

NELPG NEWS

No. 331
October 2022



EDITORIAL

by John Hunt

Members will note the concerns expressed in this issue of the NEWS by both Roy Marshall and Dave Pennock regarding the future of the Group which, no doubt, are shared by many others. It is surely inconceivable that the NELPG will cease to exist but unless there are some radical changes, this is a distinct possibility.

Despite several previous pleas in these pages, it seems likely that after 50 years or so of regular social meetings, they are unlikely to resume post-Covid unless we can find someone to replace John Midcalf as meetings organiser. These social gatherings were an ideal opportunity for members to socialise and find out, first hand, what was happening in the Group.

There has also been no positive response, as yet, in finding someone to take on the role of recruiting, encouraging and organising potential junior volunteers who might be interested in steam locomotives, their operation, maintenance and repair. The administrative and hands-on loco volunteers are predominantly in advancing years and, sooner rather than later, will want to gracefully bow out. We urgently need to replace them with younger volunteers and hone their enthusiasm and skills to succeed those who retire. A champion of junior volunteers will be crucial in this respect.

Thirdly, and perhaps more urgent, is the need to attract new Trustees to the Board, which currently is barely quorate.

Of course, this has all been said before but unless we can attract volunteers to fill these roles, the situation can only get worse. Melodramatic? Yes, very much so. Please, if there are those out there who feel that they can help out, please let our Secretary, Roy Marshall, know.

In the meantime, the J27 performed well at both the NYMR and GCR steam galas (more pictures in the next NEWS) and the Q6 also worked at the gala and is currently in regular use on the NYMR. This is what the NELPG is all about, showcasing our locomotives and, importantly, letting our working and armchair members see the fruits of our labours. Let's not prejudice this.



An immaculate Q6 passes Sadler House, south of Goathland, on 1st October (John Hunt)

LOCOMOTIVE REPORT

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

J27 No. 65894

Following on from the previous report, and with replacement of 44 stays on the back head and rear side sheets completed, the boiler inspector witnessed a hydraulic test to prove the repair on Tuesday 30th August.

Having successfully passed this test, the boiler was stripped of its various blanking plates, and was made ready for an in-steam test. This work was achieved by the Friday, and a steam test was carried out on the Sunday, when the recently machined safety valves were set and the repair examined at working pressure.

The inspector returned on 6th September to examine the boiler in steam and was happy with what he saw, so work to complete the back head and refit the rest of the cab began immediately, with the aim to be ready for the NYMR Autumn Gala, and GCR Gala the following weekend.



The J27 was once again a complete locomotive on the 20th of September, and a functional steam test was carried out on the 21st, entering traffic in the 22nd, day one of the NYMR Autumn Gala, and the J27 carried out its first rostered duties since the completion of the boiler stay repair and reassembly. The loco returned to shed, having spent the day mostly hauling the Wagon Group's mixed freight set, with very few minor defects. The crew were very happy with the performance, and condition of our locomotive, a testament to a small group of volunteers from NELPG and the NYMR's pool of volunteers, who worked very quickly to achieve a lot in a relatively short time.



*Top: Jacob Swinburn and Thomas O'Hare fitting injector pipework on 31st August
Bottom: Thomas O'Hare, Chris Henwood and Sam Huffelman take a break from working in the J27 cab on 31st August (both Ian Pearson)*



*Left: The new stud fitted to the dome
Right: The J27 regulator in the dome with the J-pipe hidden beneath it in the shadows (both Ian Pearson)*



*The J27 cab being refitted on
14th September
(Ian Pearson)*

Q6 No. 63395

There is not a lot to report in the last period. During the hot weather when steam was banned from the NYMR, the Q6 was marooned at Pickering. At the end of the ban, it worked back to Grosmont, when a slightly leaking hand hole door was found. Although it had only done some 15 days in traffic since the previous washout, it was decided to replace the door and do a washout at the same time. It re-entered traffic for the start of the steam gala.

During the coming winter the following tasks are expected to be carried out:

- Replace tender tyres.
- Overhaul tender spring hangers.
- Overhaul air ministry joints on injector pipework.
- Procure safety valve springs.
- Determine cause of leaks on atomisers.
- Investigate crown stay wear.
- Repair blowdown valve.
- Improve whistle.
- Alter rocking grate to accommodate standard length rear firebars.
- Repair/replace smokebox door.

Following the mantra of 'succession planning' I have been looking for a caretaker to take over the Q6 (having done the job for over 5 years) to forestall the onset of senility. Fortunately, Robson Hewitson has volunteered to take over. Robson is a diesel fitter at Heaton, as well as a volunteer driver at Grosmont. We will work in parallel over the winter period, and I will step down at the start of the 2023 running season. Many thanks are due to Robson.

K1 No. 62005

Working parties continue to be held four days per week. Volunteer attendances have reduced to some extent resulting in further slippage to the programme.

West Coast are still keen (as we are) for the locomotive to be used on the Jacobite service for most of the 2023 season. We have therefore agreed that we will now aim for completion of the overhaul by the end of May 2023. While this is possible, it will require more contract labour than originally budgeted for, unless our volunteer input increases significantly.



