

# NELPG NEWS

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No. 330  
August 2022





# EDITORIAL

by John Hunt

The optimism shown in the previous Editorial has been somewhat tempered by the discovery of more broken stays on the J27's firebox, which means that its visit to the Kent and East Sussex Railway has been cancelled, as Chris Henwood explains. Whilst a repair has been effected, in agreement with our boiler insurers, it is to be hoped that there will be no repetition of the stay breakage. Although the visit to the Kent and East Sussex Railway has been postponed, there is potential consolation in that the Great Central Railway has requested the use of the J27 from 26th September to 7th October (dates to be confirmed). The request is associated with the move of a locomotive from the Great Central to the NYMR for its Gala. Details are still to be agreed, but look out for further information on our website, or on that of the Great Central. It all depends, of course, on satisfactory completion of the stay repairs.

On the domestic front the Editorial seems a good place to express the Group's thanks and appreciation to Chris Lawson, for his various spells as a Trustee, Chairman, and latterly as the Group's Secretary. These roles involve hard work, not a little diplomacy and are time consuming, so well done. Whilst Chris can now enjoy his 'retirement', as he will no longer be a Trustee, he will continue the role of Archivist and compile Forthcoming Events. Thankfully, his role as Secretary has been taken on by Roy Marshall.



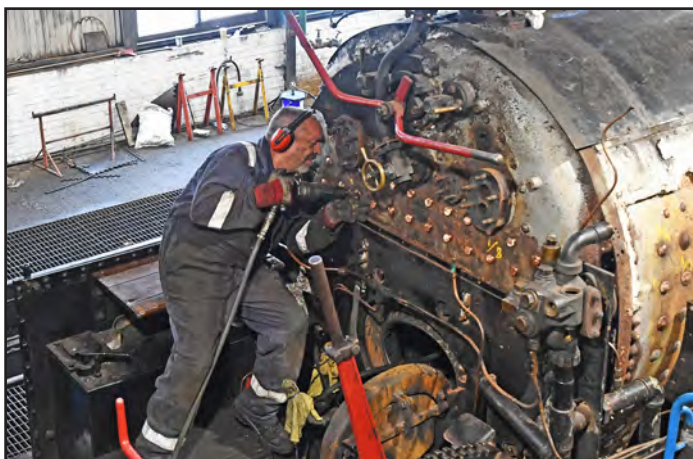
*A pleasant view of Grosmont station from the footbridge, with 65894 pulling the empty stock for the 16.30 to Pickering into platform 3 on 10th June (John Hunt)*

# LOCOMOTIVE REPORT

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

## J27 No. 65894

The J27 was stopped for a routine washout at the end of June. I can't help but think that I may have 'spoken too soon', as I reported so confidently in the last NEWS of our two home-based locomotives operating the steam service themselves, somewhat reliably. I even pondered thoughts of next winter's work, as though we were in for a carefree summer!



*Andy Harper, ex NYMR boiler smith, but now working for NESL, beading over the two rows of new copper stays on the J27's backhead (top photo) and giving similar treatment to a fewer number of stays on the RHS, pictured on 15th July (John Hunt)*

Unfortunately, during June's 28 day boiler exam, several boiler stays were found to be defective. There are two locations with groups of broken stays, and it has been agreed by the Assistant Mechanical Engineer, along with our insurance company, to replace a good amount of the stays, 44 in total, local to the where the breaks have occurred. The stays are not corroded or necked, and it is likely that these seemingly good stays are simply life expired, hence the move to replace those in around the offenders in a preventative move to avoid further unexpected breaks. Rest assured, the work is already well underway, thanks to a very speedy response from our Group's dedicated working members, the MPD and from Northern Steam, to whom we have contracted to job.

It is ironic to say, it is almost fortunate that due to the recent hot and dry weather, the NYMR has been exercising its Firecon procedures for most of July, meaning that most services were assisted or hauled entirely by the diesel locomotive fleet. We were therefore not missing out on potential revenue earning mileage while our loco undergoes the repair.

Unfortunately, despite the herculean efforts of all concerned, delays in completing the work means that the visit to the K&ESR is no longer viable. Although this is disappointing, interest has been expressed by all parties in pushing the hire agreement back by 12 months, which means our loco will once again enter traffic on the moors for the remainder of the summer, and hopefully hit the road to Kent next year.

## Q6 No. 63395

After further regular use, the Q6 was due another boiler washout. Following the washout, the Q6 had a steam test and test run up the yard on 6th June. The small vacuum ejector valve was pass-ing steam so a new head was fitted. An extra piece of mesh was added to the spark arrester in the smokebox where the ejector exhaust pipe feeds into the chimney. After a period in traffic, on 15th June it was noted during a FTR exam that three of the four atomiser non-return valves were feeding back. It was also noted that there was some dirt in the bottom of the mechanical lubricator. The atomiser steam supply was turned off, and the engine returned to traffic.

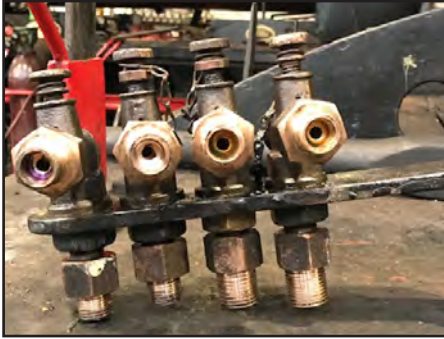


*The Q6 valves removed on 12th July to check for damage or undue wear because of the perceived lack of lubrication (Nigel Hall)*

Before that, both valves were examined and showed evidence of a lack of lubrication but no damage. The retaining nuts were found to be slightly loose however, so the nut cotter pins were removed and the task of making new shims was started. It had already been decided to replace the atomisers, which were found to be blocked preventing oil getting through, and return to the original lubrication system, with the aim being to have all the work completed and the Q6 available for traffic.

