

NELPG NEWS

No. 339
February 2024



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. VAT Registration No. 602 1185 91.

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The views expressed in NELPG NEWS are not necessarily those of the Trustees or the Board.

COVER PICTURES

Front: In the livery that members have voted to retain until 2028, P3 2392 shows its tender lettering and numbering to good effect as it heads south from Goathland on 29th November 2023 (John Hunt).

In anticipation that following the completion of work on both the K1 and the Q6, we will see them in action this year, and recreate these scenes.

Back (top): With a textbook light exhaust and a good head of steam, 62005 effortlessly climbs Beasdale bank in rhododendron time on 1st June 2016 (Phil Waterfield)

Back (bottom): 63395 crosses Thomasson Foss bridge over the Murk Esk on 17th April 2023 (John Hunt)

EDITORIAL

by John Hunt

At the special general meeting the motion to spend over the £50,000 limit without a member's approval was unanimously approved. Whilst this was anticipated, it removes a possible obstacle to the much-awaited return to steam of the Q6, and the practical work to achieve this is well advanced, with the very real prospect of a summer return to steam for the locomotive.

At the same time the livery ballot for the J27/P3 resulted in a majority vote by members for retention of the LNER livery until 2028. So, it will remain as P3 2392 until its next major overhaul.

Of concern, however, has been the total lack of a positive response to Dave Pennock's impassioned plea for volunteers to help out in the governance and hands-on engineering aspects of the Group's activities. We therefore have to sit down, again, and examine how we can – and must – address this ever-urgent issue. If any member can suggest how we might do this, we would love to hear from you. There is, however, a possible chink of light on the horizon, as Colin Foxton outlines in his report on Communications, and John Carr also pursues in his Back to the Future article. Let's hope that this time something positive will emerge.



*Our four locomotives, all in BR livery, lined up on Phil Waterfield's
OO scale model railway (Phil Waterfield)*

LOCOMOTIVE REPORT

by Robson Hewitson (J27 an Q6), Paul Hutchinson (K1), Neal Woods & Dave Pennock (J72)

P3 No. 2392

No. 2392 is now stopped and the winter maintenance has begun in earnest. It has covered some good fault free mileage, a total of 3,486 miles, since the start of 2023 and, as usual, needs some TLC. The locomotive was spare during the NYMR's winter running post-Christmas but did not see any use.

During this period the locomotive's Dreadnought brake ejector arrived back from overhaul at South Coast Steam. This was fitted just after new year, and following a successful steam and brake test has meant the brake ejector that loco had been running with (belonging to the J72) could be sent to SCS for its overhaul and eventual return to its rightful engine.

A working party took place on 20th January to make a start on the locomotive, this was also attended to by some of the NYMR's junior volunteer contingent who duly assisted us with various tasks throughout the day. The valve covers were removed to enable us to inspect the valve bores following the machining last winter. The valve gear and eccentrics have been measured up with a view to monitor wear, this has allowed us to make the decision that the eccentrics will last this season before remedial work is needed. There is some play in the valve gear and this will be monitored throughout the season.



The P3's refurbished vacuum ejector showing the small ejector handle on the right and the large ejector handle on the left (Neal Woods)

This winter will see the loco reach five years since its return into traffic, because of this the boiler ticket is approximately halfway through and it has been decided to remove some of the small tubes to check their condition. This will also form part of the annual boiler exam. These tubes will be replaced with new and then steam tests can be arranged to see the locomotive ready for another year's running.



P3 2392 makes its way up the 1 in 49 at Beckhole with the goods train on 29th November 2023 (Peter Backhouse)

Q6 No. 63395

Work on the Q6 has carried on with the regular Tuesday volunteers making good head way with the work required. The tender brake gear has been stripped down, non-destructive tested, and mostly reassembled.



The link rod between the engine steam brake and tender weigh shaft after removal and cleaning for NDT testing on 14th November and the right-hand valve after cleaning by Trevor Wilford on the same day (both Ian Pearson)

When the brake gear was stripped down it was found that one of the pull rods has been rubbing on the wheel and this has substantially worn it down. This pull rod is now at Northern Steam having a weld repair carried out. A new pin is also being made, as one of the pins was found to be well chewed up, a previous war wound.