Steve Gibson working on the smokebox door ring on 20th August (Paul Hutchinson)



The partially refurbished smokebox door sealing ring (Paul Hutchinson)

At Carnforth, progress on the boiler, whilst slower than hoped, continues. At the time of writing all but three of the crown stays that are to be replaced have been removed, the majority of the holes have been tapped and the new stays have been ordered with delivery to Carnforth expected by the end of September. Following fitting of the new crown stays, the boiler will be inverted to allow the firebox sides and foundation ring to be removed. The templates to be used for shaping the new sides, inner and outer, have been made by Damion, one of West Coast's joiners, in his own time at no cost to the Group.

Repairs to the smokebox door ring are well under way, with only the top section of the inner seal retaining ring left to replace. This will be done when the boiler has been inverted. The copper bar for the new side stays has been delivered to Carnforth and the platework is expected shortly.

The frames and tender are to be lifted off their wheelsets using the same crane that will be hired in to invert the boiler in early October. Delivery of the new tyres is expected mid-October, following which they will be sent away, along with the wheelsets, for fitting. The coupled wheelset horn guides will also be ground/machined true following removal of the wheelsets from the frames.

The platework repairs to the tender (being done largely under contract by West Coast) are well underway and should be completed before the tender is lifted.



*Left: The tender with the back of the tank and some of the baffles/bracing removed on 24th September
Right: Jason Brown servicing one of the mechanical lubricators on 20th August (both Paul Hutchinson)*

We also continue to progress the other work required for the overhaul ranging from such tasks as reaming the LH cylinder fastening bolt holes for the 18 bolts that are to be replaced, through to cleaning the accumulated scale and sludge from the tender tank.

Away from Carnforth, Ashley Moore and Neil Smedley have both taken a number of parts to be repaired and painted and the tender spring hangers have been sent to NSEL for refurbishment.

Many thanks to Ashley and Neil for working from home, to Neal Woods for organising all sorts of things connected with the overhaul, and to Carnforth regulars Angie Buxton, Lizzy Fielding, Steve Gibson, Mike Bloomfield and Frank Hryniewicz. Particular thanks also to Damion from West Coast for making the firebox templates in his own time.

Working parties will continue on Wednesday, Thursday, Friday and Saturdays. If you would like to join us, then please let Paul know by e-mail to paul.hutchinson@nelpg.org.uk or by text on 07964 988551. As usual, the company van should be available if required, as will the sleeping accommodation in the coach.

As mentioned above, we continue to slip behind programme, so if you want to see the K1 operate anywhere in 2023 and/or you would like to avoid the Group having to pay for work that we could do ourselves, then please get involved. As Ashley and Neil demonstrate, there is plenty to work on 'off site' if needs be but there continues to be a wide variety of work for all skill levels at Carnforth, so please come and join us if you can.

J72 No. 69023

Boiler

No further works have been undertaken on the boiler during August, but NSEL has ordered the firebox outer wrapper steel. We plan to apply soon for our first drawdown of the NHMF Grant, at 40% of boiler costs so far.

Cylinder Block

The first half of the cylinder block has been stress-relieved and is in store at Batley foundry. The pattern for the second half of the cylinder block has been modified by SLF and is back at Batley. We have now rejoined the production queue at the foundry, which should see the second half cast in early October. The second half will then be stress-relieved and should be ready for shipping to Dormor in early November. Both halves will be left to age-harden for 8 weeks, which will mean that machining could start in early January.



*One of the refurbished J72 axle boxes
successfully trial fitted on 27th September
(Neal Woods)*



The J72 valve reach rod guide on the boring machine on 16th August (Neal Woods)

Mechanical

NSEL has completed the leading and trailing axle boxes, which have been inspected and delivered to Hopetown.

Work on the brake gear by the Hopetown volunteers continues, rebushing some components and machining replacement collars. Boiler fittings are also being refurbished. Ian Storey has finished the valve guides, which have been refitted to the locomotive, and the ejector drain and pipe work have been repaired. The Thursday volunteers continue to work through other components, cleaning and painting them.

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**

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

THINNING RANKS – THE FUTURE OF THE BOARD (AND THE NELPG)?

a personal view from Roy Marshall, Company Secretary

I think it is generally recognised that, with an NELPG membership age profile of advancing years, despite some notable success in recruiting younger members as active volunteers and despite the efforts of our volunteer working parties, we have to use contractors for much of the engineering activity on our locomotives.

It is no less a concern that we look to address the reduced number of our Trustees (currently six, the minimum allowed by our Articles of Association). We have no one waiting in the wings, or shadowing the current post holders, to allow us to plan a tidy succession. In three years' time, I will be 75 – I don't envisage carrying on for another three years. Of my fellow Trustees, one has agreed to be co-opted this year, to keep us in step with the Articles, two have day jobs, one has a business to run and one has a significant other role as a Locomotive Caretaker. Our Treasurer, a role at least as vital as that of a Trustee, has long sought an understudy, without success.