The atomisers had already been removed, and the bracket on the righthand frame was temporarily replaced (with only one bolt and needing a new hole to be drilled for the second bolt) by one to hold the non-return valves.

This was carried out on the 15th July including the 28-day FTR exam, and all was satisfactory.



*The non-return valves on the left, and Bill Dobson trial fitting them on 12th July (both Ian Pearson)*

## **K1 No. 62005**

Working parties at Carnforth continue where, on the boiler/firebox, preparations for removing the outer wrapper sides are all but complete, with only the seal welds to break through before the boiler can be inverted. Special thanks are most certainly due to Steve Gibson, who burned round about 500 of the 600 stays on this particular job.

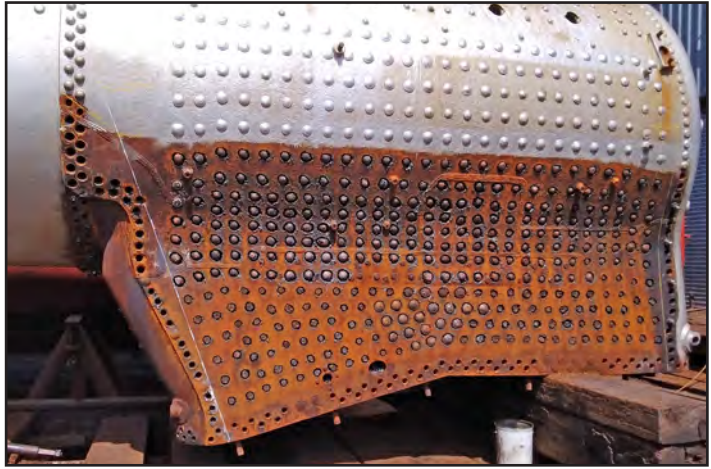
Before the firebox sides are removed templates are to be made in order that the new plate can be rolled to the correct profile. The position of the templates has therefore been marked up on the old outer wrapper plate work.

In addition to the above, the back plate and throat plate/foundation ring corner patch screws have been removed - those to the back plate came out without too much drama, but 8 out of the 10 to the throat plate had to be drilled out. Bolts have also been fitted to temporarily replace some of the throat plate/barrel rivets and temporary patch screws have similarly been fitted to the side sheet/back plate lap. Replacement, where necessary, of wasted back plate pad/boss studs has been completed and preparation has been carried out to remove the roof stays that are to be replaced.

When tested, all of the palm stays were found to be fractured around the barrel fastening rivet holes. These have been machined back, filled with weld by coded welder James Grant, re-drilled and sent away for normalising. All of the machining and welding work was carried out by West Coast under contract. A start has also been made on refurbishing the top and back plate mud hole doors. We will leave the throat plate and lower side doors until the holes have been cut into the new plate work.



*The LH outer wrapper burned around stay heads, the markings for the plate profile templates, the temporary patch screws to the side sheet/back plate and, at the top, some of the roof stay heads removed in preparation for removal  
(Angie Buxton)*



The snifting valve has been serviced, including machining the bottom (header side) face and replacing the associated studs, and the slacker pipe valve has been serviced and painted.



On the mechanical side the loco brake weigh shaft and brackets have been removed, needle gunned and the shaft primed. The bushes in the brackets are to be replaced and the ends of the shaft built up and machined. New bolts are also required and these have been manufactured by Hawk Fasteners of Middlesbrough. Hawk have also manufactured the new bolts required for the LH cylinder. The LH trailing horn lubrication pipes and steam chest pressure gauge pipework has been removed for partial replacement and new RH piston valve nuts have been manufactured by Mike Hirst under contract and fitted by us. A start has also been made on building up the LH piston head prior to machining to the correct size. The building up (by TIG welding) is being undertaken under contract by coded welder Robert Woof (Woofy). West Coast will machine the head to size under contract. The RH head is satisfactory and requires no such work.

*John Massingham (Mass) of West Coast welding some of the new platework into the cab roof (top image) and Woofy building up the LH piston head with weld (bottom image)  
(Paul Hutchinson)*



*Angie, Lizzy and Steve cleaning the LH injector after removal, with the ashpan and centre section of the cab roof in the foreground (Paul Hutchinson)*

Cleaning of the frames, loco drag box and running board continues. Both vacuum tanks have been removed for painting and testing. The largest of the two (normally fitted between the frames on the throat plate stretcher) has been stripped and primed.

Further progress has also been made on the cab roof where the corroded plate work has been replaced, drilled for fastenings and primed. The whistle linkage cross shaft has been refurbished, satisfactorily trial fitted and painted, along with the rest of the whistle linkage.

Away from Carnforth the new slidebars are complete and have been moved from Dormor Engineering, Middlesbrough to M-Machine, Darlington who will match the crossheads to the new slide bars, manufacturing a new LH top crosshead slipper in the process. M-Machine will also manufacture new little end pins, which will be matched to the crossheads.

Many thanks also to all who have worked on the loco since the last report, in particular regular attendees Angie Buxton, Lizzy Fielding, Steve Gibson, Mike Bloomfield, Frank Hryniewicz, Rolly Bingham and Robbie Ellis.

