re-plating of the tender in the area of the fall plate was required, along with re-fitting of the tender horn stays, brake gear and rigging. [...] All the **T2** axleboxes had now been fitted, and a check of the actual rather than theoretical centre lines been carried out. This revealed that the intermediate side rods were different lengths on each side of the engine. If shortening of the side rod by 3/32” was not possible, then eccentric side rod bushes would need to be fitted and the axleboxes fitted to correct centres. With a re-wheeling date of 14th June, and a long list of outstanding work still to be completed, mid-week working parties were being immediately introduced [...] broken piston rings meant the temporary withdrawal from service of **4767 George Stephenson**. The opportunity was taken to white metal the piston valve rod glands to reduce the front-end steam leakage. Ian Storey was reported as working full-time to keep the engine going, but it successfully passed its insurance and BR exams in preparation for its BR outing on 6th June. It returned to traffic at Whitsun only for the tender

to become derailed north of Newtondale Halt. Damage was slight and, following examination by BR, repairs enabled the engine to resume working on 30th May [...] estimates were being sought for new firebars for the **Q7**, to replace those missing from one half of the firebox while the future of the P3 at the NRM at York had been discussed with Dr John Coiley. The S&D 0-6-0 No. 1275 was expected to move from Darlington's North Road Museum to York in September to represent the 0-6-0 tender locomotive, and it was suggested that if the **P3** was not to be immediately restored it could be loaned to North Road Museum. Members views were invited on this proposal.

Other news – it was announced that Bill Harvey would be visiting Grosmont during the K1 week on 5-12 July, primarily to reset the T2 valves, but also to provide a teach in for any 'students' interested in this complex aspect of steam preservation. There was a brief sales report with a stall planned on the George Stephenson birth bicentenary 4767 specials on 6th June, as well as at Wylam that weekend, and at the model railway exhibition at Chester-le-Street on 13th/14th June. Volunteers to help would be welcome. The Shed report confirmed that progress had been negligible over the past months as efforts concentrated on the locomotives. Confirmed details of the railtour on 24th October were given, along with a booking form, and a brief report given of the 1981 AGM.

News from the Line – an article from the English Tourist Board gave details of a recently completed Countryside Interpretation Project, directed by Bill Breakall. It was intended to attract visitors to the NYMR, giving them access to the quieter parts of the National Park through the establishment of Newtondale Halt at the junction of a number of waymarked paths through Newtondale, and by telling the history of the area through orientation panels and audio-visual presentations sited along the Railway. The project's catch phrase was 'Stop, Look and Listen'.

On the line itself, it was closed between Grosmont and Goathland after Easter to allow essential relaying and bridge works to be carried out. Services resumed at Whitsun with Nos. 20, 80135 and 4767 in charge until the Monday when 4767 was derailed in Newtondale and 80135 failed at Pickering [...] Antwerp was nearing completion of its retube, while No. 5 had benefitted from firebox stay attention by Graham Beddows, SVR boilermith, and was expected to return to traffic on 29th May. Graham had also carried out a temporary repair to 80135's firebox seams and stays, but it only lasted until Bank Holiday Monday – it will require a boiler lift to repair the foundation ring and seams [...] the first of the ex DVR coaches was being repainted in carmine and cream at the request of its new owner, Jos de Crau, and the three Pullmans were in weekly use on the Wednesday evening *North Yorkshire Pullman* dining service [...] the Grosmont headshunt had been extended to accommodate the latest Barry arrivals – 75014 and 92134 [...] Allan Blanchard had recently been appointed as Grosmont shed master and NELPG member, Neil Henderson, had been passed out as a steam crane driver.

And finally... two letters were published, from Quentin Scott and Peter Wiper, complimenting the Group for a memorable day out on *The Northumbrian* railtour on 13th December 1980 – two very satisfied customers.

J27 STAYCATION – 9-11 JULY 2021

As some members will already be aware, the J27 is going on its own staycation next month. It will be travelling to North Shields, that well known holiday destination, to attend the North Tyneside Steam Railway's 30th Anniversary Gala at Middle Engine Lane on 9-11 July. The railway is part of the Stephenson Railway Museum, and the Railway Supporters Association operates heritage services on weekends over the 2-mile line down to Percy Main.

The terminus at Percy Main used to be a regular stopping ground for J27s, with Percy Main shed almost exclusively filled with these locomotives up until the closure of the depot. This visit will therefore provide an opportunity to re-create some important history of the area.

However, this will not be the locomotive's first visit to the site. As P3 No. 2392, it went to the Railway on 5th June 1989 for repairs to its axleboxes by the late Richard Campbell. They had been giving trouble for some months beforehand and it was decided to move the locomotive to the facilities on North Tyneside and try to sort them out once and for all. Its arrival was timed to coincide with the hand-over of A4 Silver Link to the Museum, following the cosmetic restoration of Bittern by the Group and display at the NRM York. The P3 was steamed on 8th June as part of the event and ran up and down the line for the benefit of the press. It was also in use on 10/11/25 June for route learning and crew training, before work started on stripping it down on 3rd July. The remedial work took over a year to complete, and the P3 left the Railway on 8th August 1990 to go to the Keighley and Worth Valley Railway on hire.

Help will be required during this visit to look after the locomotive, particularly on 8th July when it will need to be cleaned ready for the Gala. If you are able to assist in any way then please contact Chris Henwood at chrishenwood24@gmail.com or by mobile 07929 733934: he will be delighted to hear from you.

We have also been offered a sales stand during the event, which Arthur Jenkins has kindly agreed to organise. So, again, if you are able to contribute any time to promoting the Group and making some sales, even if it is only for an hour or so, please contact him at ajenkins4468@gmail.com or phone – 0191 378 9819.