Recently our level of communication has been compared unfavourably (with some justice – though we are managing four vintage steam locomotives) to at least one other heritage organisation. However, with declining numbers of active volunteers, it's often a choice between doing vital work, or reporting on it.

Repeated requests in NEWS for Trustee nominations and help with our various administrative responsibilities have not borne fruit (we have no coordinator for Junior Volunteers, and no one to organise our social meetings, for example). Perhaps the urgency of the situation has not been spelled out clearly enough? The Group's future can only be assured if we can find volunteers to fill these roles. **The alternative – winding up the Charity – does not bear thinking about, but will become inevitable, if volunteers are not found and the number of Trustees does not increase.**

I don't pretend that the Trustee role is a sinecure, but if we spread the load more widely (you don't have to be a Trustee to help) and bring nominees into the fold gradually, it need not be onerous.

See also Dave Pennock's article on the next page.

Please think hard about what you can do to help (commercial arrangements, finance, insurance, Health & Safety, communications, etc.), but especially whether you can become a Trustee – our Board meetings are predominantly held by Skype, so your location is no bar (currently attended from homes in Northumberland, Durham, Yorkshire, Lancashire and Worcestershire). My contact details are at the front of NEWS. As one of our Locomotive Caretakers would say, I look forward to hearing from you.

NELPG – A STRATEGIC APPEAL

PERSONAL THOUGHTS FOR OUR FUTURE

by **Dave Pennock**

Mention was made in the June NEWS by Colin Foxton of a draft presentation that I had compiled about the future mapping of NELPG. My concerns, following a spell as a Trustee, related to how precarious the governance of our charity has become. Just before Christmas 2021 the NELPG Board was struggling to conduct business as the Trustee numbers had fallen below the minimum quorate level.

Whilst this situation was temporarily rectified, the immediate and underlying issue remains. Following the 2022 AGM, the Board only has six out of a possible nine trustees. Full attendance of all current Board members is required to enact business decisions. In short, we urgently need more Trustees to better share this burden and remain effective. Roy Marshall, from his position as Secretary, also makes an appeal elsewhere in this NEWS.

In addition to limited Trustee numbers, other key issues are highlighted below, to consider in relation to the future shape and strategic needs of the NELPG. We must be realistic that members who have given decades of active support cannot go on forever. Without a substantial influx of new and younger members our ability to keep four engines in steam will dwindle.

Can you help? We really need more pairs of hands!

NELPG in brief – today

Firstly, we have had 56 years of superb achievement, the key highlights being:

- We own and operate four unique North Eastern heritage Locomotives.
- We have established Grosmont and Teesside/Darlington bases.
- Our K1 flagship operates on the mainline.
- We have 600 members.
- Estimated 40 active volunteers across all our activities.
- Substantial financial support from members.

What are the risk areas?

Increasingly the overall burden is falling on fewer and fewer shoulders and these thoughts are aimed at challenging ourselves to examine what a future NELPG will look like.

I'm concerned that the good management of our charity is at risk and its current status is not easily sustainable. Listed below, not necessarily comprehensive, are areas highlighting key issues we face over the next two to three years:

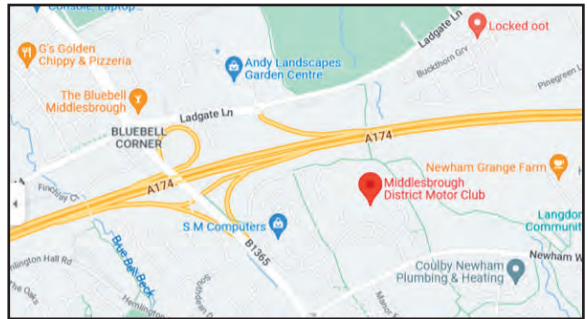
- Insufficiency of governance skills to fully manage our charity.
- Volunteer demographics: ageing volunteers to sustain our activities with limited influx of new members.

- Tasks falling on the fewer shoulders:
 - Admin: secretarial / statutory / charities compliance
 - Finance: accounts / investments and cash flows / insurances
 - Engineering: CME / Loco Caretakers / skills / safety
 - Our public message: recruitment / fundraising / social media

What should we do?

My reaction is that we need to do something. An inescapable truth is that our locomotives will outlast us all and we must prepare a strategy for their long-term care, management, and custody. I propose from this personal appeal that a working group is formed to examine the risks to NELPG and to assess the strategic options facing the Group. I'm looking for a wide range of input ranging from ordinary members, working members, to Board members, and those with honorary roles. My thoughts would be to arrange an away day of interested members at the Middlesbrough Motor Club at their Coulby Manor House. The agenda would be to assess what NELPG does and what options are available. The outcomes could then be presented to the Board and our wider membership by the 2023 AGM. We need new pairs of hands and the more we have to call on, the easier the future can become.

Please let me know of your interest in this proposal and contact me via email dave.pennock@nelpg.org.uk or by telephone 07969 691155. Allowing for the delivery of NEWS a meeting in late November would sound right. Possible dates are either Fridays: 19th and 26th or Saturdays: 20th or 27th November.