Working parties at Carnforth generally take place on Wednesday, Thursday, Friday and Saturday each week. There is a wide range of work at all skill levels. If you would like to join us, then please let Paul know by e-mail to [paul.hutchinson@nelpg.org.uk](mailto:paul.hutchinson@nelpg.org.uk), or by text on 07964 988 551. If you are travelling from the Teesside area, the company van is generally available. If you are travelling from elsewhere, the Group will reimburse reasonable travelling expenses. Sleeping accommodation in the coach is available, if required. We are still behind programme, so if you can get involved, then please do so.

**Boiler**

Work on the boiler at Northern Steam Engineering Ltd (NSEL) resumed in June. Our insurer, Bureau Veritas (BV), has approved in writing the repair detail specification. Repairs to the foundation ring are complete and await our engineering inspection. Work continues to prepare for further dismantling, with NSEL establishing datums of key components.



*The backhead refitted, welded and clamped to retain the form of the firebox (left) and the copper tubeplate (right) (Dave Pennock)*

Material for the inner copper and outer steel firebox, including the copper tubeplate, is being ordered. There has been a steadying of world prices and the costs are expected to be within the October 2021 contract levels.



*The front tubeplate (left) and the refurbished foundation ring refitted to the inner firebox (right) (Dave Pennock)*



## Cylinder Block

The first half of the cylinder block has been cast, shipped to Middlesbrough and has been inspected by Dormor Machine, who have advised that they are happy to proceed to the machining stage. The next step for this casting will be for South Lincs Foundry (SFL) to get it stress relieved. It is likely that the second half will be cast before the end of August.

## The J72 overhaul is supported by



The Association for Industrial Archaeology  
Promoting the study, preservation and  
presentation of Britain's industrial heritage

and by the



NATIONAL HERITAGE  
MEMORIAL FUND



*Top left and bottom right: the long thin slots are the ports to each of the cylinders. The central port is the exhaust port to the blast pipe. The two small ports at each end are steam in from the boiler via the main steam pipe. It comes into the cylinder block through one flange and then splits to feed either end of the steam chest.*

*Top right: the large half round is the exhaust, another half round is on the other casting; the blast pipe sits across both. The small port is the main steam pipe feeding in steam from the boiler; you can see where it splits and feeds either end of the steam chest. Bottom left: this is the steam port at the front of the cylinder, steam to and from the valve chest (all pics Richard Pearson)*



## Mechanical

The leading and trailing axleboxes are at NSEL and work has started on refurbishment. Work on the brake gear by the Hopetown volunteers continues. The assessment of boiler fittings continues, to identify the work that is required to return them to service. Ian Storey is working on the valve guides. The Thursday volunteers continue to work through various other components, cleaning and painting them.

## WORKING PARTIES

If you wish to volunteer for working parties on our locomotives, they continue, though subject to any instructions in the individual locomotive reports. They are usually held at:

- Grosmont (J27 and Q6) on Tuesdays and Wednesdays, 09.00 to 17.00
- Hopetown, Darlington (J72) on Monday 16.00 to 19.00 & Thursday 10.00 to 16.00
- Carnforth (K1), Wednesday, Thursday, Friday and Saturday

The relevant contacts are as follows:

- Grosmont: Ian Pearson on 07956 119932, or Chris Henwood on 07929 733934
- Hopetown: Arthur Jenkins on 07960 093756
- Carnforth: Paul Hutchinson, e-mail: paul.hutchinson@nelpg.org.uk or by text on 07964 988551



*In this moody study inside Grosmont running shed on 5th June, 65894 rests after its day's shift, whilst 63395 and 825 have warming fires lit ready for the next day's service (Andrew Jeffery)*

# MEMBERSHIP SECRETARY'S REPORT

by Michael Chyriwsky

This month I'd like to appeal to our Life Members. Because we don't hear from many of you, I'm always concerned that we may have missed a change of address which would mean that your NELPG NEWS is sent out but does not reach you! With that in mind, please could you each drop me a line to confirm that you are still receiving the NEWS? You can do this by email to [michael.chyriwsky@nelpg.org.uk](mailto:michael.chyriwsky@nelpg.org.uk) or by letter to NELPG Membership, 35 Sandriggs, Darlington, DL3 0TY, or by text to 07963 505432. Please state either your name or your membership number. Thank you very much.

Since the last issue of the NEWS, we are happy to welcome the following new members:

- Mr D. Curtis from Cirencester
- Mr G. Curtis from Sunderland



*Earlier this year, 63395 is seen at Eller Beck with the lightweight 16.30 off Grosmont on 29th April  
(John Hunt)*

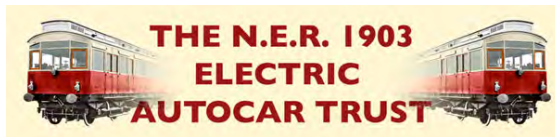


# PATRON AND FINANCIAL STRATEGY REPORT

by Dave Pennock

## Embsay & Bolton Abbey Railway NER Autocar – Monday 26th September

This August NEWS is a useful reminder for the planned visit on Monday 26th September to the Embsay & Bolton Abbey Railway, near Skipton, for a journey in the 1903 NER Autocar. Patrons and working members are welcome to bring a partner or friend. The arrangement is to pay on the day, noting a discount of £1 off the railway's standard Adult (£13.50) and Over 65 and Concessionary fares (£12.50). The plan is to meet at Embsay Station in advance of the 12.00 departure from Embsay, with the return journey to Bolton Abbey taking approximately one hour. That will be followed during the afternoon by Stephen Middleton taking the party on a conducted, behind the scenes, tour of his historic carriage collection at Embsay. To book places on this visit please contact Dave Pennock either by e-mail at [dave.pennock@nelpg.org.uk](mailto:dave.pennock@nelpg.org.uk) or telephone 01423 868138 / 07969 691155 no later than 19th September.