Finally, the Association has kindly offered us 10 x day rover tickets valid for the Friday, 9th July. If you would like one of these (for which there is no charge but a donation to the J72 Appeal will not be refused!), please contact me by phone (01904 655003 and leave a message if no reply) or email (chris.lawson@nelpg.org.uk). First come, first served.

Look forward to seeing you there.

FAREWELL DEAR FRIEND

by Terry Newman

On Monday afternoon, 5th April, Terry had his last voyage with the K1. His fireman was Peter James and between them they clock up nearly 147 years. Terry will probably be handing in his driver's ticket in later this year, having worked on this loco either as RO, driver and mechanic, since we were gifted the loco in 1974 and carried out our first overhaul in Thornaby roundhouse.

Terry's final day with the loco was carrying out assessments on loco crews ready for the new NYMR season.



Terry poses alongside our beloved K1 (Peter James)



Terry Newman (right) and Peter James with the K1 at Whitby on 5th April.

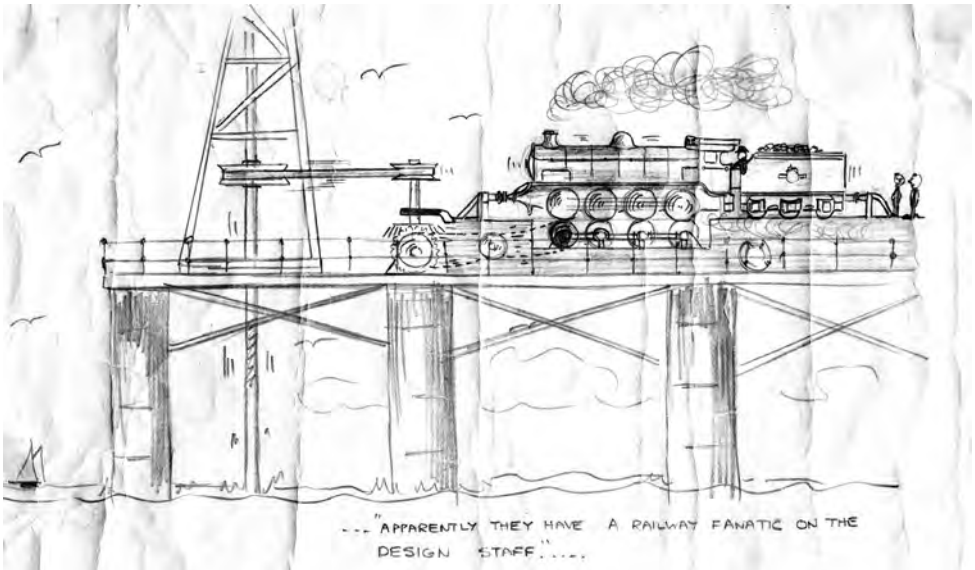
LETTER TO THE EDITOR

Dear editor,

May I correct the caption of the photo on page 21 of April 2021 NELPG NEWS, taken by John the offices of Furness Shipyard. The line passing under the loco was an ICI private line, part of the ICI Casebourns Cement works system and was used to transport waste to the tip at Haverton Hill. I did not see the loco return as all staff had been given their notice in early March due to the yard closing. I lived in Haverton Hill as a child and used the track to get from the village to St John's Church Hall to attend Boy Scouts. The rail entrance to Furness Shipyard was back down the line towards Port Clarence.

I worked in the Mechanical Engineering Drawing office at FSB and one of my fellow draughtsmen was a good cartoonist and I attach his cartoon for interest.

Regards
Gordon Best L165



FORTHCOMING EVENTS

Those **social meetings** that continued, using Zoom video conferencing, for the 2020/21 season have now come to an end. Both NERA and RCTS Newcastle are planning to continue Zoom meetings from September for the 2021/22 season. Details will appear on their respective websites in due course. No decisions have yet been made about the NELPG Darlington social meeting programme for 2021/22, but it is hoped to have something in place in time for announcement in August NEWS.

Services on the **NYMR** restarted on 15th May. There is a restricted timetable in operation for services between Pickering and Whitby, and between Grosmont and Pickering. Seats have to be prebooked and tickets are currently available up to 20th June. Full details of services and travel arrangements are available on the NYMR website: www.nymr.co.uk

As reported elsewhere, the J27 is due to visit the **North Tyneside Steam Railway** at North Shields for the Gala on 9-11 July to mark the Association's 30th Anniversary. Details will be available at <https://stephensonrailway.org.uk> but heritage train rides are running on Sundays throughout June.

Darlington Head of Steam Museum has re-opened for prebooked visits only. Tickets need to be booked online and are released every Friday for the next week. Go to the Covid 19-page on the website www.head-of-steam.co.uk for details.

The **NRM York** re-opened on 19th May for five days a week – Wednesdays to Sundays 10.00 to 17.00 – for prebooked visits. Tickets are released two weeks in advance. It is only open on Mondays and Tuesdays during selected school holidays, and Search Engine will be open by appointment only. Details at www.railwaymuseum.org.uk.

NRM Locomotion re-opened on 19th May for five days a week – Wednesdays to Sundays 10.30 to 16.00 – for prebooked tickets. Tickets are released two weeks in advance. It is only open on Mondays and Tuesdays during selected school holidays. Details at www.locomotion.org.uk.

Please remember that all these arrangements are subject to change in the light of developments with the Covid 19-pandemic and implementation of the Government's roadmap, so please check on the latest position if you are planning to visit.

COPY DATE NELPG NEWS

The copy date for the August 2021 issue of NELPG NEWS is
Friday 23rd July 2021.