65894 approaches the A6 road bridge south of Loughborough with a mixed goods train on 1st October (Phil Waterfield)

TREASURER'S REPORT

by Richard Wheeler

The invoices have started to arrive. Most notably a total of £40,000 for copper plate and bars for the J72 and K1 respectively. These and other items have reduced our balances to a total of around £730,000, not taking account of the grants we have been awarded but cannot claim until the relevant items have been purchased, so please keep sending your donations to replenish the funds. Inflation is bound to result in increased prices for the materials we require.

Earlier in the summer, I was feeling very confident that the J27 and Q6 would earn more in hire fees than I had predicted in my financial forecasts. I am sure you will all be aware that the dry spell caused the NYMR to suspend the use of steam locomotives just as the Q6 was establishing a regular pattern of work on the Railway, and the visit of the J27 to the Kent & East Sussex Railway was missed following the discovery of broken firebox stays. As a result, we earned only £288 in the whole of July and £5,760 in August. Either of the locomotives hauled any trains in September prior to the Autumn Gala which started on the 22nd, so there will be another month with reduced income. We must hope for better luck in October and during the Christmas period.

You will read elsewhere in this edition of the NEWS of our need for more volunteers to come forward to assist with the administration of the Group, and I would like to add my voice to this appeal. In the years since I took on the role of Treasurer, I have been party to many discussions about the work that needs to be done to update our governance documents, such as the Articles of Association. There is no shortage of ideas of how the management of the Group might be improved, but a serious shortage of resources to get things done. Do please give serious thought to how you might help. There must be members out there with the relevant knowledge and experience to assist, and you do not need to be resident in the North-East to do so in this age of the internet. YOUR GROUP NEEDS YOU – NOW!

*As shed staff watch on in awe, 63395 emerges from Grosmont tunnel on 10th May
(Andrew Jeffery)*





*Freight super power! 65894 pilots 9F 92134 at
Esk Valley with the 17.15 from Grosmont on
23rd September (Michael Anderson)*



MEMBERSHIP SECRETARY'S REPORT

by Michael Chyriwsky

This month you may have noticed the NEWS arriving in a different style of envelope. In August, five members reported receiving empty envelopes, so I had to send replacements from my emergency reserve. To try and prevent a recurrence, I have sourced envelopes from another supplier. My wife is delighted because the adhesive on the former envelopes had a foul smell! Let's hope the new envelopes are more reliable.

A big thank you to those Life Members who responded to my request for confirmation that you are still receiving the NEWS. When we have no communication, year after year, I often wonder if we are sending the NEWS to an address that you vacated long ago.

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

- Mr J. Dinsdale from Stockton
- Mrs N. Allen from Stockton
- Mr S. Yeeles from Newcastle
- Mr N. Schofield from Gateshead



MEMBERS' DINING SPECIAL

22nd OCTOBER 2022

The NELPG Annual Diner on the NYMR runs on 22nd October. It will leave Grosmont at 12.30, running to Pickering, and arriving back at Grosmont at 15.05. A request has been made to the NYMR for the train to be headed by the J27 and/or the Q6 – subject, of course, to their availability on the day. The cost per person is £42.50. Bookings must be finalised by 1st October, but there are some seats left. The menu appeared in the August NEWS.

With apologies for the late notification, it has been confirmed that, in addition to the dining seats, a further 24 seats will be available in the brake vehicle at the rear of the train for NELPG members wishing to travel on the day, but not wishing to dine. (Membership cards should be carried.)

Please contact Roy Marshall for diner bookings (52 Egerton Road, Hartlepool, TS26 0BW; mobile 07780 711743; roy.marshall@nelpg.org.uk)

DARLINGTON RAIL HERITAGE QUARTER

Darlington Borough Council still doesn't have possession of the 1861 shed, so it is currently unable to start the renovation of the building, and there is nothing more to report on the DRHQ project. We can therefore stay in Hopetown until the 1861 shed is ready so, in purely NELPG operational terms, we are unaffected by the delay. The new build for the A1 Trust is taking shape, as the accompanying picture illustrates.



The new A1 Trust building on 18th August. In the left foreground is the Darlington to Bishop Auckland line (Richard Barber)



GRANT AWARD FOR THE J72

In his Patron and Financial Strategy report in the June issue of the NEWS, Dave Pennock reported on the grant award from the National Heritage Memorial Fund to support the J72 boiler repairs. He said then that the public announcement of the award was expected to be made in late June or early July. In the event, further unavoidable delays meant that the official public Press release was finally issued on 5th October. A copy of the full press release can be found on the NELPG website. This reflects the recent change in Heritage Minister in the Department for Culture, Media and Sport from Nigel Huddleston to Lord Kamall following the formation of a new government under Liz Truss.

All press enquiries continue to be managed by Chris Lawson in spite of his retirement as an NELPG Trustee during the summer.

PATRON AND FINANCIAL STRATEGY REPORT

by **Dave Pennock**

In financial terms, post-Covid, we are now faced with uncertain economic conditions from inflation and the expected cost-of-living increases. The hot summer, and stay repairs to the J27, have reduced the expected hire incomes from both our operational locomotives and, as a consequence, we will need to keep a keener eye on our finances. The Financial Strategy Committee's next meeting is planned for 29th September and the agenda will undertake a periodic review these factors for our future cash flows.