## J72 National Heritage Memorial Fund Grant Award

At the beginning of June, we received the Permission to Start for our £124,000 grant from the National Heritage Memorial Fund (NHMF) and, as noted in the J72 locomotive report in this issue of News, work has now begun on the boiler. The wider public announcement of the award is expected during July as part of a combined presentation by the NHMF of recent transport related heritage grants. In addition, our project is to feature in their Annual Report to be published in November 2022. This will highlight the range of heritage that the NHMF has helped save. Interestingly their annual report is required to be presented to Parliament pursuant to Section 7(1) of the National Heritage Act 1980. Hopefully, interesting reading about NELPG to those in the highest echelons of Government!

## Financial Strategy Committee

The Financial Strategy Committee (FSC) met at the beginning of April and reviewed the 5 year forward strategy, albeit both the J72 award and our investment position currently are moving feasts. The key factors at present are the low savings rates, rising inflation, and the world economic uncertainties. As the fixed term deposits mature, higher interest returns are to be sought, and our investments with the CCLA charity fund managers monitored and held subject to our advance cash needs.

Members internet purchases continue to bear further fruit and in June easyfundraising earned £21.26, bringing the overall total raised from this source to £668.73. Please keep shopping and spending via these modern giving routes. You do not incur any charge when purchasing and we receive these bonus payments as a result. Details of the two schemes are highlighted below, so please register to help NELPG in these ways if you have not already done so.



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 so, 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/](http://www.easyfundraising.org.uk/causes/nelpg/payments/64/)



## J72 Steam Again Appeal

The final boiler tube and washout plug noted in the June News have now been sponsored – thank you! In addition, as this issue went to press, sponsorship of two further cylinder block shares was received, for which we are most grateful. That takes the number to 13 of the 36 available. Too late to update the cylinder block graphic, but, undertaking some number crunching, the sponsored elements of the J72 Steam Again Appeal have raised, excluding Gift Aid, a wonderful £18,545. When the idea of ‘selling’ components for Joem was conceived, we naturally did not envisage the extent of the response by members to this aspect of the appeal. A warmest thank you for the 330 sponsoring transactions over the last two years. The appeal of course remains open, although the FSC will be considering its future at its next meeting in September. Overall, as of 13th July, the appeal to date has raised £65,996 with an additional £10,884 expected to be claimed via Gift Aid.

## K1 Project

The K1 overhaul has a project budget of £430,000, and funding in the main will be from its previous earnings and cash reserves held within the accounts. Specific donations now registered for the K1 at the end of May have totalled £1,825.

Please support the K1 and help if you can, as I know Paul Hutchinson will welcome donations towards putting it back on the mainline. Donations to support 62005 can be made either by cheque payable to NELPG, marked K1 Appeal on the back, and sent to NELPG, 67 The Mount, York, YO24 1AX or via BACS to the NELPG Barclays Account 40104442 Sort Code 20-62-09, indicating your membership number and adding ‘For K1’ in the reference section.

# HOPETOWN WORKS OPEN DAYS

The monthly Open Days at the NELPG workshop in Darlington were stopped due to the Covid pandemic.

We would now like to reinstate the Open Days on the third Saturday of each month. This will require a team of volunteers to act as guides. Detailed knowledge of the locomotives is not required and our visitors often know more than us!

The opening times are 11.00 to 15.00. If you can help out for a couple of hours (11.00 – 13.00 or 13.00 – 15.00) then we can reopen the Hopetown works to visitors. The adjoining A1 Trust workshop is already open on these days.

If you are interested in being a guide, please contact me on 07963 505432 or by e-mail: michael.chyriwsky@nelpg.org.uk.



## DARLINGTON RAIL HERITAGE QUARTER

At present there is no further news to report. This is not necessarily a bad thing as the Group is still in contact with the powers that be and it is still our fervent hope that accommodation can be found in the 1861 building.



*The 1861 building photographed from a passing train on 20th June (Maurice Burns)*



# ARCHIVE CORNER

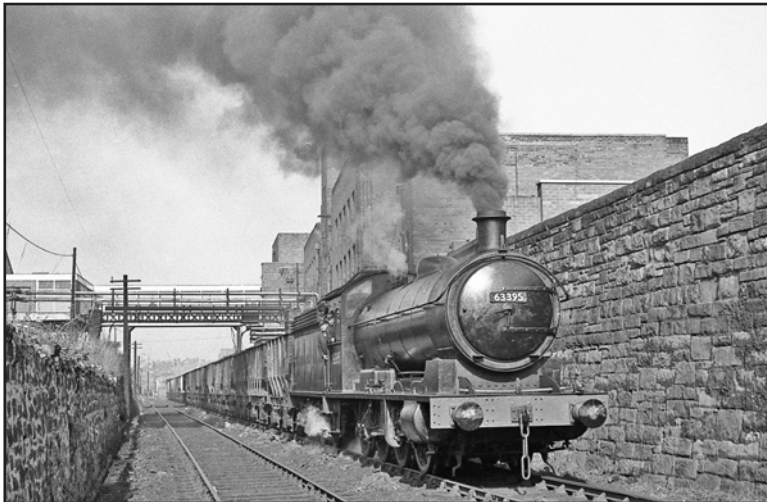
by Chris Lawson

## Contributions

Not so many to report this issue, but, as ever, quality counts over quantity. Michael Denholm has contributed a photograph of the K1 being piloted by The Great Marquess through Scalby station with the Whitby Moors railtour on 6th March 1965 and two of the J72 acting as station pilot at Newcastle Central Station on 4 May 1963. Stuart Whitter has also added an unusual photograph of the K1 as 2005 at Goathland from the cab of Antwerp on 23rd July 1983. With his article on the final week of BR steam in the North East elsewhere in this issue, in addition to the photographs that have been used to illustrate it, Garth McLean has provided another 15 that have also been added to the archive.



*69023 acting as Newcastle Central station pilot on 4th May 1963 (Michael Denholm)*



*63395 obliges the photographer as it heads south at Monkwearmouth on 7th September 1967 (Garth McClean)*

Away from photographs, Gordon Wells has provided a copy of Steam Railway magazine for June 1993 featuring an article by John Hunt on the organisation of the Weardale Campaign specials with the K1, and Ian Pearson a collection of railway memorabilia relating to the Group, including press cuttings, railtour brochures and first day covers. I have also received some folders containing correspondence about meetings held from 1970 to 1980 for which I am particularly grateful.

As ever, my thanks to them for these donations, but please keep them coming and do not forget the archive, particularly if you are having a clear out at home. And don't ignore items related to today – they form part of our history and the archive of the future. 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, e-mail [chris.lawson@nelpg.org.uk](mailto:chris.lawson@nelpg.org.uk), or drop me a line at 67 The Mount, York YO24 1AX. I look forward to hearing from you.

### 40 years ago (from NELPG News)

**Locomotives** – The T2 was the mainstay of the NYMR service over the summer, and by the end of July had run almost 4,500 miles. But it had been at a maintenance cost with attention required to boiler tubes, injectors, snifting valve and regular replacement of crosshead bolts, never mind boiler washouts. An investigation by Mike Oliver into a suspected loose eccentric sheave on the axle, involving a complete strip down, fortunately found no problem, and George Hayton's workshop in Harrogate produced a number of replacement crosshead bolts. Mechanically, by the end of July, there were problems with the steam reverser (dealt with by replacement with a spare held by the Group), the oil seal in the hydraulic cylinder was damaged, and part of the valve gear seriously fractured (repaired by new recruit Bernie Lyth, an experienced welder). With a major boiler overhaul now due, the aim was to keep the locomotive in traffic for as long as possible. The P3 week planned for 18–25 July, organised by Mike Oliver and Nigel Bill, was a great success with the removal of all cab fittings and pipework, the regulator valve, all the remaining boiler tubes, blastpipe and external steam pipe, all boiler cladding and the boiler sliding brackets. Once the rivets securing the boiler to the saddle and those holding the cab in place were removed, the boiler could then be lifted out of the frames for examination and repair.

The mileage covered by the K1 was significantly less than the T2 in an effort to safeguard the locomotive's prospects of future BR running while trying to meet reasonable demands for peak season running on the NYMR. A view was emerging however, that, for a steam locomotive, the considerable wear and tear resulting from heavy mileage on the NYMR's gradients and sharp curves makes it extremely difficult to maintain it to BR condition. Following the postponement of the visit to Gateshead on 9–10 July, and a consequential failure to check the axlebox underkeeps for water, the locomotive ran a hot rear driving wheel axlebox and was stopped by driver Terry Newman at Levisham on 10 July. Arrangements were made to have the locomotive stripped, lifted and the offending axlebox removed and retalled within 24 hours. Ready for lifting on 11 July, the NYMR steam crane's injectors refused to work and the lift had to be cancelled. It took 11 days to repair the crane and after the axlebox was finally removed, retalled, machined and refitted, the K1 re-entered traffic on 3 August. Ian Storey's small but dedicated band

of volunteers were steadily progressing the mechanical overhaul of 4767 George Stephenson at Carnforth, while, under the leadership of Paul Smith, work on the Q7 was concentrating on the tender and in particular the tender water valves and linkage from the cab. The linkage had long been seized solid, explaining why the tender was still two thirds full of water when it arrived at Grosmont in 1977.

**Other news** – Progress continued to be made with Deviation Shed when the T2 and K1 were in traffic and five of the six doors were now in position. Inside, a new display board had been erected to be used for photographic exhibitions and recruiting material. Much work remained to be done before winter however, and a Shed Week was being arranged for 18–25 September by Paul Smith, Nigel Bill and Dave Pennock... it was confirmed that the Group would not be running a railtour in 1982, having run at least one each year since 1975... the postponed Gateshead exhibition, including a K1 shuttle, had now been cancelled... after an intense period of working parties leading to too many late nights, there was a promise that matters should return to normal and Sundays only working resume... details and booking form for the second members annual dining train on the NYMR were given – a choice of soup or fruit juice to start, followed by roast beef and Yorkshire pudding, and trifle and coffee – all for £5 – and participants were asked to indicate whether they required smoking accommodation. How things have changed in 40 years!

**News from the Line** – Focussed on Civil Engineering, being contributed by Nigel Trotter. He reported on the work to develop the Permanent Way Yard at New Bridge, having stripped the old siding formation last used in 1915 and prepared the area for track laying to be done in November using the remains of the run round loop at Summit. The Pickering Carriage Shed scheme was also progressing well with a Manpower Services Commission team having dug the remains of High Mill signal box out of the turntable pit. The carriage shed foundations were due to be laid in September with the building completed in 1983. The old NER track on Levisham straight was to be relaid this coming winter (some of the chairs were dated 1898) and Bridges 14 and 15 were to be reconstructed over the winter.