Donations either via our Patron fund or general fundraising continues to prove their value. As an interim update to the end of August, the cash held in the Patron fund was £152,000. As ever, thank you to those who donate.

Countering our cash holdings, invoices for the K1 and J72 overhauls are now arriving. For example, the J72 firebox copper plate has come in at £23,000, with a further £2,500 for the outer wrapper steel plates. Fortunately, for the J72 boiler work we can recover 40% of these costs from the National Heritage Memorial Fund grant, but nonetheless we are now in a period of significant expenditure to overhaul these two locomotives.

At the time of writing the J72 Appeal excluding Gift Aid is just over £66,000 and remains open for donations. Please also support the K1 and help if you can: Paul Hutchinson will welcome donations towards putting it back on the mainline. Donations to support 62005 and the J72 can be made either by cheque payable to NELPG marked K1 or J72 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' or 'For J72' in the reference section.

The next Patron visit will now be in the spring of 2023. Please let me know of any museums or sites that would provide railway interest for a future group visit. We have had many visits across the North East so identifying somewhere new would add future variety.

Can I record a quick thank you to the 23 members recently contacted in regard to their Gift Aid status. Mainly arising from one off J72 Appeal donations, we did not have a matching record of Gift Aid approval. By updating our records an additional £800 can now be claimed.

Legacies

In July we were notified of a member's legacy gift, albeit we await the final settlement of the estate involved. Around 60% of people across the UK do not have a written will or updated will and by having a will it is an opportunity to declare a gift to a charity.

Legacies help keep our magnificent fleet of North Eastern locos running. By making a will, and leaving a bequest to NELPG, you can have the satisfaction of knowing that North Eastern steam will continue to thrive for future generations.

If you haven't already made a will and would like to consider leaving a bequest to NELPG, it is not that big a task. There are multiple offers on the internet for assistance in writing wills and, for example, each year in March and October a Free Wills Month takes place to give anyone aged 55 and over the chance to have their will written or updated for free. It covers the writing of 'simple' wills if your estate would be valued under £325,000. There is no obligation to provide a gift to a charity but the solicitors involved undertake the work on a sponsored charitable basis. The next Free Wills Month starts on 3 October and details can be found at www.freewillsmoonth.org.uk.

And bear in mind that there can be inheritance tax benefits from leaving at least 10% of the value of your estate over £325,000 to a charity such as NELPG in your will. This will reduce the inheritance tax payable, so that your family, who in many cases will be the main beneficiaries, would receive much the same as if you hadn't left the charity anything. But please discuss the circumstances with your solicitor, or feel free to contact our Legacies Officer in confidence by e-mail at nicktringer701@btinternet.com or on 01423 340331.

Martin Lewis via his website Money Saving Expert offers a comprehensive guide for low-cost way for the preparation of a will. Please visit <https://www.moneysavingexpert.com/family/free-cheap-wills/>

On the other hand, if you have already made a will, but want to change it to include a legacy to NELPG, the procedure is simple. You need to write a codicil to your will, which you then need to keep with it. If you would like a codicil form, then please contact our Legacies Officer as above and he will provide you with one.

Whatever your choice however, the important thing to remember is, that having written your will, leave a copy in a safe place where it can be found!

Shopping

Finally, small but useful way to continue to help NELPG when making internet purchases is via these two shopping sites. The details of how you can help are set out below.



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.



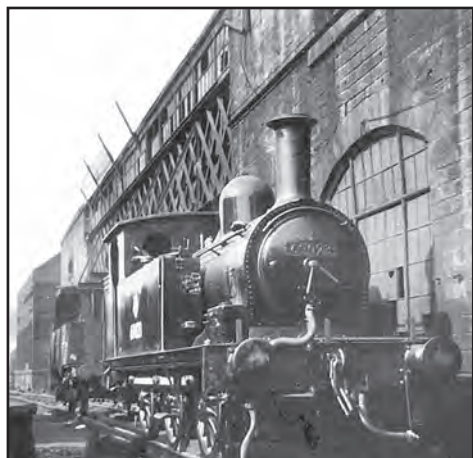
Another route of ancillary income is via **easyfundraising** when shopping online. Every penny helps so, if you can, please sign up now. It takes two minutes and 4,300+ shops will donate to NELPG for free every time you shop with them using #easyfundraising. To help please visit: www.easyfundraising.org.uk/causes/nelpg/payments/64/

ARCHIVE CORNER

by Chris Lawson

Contributions

Even less to report this issue than last, but I am most grateful to Michael Denholm, as the only contributor, for keeping his photograph contributions coming. He has provided photographs of 63395 entering York from the north during 1958 while allocated to Selby (50C), 65894 at Dacre on the Pateley Bridge branch on 30th October 1964, the last day of operation, and in Sunderland South Dock shed on 29th May 1967, 62005 in store at Heaton in September 1967, prior to despatch to Teesside for use as a stationary boiler, and an ex works 69023 lurking outside Gateshead Works on 1st September 1953.