**And finally...** Some members requests were included. Dave Lewis wanted back numbers of NELPG News prior to No. 81 and Mr Mills of Harrogate wanted both information about the locomotive which carried an oval brass worksplate inscribed LNER Darlington 1947 No. 4026, as well as colour slides for copying of pre preservation steam in the Leeds, Harrogate and Ripon areas, and par-ticularly of D49 The Morpeth.



# THE FINAL WEEK OF NORTH EASTERN STEAM

words & pictures by Garth Maclean

A recent article in NELPG News stimulated my brain into trying to recall the last few days of steam in the North East, particularly with regard to 'our' locos. I was fortunate enough to have been able to photograph steam around Tyneside, Wearside and Teesside since the early 1960s within the limits of finance and transport. I passed my driving test in 1965 although I was still at school, so had to borrow my father's car and financed my trips with a couple of paper rounds. It wasn't until early 1967 that my parents bought me my own car, a sit-up-and-beg Ford Popular, so I was able to venture a bit further and relatively more frequently, finances permitting. By early summer 1967 I was working, and was able to take more trips, and began to visit Wearside more often, as the word was out that steam was soon to be eliminated from the area. Much of August was spent photographing steam on the Settle and Carlisle and Shap, so it wasn't until the end of the month and into September that I was able to make a few trips to Wearside.



*65894 raises steam outside South Dock shed on 6th September*

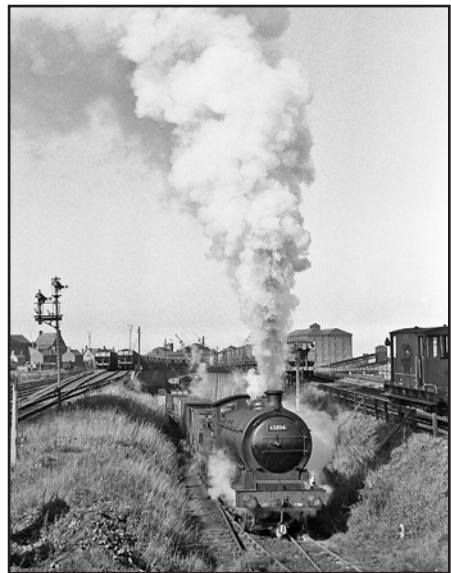
Monday 4th September dawned fine and dry, and I was up early to see the morning trips to Silksworth with 65894. The loco had been cleaned by enthusiasts and it certainly made a splendid sight in the sunshine. The loco made three trips to Silksworth, so following that it was a quick visit to Seaton to photograph 65811 on its way to South Hetton. Then it was 65882 at Ryhope Grange where it got a signal check, so a quick dash in the car got me to Hall Dene before it, for another shot. While at Hall Dene, I was fortunate enough to see 63395 heading towards Sunderland with a loaded train, probably from Dawdon colliery.



*63395 northbound at Hall Dene in the picture referred to above*

It was chimney first towards Sunderland which was a little unusual and not good for the photographers if it worked to South Hetton, as it would be tender first with its empties up the bank. A driver at Sunderland once told me that the locos would be chimney first to Silksworth and South Hetton unless there was a north easterly blowing off the North Sea. The crew would then have a bit more protection as they would then be chimney first into the wind! Next it was back to the Silksworth branch for 65894's evening trips.

On the Tuesday of that final week, I stayed on Teesside to photograph one of the final workings of the Q6's from Hartlepool, so didn't have to spend money on petrol, as I was able to cycle. It was Wednesday 6th when I next returned to Wearside; 65894 was again on the Silksworth turn and I decided to go to South Dock to photograph and was rewarded with some sunshine and 65894 struggling to lift its train of empties out of 'The Hole'; this was where the wagons were placed when they had been unloaded.



*65894 struggling out of 'The Hole'*

Following this I paid a visit to South Dock shed where I met up with Maurice Burns and we chatted up the crew of 63395 to arrange some 'clag' on its trip to South Hetton. We duly got it at the foot of the climb at Ryhope. 63395 then took a round trip from South Hetton to Tyneside with its load and we managed to see it again at Vilette Road, Sunderland. We had tried to arrange 'clag' for this spot, but it was not to be, as smoke had to be kept to a minimum in the built-up area. Then it was back to the Silksworth branch for 65894 working the evening trips. A very kind future NELPG member, the late Peter Proud, let us sleep on his living room floor so we did not have to spend any petrol money on taking the 45-minute journey to Teesside that evening.

Thursday 7th September saw 65811 working to Seaham and 63395 working to Hylton colliery, which was on the north side of the Wear, a branch on which I had not photographed, so that was a must. We again managed to arrange some 'clag' and the results were somewhat spectacular and the sun was shining. 65894 was on the Silksworth and, in between, I managed some more shots at South Dock, luckily getting 65894 and 63395 in the same shot, never realising that both locomotives would eventually be preserved. 65882 did a late trip to Silksworth, then it was bed time. Quite a busy day, but well worth it.



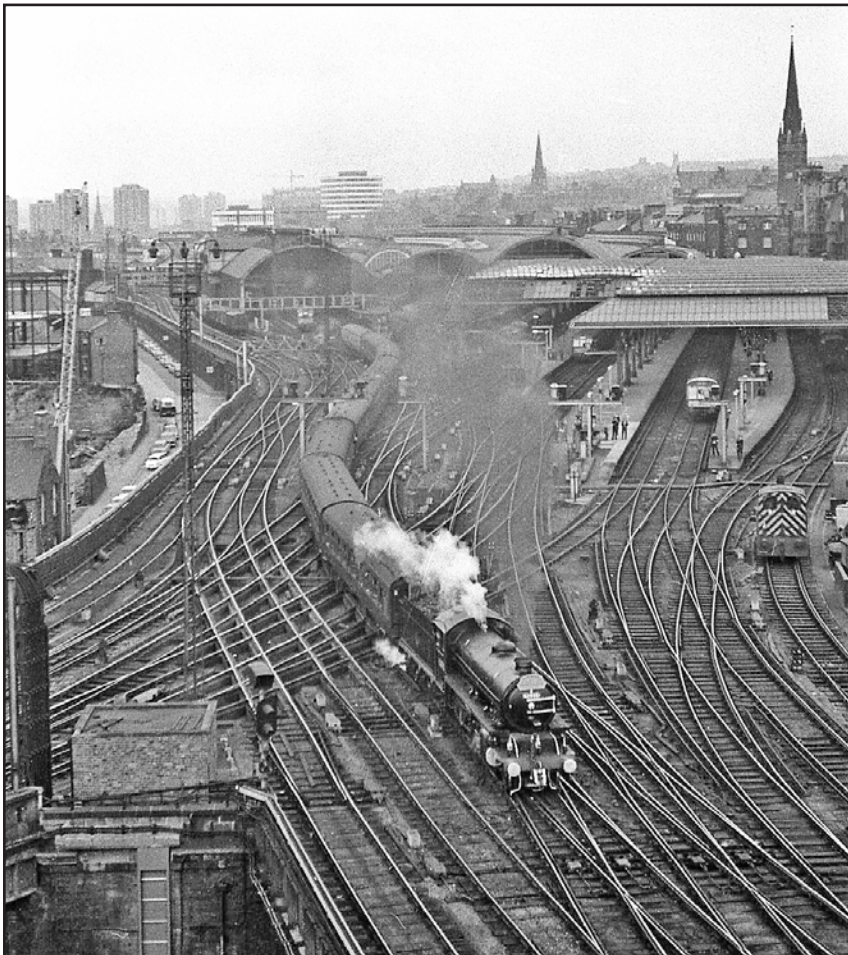
*65894 and 63395 go about their business at South Dock, Sunderland on 7th September*

Friday 8th September dawned fine and sunny and after photographing 90417 at Ryhope and 65882 working to South Hetton, it was 65894, again, on the Silksworth turn. The crews were very helpful on those final days; if they saw groups of photographers by the lineside waving, they would try to produce some 'clag'. 63395 worked a trip to Vane Tempest, one of the Seaham collieries, and then it was time for the final trips to Silksworth for which special plans had been made. 65894 was allocated to the Silksworth turn and the photographers turned out in large numbers to see the trips. The weather had turned cloudy, probably a sign of foreboding as to what was to come. Then it was all over, well almost.



Saturday the 9th was very much an anti-climax. 63395 and 65894 were out, but the dull, damp weather seemed to match the general mood. Both locos worked trips to South Hetton but all was not finished as word was that K1 62005 would work a railtour through Newcastle. The train had worked north from London behind 7029 Clun Castle but the Castle was out of gauge for Newcastle. So, it came off at King Edward Bridge and 62005 duly hooked up, and I was fortunate to get it from the Castle Keep, over the famous diamond crossing, as seen on the image below.

Yes, there was steam on the following day as Flying Scotsman and Clun Castle shared a charter and Scotsman made what was probably the last steam working at Hartlepool when it was coaled and watered on shed. Steam locos did still work several of the NCB systems around the area, but it was not the same as seeing NER steam locos doing the job for which they were designed.





*65894 heads the famous 'blue star special' up  
the Silksworth branch*

# NELPG ANNUAL DINER

## 22ND OCTOBER 2022

As announced in the February issue of NELPG NEWS, the NELPG Annual Diner on the NYMR returns on 22nd October this year, after a two-year break for Covid. As tradition, it will leave Grosmont at 12.30, running to Pickering, and arriving back at Grosmont at 15.05. A request will be made to the NYMR for the train to be headed by the J27 and/or the Q6 – subject, of course, to their availability on the day. The cost per person is £42.50. This represents an increase of £10 on 2019's price, but still represents excellent value for money against the normal cost of £73 per person. The NYMR Catering team has come up with a tasty menu with multiple choices as shown on the next page.

A booking form is enclosed with this issue of the NEWS. This year, the dining train has 103 seats available, but it is not running as the 12.30 service train as in the past. As a result, there will be no additional seating at the rear of the train for members who do not wish to dine, but simply take the opportunity to travel behind our locomotives. To give as many members as possible the opportunity to travel therefore, bearing in mind that in previous years demand has far exceeded the number of seats available, the Board has decided that bookings for members should have priority, with only one guest per member. Should demand continue to exceed supply, then Patron and working member bookings will be given priority. If you wish to dine on this year's special therefore, then please complete the enclosed booking form, indicating your choices, and send it with your cheque, payable to NELPG, to Roy Marshall, 52 Egerton Road, Hartlepool, TS26 0BW. Cheques will not be presented for payment until after the event. Please also include an e-mail address where available for confirmation of your booking and for notification of any last-minute changes. Bookings must be received no later than 1st October 2022. The seating plan will be circulated in the week beginning 17th October.

Any queries, then please contact Roy Marshall (see inside front cover of the NEWS).