Left: 69023 at Gateshead, and right: 63395 at York

A link to the photograph of 65894 at Dacre on the last day of operation of the Pateley Bridge branch has recently surfaced. A photograph by Gavin Morrison of 65894 crossing the level crossing at Starbeck South heading the same train on the same day has just been published in the latest issue of Backtrack magazine, and I will now be trying to secure a copy for the archive.

Michael also drew my attention to the recent sale of a 9" x 5" worksplate from one of 65894's sister engines (65879) which also lasted until the end of steam on the North Eastern Region at Sunderland 52G. This was sold at auction for £700 on 3rd September – half the price of the whole J27 bought by the Group for £1,400 in 1967! In fact, the plate actually cost the buyer £826 (before postage & packing) because of the 18% buyer's premium.

As ever, my thanks to Michael for his donations, but please 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, 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 main news in the October 1982 issue was the EGM called, via an emergency news sheet, for 19th November to decide whether or not the Group should purchase ex BR Class J72 No. 69023, Joem. That news sheet, issued in mid-October to give the required 28 days notice, was followed by a delayed publication October issue of NEWS. This provided a history of the J72 Class, an update on the locomotive's current status, and a report on its boiler and mechanical condition following an inspection at the National Railway Museum where it was being stored. More information would be available at the EGM, and, not surprisingly, there was an exhortation to members to attend the meeting at the Ladle Hotel.

In other NEWS...

Locomotives – After amassing some 5,000 miles during the season, the **T2** was finally withdrawn at the end of August for a major overhaul. The **P3** boiler was lifted out at the end of August and temporarily placed on a Lowmac wagon. There was a long list of mechanical and boiler work to be carried out. It was reported that most of the work was straightforward, with the new boiler tubes expected to be delivered during the first week of November. However, the **K1** would take priority because of its BR commitments, and no deadline had therefore been set for **P3**'s completion. For the **K1**, after 4,500 miles completed by the end of the NYMR season on 1 October, an even longer list of work to be done was set out. All work on the boiler and valve gear had to be completed by Christmas to enable Bill Harvey to set the valves, and to meet the BR examination deadline of mid-January for its planned mainline appearance in February 1983 on the Cumbrian Mountain Pullman.

Over at Carnforth, Ian Storey's small but dedicated band of volunteers continued to make good progress with the mechanical overhaul of **4767 George Stephenson** but work on the **Q7** was inevitably restricted, with priority given to the **K1** and **P3**. However, as on the **P3**, the firebox mouthpiece rivets had been removed for the experts from the SVR to renew, the tender water valve linkage repaired, and the possibility of shot blasting the tender prior to repainting was being explored.

Not surprisingly, working parties were planned for every Sunday at Grosmont, with details of what was happening and when from Mike Oliver.

Other news – The Shed Week resulted in the ash being dug out of Deviation Shed floor, the laying of crushed dolomite, fixing of shuttering and finally laying of concrete. The size of the doors, which were substantially complete, were causing problems in windy weather however. A method of securing their tops and bottoms was going to have to be devised to avoid any

structural damage. A new sales list, the first for two years, was enclosed, featuring two calendars for 1983 depicting both 2005 and No. 29. Volume 3 of *Trains in Trouble* was reviewed, representing good value at £1.95, along with the Ian Allan ABC reprint at 50p. The comprehensive selection of whole plate black and white photographs of steam in the North East continued to be available at Social meetings. There was a report of Deltic mania at Grosmont at dawn on 21st August, with the arrival of 55009 *Alycidon* and 55019 *Royal Highland Fusilier* following their formal handover to the Deltic Preservation Society at Doncaster the previous day. A vast army of Deltic enthusiasts swarmed all over the site, and once a driver had been found, 55019 took the 10.55 to Pickering with that unmistakeable Deltic exhaust roar, and obliterated everything in sight as it accelerated past Deviation Shed. 55009 worked a return trip to Pickering later in the day, and both saw subsequent use on a number of occasions, including the Diesel Day on 30th October.

News from the Line – Nos. **31** and **3180** were in traffic, the mechanical repairs to **5428** were complete but work continued on its tender repairs, the frames of **6619** were reunited with the wheels on 17 October and a BR inspection of the boiler had pronounced it satisfactory with very little work required, **92134** and **75014** were in store pending rebuilding, and the damaged wheelset of **80135** had been repaired by BSC, while the boiler work continued at Bridgnorth. Len Clarke had been busy repainting coaches, and a TSO had been successfully tendered for at Nottingham. The turntable pit at Pickering had been repaired and a start made on repositioning the water tower, which presently was in the way of the proposed new carriage shed. Levisham resignalling was nearly complete and the old crossover was due to be taken out and moved to Pickering for installation to give access to the new PW yard. Commercially it seemed that passenger journeys were up by 10% and revenue by 20% on those for 1981. Whilst up on budget forecasts, they had been swallowed up by higher than expected loco hire costs and expenditure in the motive power department. With a 10% increase in sales revenue, and a 42% rise in catering income, there was an overall rise of 16% on 1981.

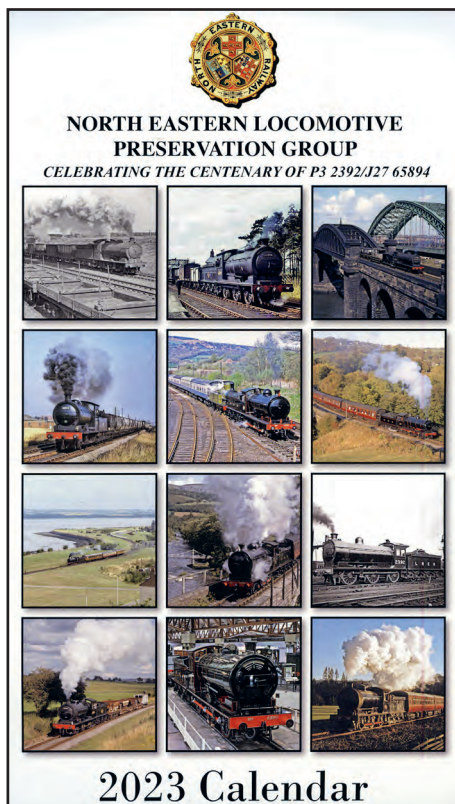
And finally... Dave Freeman appealed for any black and white photographs of Percy Main Shed in BR days. *I wonder if he was successful?*



With the heather in full bloom, 63395 slows for a 5mph speed restriction at Fen Bog on 10th of August (John Hunt)

SALES REPORT

The 2023 calendar for next year is a special J27 centenary issue, therefore it is exclusively J27 photos this time (the centenary is actually 23rd September 2023, hence the September photo) and that the increased price for P&P reflects the additional postage costs now in force. A thumbnail sketch of the calendar cover is shown. However, please note that copies will not be available from 67 The Mount, York as in previous years, either by post or personal collection, as no stock is held there. Any requests that come to the York address will be forwarded to Arthur Jenkins to be processed. The price for the calendars is £7.50 each, or £8.40 including postage.



Other sales items include:

- Christmas cards are available @ £3.60 for a pack of 5 with envelopes.
- There are 'Four In Steam For 2025' pens available at £1.20 each.
- A new pen to celebrate the J27 Centenary at £1.50 each.
- Other items such as notebooks, enamel badges and postcards are for sale, as indicated in the NELPG webshop.
- There is also a large selection of VHS videos, DVDs and books on various steam topics in the webshop, all of which are in very good condition. Ideal for reading over Christmas when members get fed up of the telly!

Please make cheques or postal orders payable to NELPG and send your order to: A. Jenkins, 14 Deerness Heights, Brandon, Co. Durham, DH7 8TQ, or phone 0191 3789819, mobile 07960 093756, email ajenkins4468@gmail.com

BOOK REVIEW

by Nick Carter

The approaching 50th anniversary of NYMR public services is a justifiable excuse for reflection and the large portrait format nature of this work, lends itself to a stunning photographic display of the many facets of the Railway over the years, chronicling its operation, its variety of motive power and its setting within the landscape in its many moods and seasons.

The compiler, expert lensman and long-time MOORS LINE editor John Hunt, is well-known for his in-depth and almost encyclopaedic coverage of activities on the line, over six decades. This knowledge manifests itself on every page. In this work he is admirably supported by contributions from other of the Railway's well-known photographers.

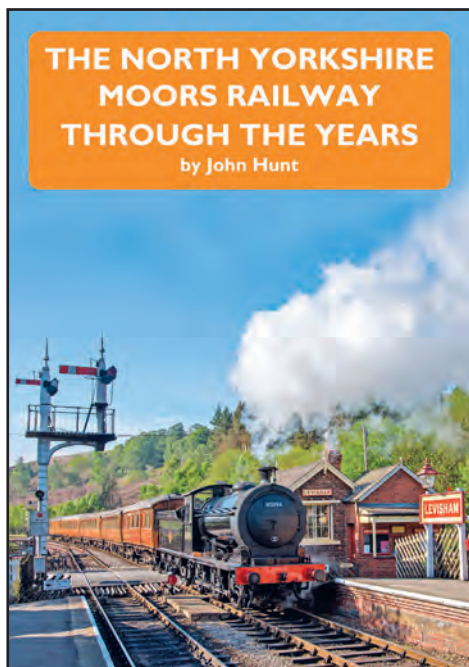
On perusal, your reviewer, practically involved with the NYMR since its inception, came across many photographs of events that he had not realised had taken place, locomotives that he was not aware of that had visited the railway and scenes taken from vantage points that he was not aware of; testament indeed, to the care that went into the selection of the material for this book.

If I had to select one image from the 168-pages in this volume to comment on, it's that of a not particularly clean A4 60007, in snowy conditions, passing Sadler House with matching blood and custard stock in January 2008. At first casual glance I thought it was a BR era image. It looked so ordinary – but is that not what we are trying to recreate?

So, whether you are a long-time supporter of the NYMR or are a relative newcomer, you will find much of interest, and indeed education, from within its pages. What's more, the Railway and the Dame Vera Lynn Appeal will benefit financially from its sale.