*On 18th June 65894 heads the NYMR diner past Moorgates (John Hunt)*



*Welcome drink (Bucks Fizz or orange juice)*

### *To Start*

*Homemade Pea & Ham Hock Soup*  
(gluten, celery)

*Pumpkin & Sage Tart (v)*  
*served with mixed leaves*  
(gluten)

*Prawn Cocktail in Marie Rose Sauce, Salad Garnish*  
(fish, crustaceans, egg, mustard)

### *Main Course*

*Roast Topside of Beef*  
*Served with homemade Yorkshire Pudding & Red Wine Gravy*  
(gluten, celery, egg, milk)

*Roast Loin of Pork*  
*Served with Sage and Onion Stuffing, Homemade Yorkshire Pudding, Apple Sauce, Crispy Crackling & Red Wine Gravy*  
(gluten, celery, egg, milk, sulphur dioxide)

*Mushroom Risotto (V)*  
*Drizzle with Truffle Oil & Garnished with Toasted Hazelnuts & a Parmesan Tuille*  
(milk, nuts)

*Served with seasonal Vegetables & Potatoes*

### *To Follow*

*Apple & Winter Berry Crumble*  
(milk, sulphur dioxide)

*Rich Chocolate Torte with Chantilly Creme*  
(gluten, nuts, dairy)

*Cheese Board*  
*A selection of Cheeses served with Biscuits, Celery, Grapes, Yorkshire Chutney*  
(gluten, milk, sulphur dioxide)

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*Coffee & Handmade Chocolates*

Before you order food & drinks, please speak to a member of the NYMR team if you have any allergy or intolerance.

# FORTHCOMING EVENTS

## SOCIAL MEETINGS

John Midcalf is hoping to restart the programme of social meetings in Darlington this September, but is looking to hold them at a different venue to the Club and Institute on North Street. However, at the time of preparing this page, he was still awaiting confirmation from the new venue. Once that has been obtained, details of forthcoming meetings will be posted on the website and then be included on this page in future issues of News. So please keep an eye on the website for details of, hopefully, September and October's Darlington Social meetings.

## Other NELPG events

### August

17 – NELPG Board meeting – Skype (8.00pm)

### September

21 – NELPG Board meeting, Middlesbrough Municipal Golf Club, Ladgate Lane (7.30pm)

26 – Patron visit – NER Autocar and Stephen Middleton's historic carriage collection: Embsay and Bolton Abbey Railway

Date tbc – Fund Raising Sub Committee meeting, York (5pm)

### October

19 – NELPG Board meeting – Skype (8.00pm)

22 – NELPG Annual diner on NYMR

## Other events

### September

3 – Friends of Darlington Railway Centre and Museum, Head of Steam Railway Museum, Darlington – The Advanced passenger Train by Kit Spackman (1.45pm)

5 – Hartlepool Railway Group, Hartlepool Central Library (Community Hub Central) – Talking Railways, the NER and LNER by Colin Hatton (2.00 – 3.30pm)

7 – NYMR YAG, St Lawrence Church Hall, York – The Pocklington Canal by Malcolm Slater

9 – SLS Newcastle, Newcastle Arts Centre, 67 Westgate Road, NE1 1SG – 1970s travels with my camera by Trevor Ermel (6.30 for a 7pm start, close by 9.30)

22 to 25 – NYMR Autumn Steam Gala

23 – NYMR NAG, Village Inn, Brompton – Transport on the Isle of Man by Ian McInnes (2.00pm)

### October

4 – Friends of Darlington Railway Centre and Museum, Head of Steam Railway Museum, Darlington – The Old Gentleman's Saloon by Chris Lawson (1.45pm)

14 – SLS Newcastle, Newcastle Arts Centre, 67 Westgate Road, NE1 1SG – One man's view of the ECML in 1962. Part 2. Collection of photos from an unknown photographer presented by Malcolm Paul (6.30 for a 7pm start, close by 9.30)

22 – NERA Autumn meeting, Bar Convent, Blossom Street, York (10.30am)

22 to 30 – NYMR Light Spectacular trains.

28 – NYMR NAG, Village Inn, Brompton – Rails across the North Riding, Part 3 Scarborough and the Coast by Richard Barber (2.00pm)

## **NRM York**

Open every day 10.00 to 17.00 during summer school holidays until 4th September, otherwise five days a week: Wednesdays to Sundays. Prebooking tickets online advised but not essential. Search Engine is open Thursday to Saturday, 10.00 to 16.30. Details at [www.railwaymuseum.org.uk](http://www.railwaymuseum.org.uk).

## **NRM Locomotion**

Open every day 10.00 to 17.00 during summer school holidays until 4th September, otherwise five days a week: Wednesdays to Sundays, 10.00 to 16.00. Prebooked tickets no longer required. Details at [www.locomotion.org.uk](http://www.locomotion.org.uk).

## **Darlington Head of Steam Museum**

Open as usual – no prebooking required – Tuesday to Sunday, 10.00 to 16.00, from 1 April to 30 September and Wednesday to Sunday, 11.00 to 15.30, from 1 October to 31 March. The Ken Hoole Study Centre is closed until further notice. Details at [www.head-of-steam.co.uk](http://www.head-of-steam.co.uk). Free en-try to NELPG members on presentation of a valid membership card.

## **A1 Trust**

Open days at their Darlington Locomotive Works on the first and third Saturdays of each month from 11am to 4pm.



*63395 at The Grange, north of Levisham, on 20th June (John Hunt)*

## **COPY DATE NELPG NEWS**

The copy date for the October 2022 issue of NELPG NEWS is  
Friday 16th September 2022.