To add to Nick's review, the book contains numerous colour images of our J27, Q6, K1 and J72, as well as Blue Peter and the Q7 – so something to please everyone! Highly recommended.

THE NORTH YORKSHIRE MOORS RAILWAY THROUGH THE YEARS is all colour, A4 size, hardback and 168 pages. It is available from NYMR shops at £28, or via NYMR online sales at £28, plus postage and packing.



FORTHCOMING EVENTS

NELPG SOCIAL MEETINGS

With John Midcalf deciding finally to end his involvement as social meetings co-ordinator, and no response to previous appeals for a successor, no meetings have been arranged for the 2022/23 season. Apart from Covid, this is believed to be the first time social meetings have been absent from the events programme in the 56 years of the Group's existence. If anyone wishes to take on the role, then please get in touch with the Secretary, Roy Marshall, whose contact details are on the inside front cover of the NEWS.

Other NELPG events

October

NELPG Board meeting – to be arranged.
22 Oct – NELPG Annual diner on the NYMR.

November

NELPG Board meeting – to be arranged.

December

NELPG Board meeting – to be arranged.

Board meetings are currently being arranged at short notice, so members wishing to attend any meeting should contact the Company Secretary to confirm the date and venue.

Other events

As recorded below, in the absence of our own social meetings, there is a wide variety of railway based talks available across the region in Newcastle, Hartlepool, Darlington, Teesside and York to enable you to pursue your interest if you wish.

October

3-5 and 10-12 Oct – *Sir Nigel Gresley* special trains on the NYMR from Grosmont to Pickering return.

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

7 Oct – *Railways of East Lincolnshire, Past and Present* by Phil Eldridge (7pm). SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ.

12 Oct – *Crowle Peatland Railway* by Angus Townly (12 noon). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP.

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

- 18 Oct – *Hartlepool Railways: A Locomotive Miscellany* by Roy Marshall (2pm). SLS Teesside, Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF.
- 20 Oct – *RCTS and 5033 reunited* by Tobias Watkins (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD.
- 22 Oct – *NERA autumn meeting* (10.30am). Bar Convent, Blossom Street, York.
- 22-30 Oct – *NYMR Light Spectacular* trains.
- 28 Oct – *Rails across the North Riding, part 3, Scarborough and the Coast* by Richard Barber (2pm). NYMR NAG, Village Inn, Brompton
- 30 Oct – End of NYMR 2022 operating season.

November

- 3 Nov – *Robert Stephenson, Engineer, from Willington Quay to Westminster Abbey* by Hugh Fenwick (1.45pm). Friends of Darlington Railway Centre and Museum, Head of Steam Railway Museum, Darlington.
- 4 Nov – *My 1960's Buses and Trains* by Martin Green (7pm). SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ.
- 9 Nov – *Around the UK in Classic Railway Posters* by Jane Ellis (12 noon). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP.
- 11 Nov – *Railways of Peru, part 2* by Phil Kirkland (6.30 for a 7pm start). SLS Newcastle, Newcastle Arts Centre, 67 Westgate Road, NE1 1SG.
- 15 Nov – *Railway Roundabout 2022* by John Hunt (2pm). SLS Teesside – Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF.
- 17 Nov – *Another Personal Selection* by Frank Tweddle (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD.

December

- 1 Dec – *Christmas Quiz and Social* (1.45pm). Friends of Darlington Railway Centre and Museum, Head of Steam Railway Museum, Darlington.
- 2 Dec – *Memories of a Sheffield Trainspotter* by Ted Parker (7pm). SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ.
- 5 Dec – *East Lincolnshire Railways, past and present* by Phil Eldridge (2pm). Hartlepool Railway Group, Hartlepool Central Library (Community Hub Central).
- 14 Dec – *2018 – Where in the World* by Dave Birtle (12 noon). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP.
- 15 Dec – *BR Steam 1947 to date* by Dave Allinson (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD.
- 20 Dec – To be arranged. SLS Teesside – Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF.

NRM York

Open 5 days a week: Wednesdays to Sundays 10.00–17.00. Prebooking tickets online advised but not essential. Search Engine is open Thursday to Saturday, 10.00–16.30. Details at www.railwaymuseum.org.uk.

NRM Locomotion

Open 5 days a week: Wednesdays to Sundays 10.00–16.00. Prebooked tickets no longer required. Details at www.locomotion.org.uk.

Darlington Head of Steam Museum

Open as usual: Wednesday to Sunday, 11.00 to 15.30, from 1 October to 31 March. No prebooking required. Details at www.head-of-steam.co.uk. Free entry to NELPG members on presentation of a valid membership card. The Ken Hoole Study Centre has now re-opened – contact Alison Grange at the Museum if you wish to visit.

A1 Trust

Open days at their Darlington Locomotive Works on the first and third Saturdays of each month from 10.00–15.00.

COPY DATE NELPG NEWS

The copy date for the December 2022 issue of NELPG NEWS is
Friday 18th November 2022.



65894 accelerates away from New Bridge signal box with the Goathland–Pickering goods on 26th September (Richard Stevens)