The cab exam has progressed well, with the valves having been stripped down, cleaned examined and reassembled.

The safety valves and whistle valve have also been removed for strip down and examine. One of the safety valves was found to have sustained some damage to its seat, and this may require machining to bring it back into true.

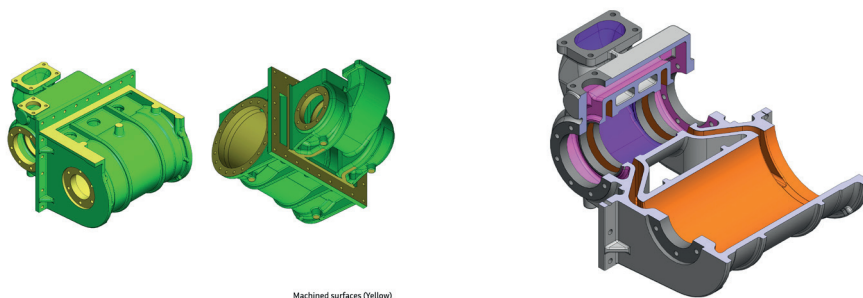
Jobs to be done in the coming weeks include removing and overhauling of the steam reverser and progressing the valve and piston exam.

Before its premature withdrawal from service the Q6 covered 2,194 miles in 2023.

The work on the cylinders is progressing. We are working on carrying out a valve and piston exam on the left-hand cylinder to reset this, alongside the work which will take place on the right-hand cylinder. The valve is in the process of being removed and the piston will be removed once split from the cross head.

Following months of behind the scenes work and research, we can now confirm that we have placed an order with Boro' Foundry <https://borofoundry.co.uk/> for the casting of a new right-hand cylinder for the Q6.

We are hoping to take delivery of the new cylinder casting in the late spring. We then have our work cut out to get the casting machined and fitted to the engine, and with your support through the 'Chip in for a Cylinder' we are hoping to see the engine return to traffic later this year.



The pictures show the 3D model in green, and a section of the 3D model.



Using computer technology to good effect, two new 3D cylinders are superimposed on our Q6, as T2 2238, in this view taken at Low Fell.

The research involved scanning the old cylinder, along with information taken from the original LNER drawing, enabled the production of a 3D electronic computer model of the cylinder. The 3D model can then be examined and sectioned to enable every surface and every dimension to be checked, and adjustments made where necessary, before going production. The 3D model is then used to produce a 3D mould, and this can be used to fully simulate how the casting will be made and even how the molten iron will flow into the mould and solidify, and as the cylinder will be cast using a sand printed mould, there will be no wooden pattern, so the process (once you have the 3D model) is cheaper and quicker.

Also and now that we have the 3D model all the hard work is done, so in theory should we ever need a cylinder for the other side of the locomotive all we need to do is press the 'flip' button on the keyboard!

A German sub-contractor to the foundry is now printing the mould which we are hoping will be delivered to the foundry by the end of February. The sand mould will be printed in sections using a specialist 3D sand printer, the sections will then be assembled in a traditional mould box, the box will then be back filled with sand in the traditional way before the molten iron is poured.

We are also working with the Boro Foundry and other suppliers to obtain prices for a new set of valve liners and two new cylinder covers; we hope to have more news on this item and the cylinder in the next issue of the NEWS.



A view showing where the cylinder has been removed, and the frames cleaned ready for painting (Ian Pearson)

K1 No. 62005

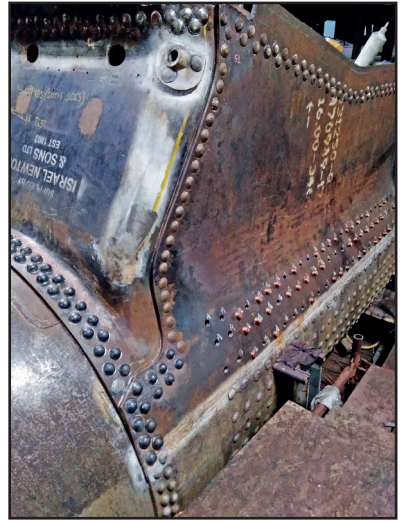
The K1 overhaul continues at Carnforth, the following being achieved since the report in December's NEWS:

Boiler

1. New outer wrapper sides welded and NTD'd (R. Wooff/Frazer Nash)
2. Fitting of all rivets and patch screws to the foundation ring, wrapper sides and throat plate/barrel completed including caulking, and all outer wrapper and throat plate laps caulked (West Coast).
3. Fitting of new side stays commenced – all stay holes on top three rows (where the new steel sides overlap the retained inner box) have been drilled, reamed and tapped and, at the time of writing, good progress is being made on fitting the new stays (West Coast).
4. Sample flue tubes delivered to British Engineering Services for bottle end weld x-ray testing (NELPG).
5. Front tube plate longitudinal stay strap removed for replacement (West Coast). This was found to be fractured around three of the four stay securing pin holes. The two short longitudinal stays are also fractured at the tube plate end and are to be replaced. It appears that at some point in the past the design of the strap has been changed from that shown on the works drawing. This change in design has allowed the short stays to flex at the tube plate end resulting in corrosion fatigue fracturing to the stay and fracturing to the strap. The new stays and strap will revert to the original design.

6. Three fractured fire hole door bracket studs removed from back plate and two 'necked' studs for the blower pipe flange removed from smokebox (NELPG).
7. Fitting of the new chimney liner completed and fastening holes and plates formed for new ejector exhaust ring/petticoat (NELPG).
8. New expansion brackets have been ordered (NELPG). The old brackets are wasted and not suitable for further service.

The right-hand view of the new outer firebox and throatplate on 24th January, showing the welded joint, the caulked rivets, patch screws and laps, and the first few rows of fitted stays (Paul Hutchinson)



Steve Gibson peening one of the chimney liner securing studs after it had been warmed by Les Harper with the oxy gear, and Steve with the assembled chimney, liner and ejector exhaust ring/petticoat (both Paul Hutchinson)

Loco frames

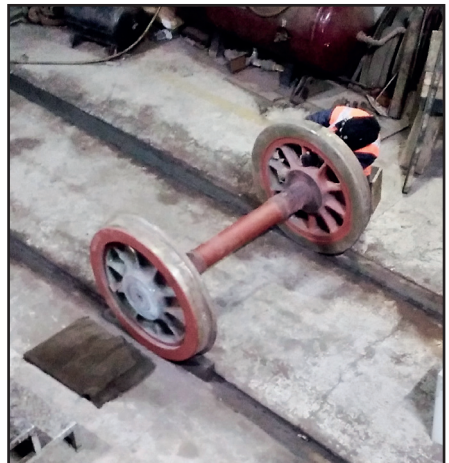
1. The new outer of brake hanger bracket bushes have now been reamed through and all fastening bolts to the driving and trailing axle brackets have been replaced (NELPG).
2. Three of the four sand boxes located between the frames have been refitted (NELPG).
3. Refitting of the steam sands and lubrication pipework between the frames has commenced (NELPG).
4. Reassembly of the pony truck has commenced.



The fractured tube plate longitudinal stay strap with one of the short longitudinal stays and the securing pin. In addition to the fracturing in the strap, seen radiating from the hole to the left of the stay, corrosion fatigue can be seen in the stay (Paul Hutchinson)

Wheelsets/Tyres

Following water jetting of the tyre rivet holes and removal of all of the old paint by Aquablast the coupled and tender wheelsets have been returned to Carnforth. Other than the trailing coupled wheelset, which is to have its damaged tyre replaced, they have been prepared, primed and undercoated. The pony wheelset (which does not have riveted tyres) has also been prepared and primed (all NELPG). The rivet holes will be countersunk shortly, following which they can be riveted. Delivery of the replacement tyre for the trailing coupled wheelset is awaited. As soon as it is received the wheelset will be sent to Riley's for the tyre to be fitted.



Angie painting the leading coupled wheelset axle. The photo also shows the wheels in black (not green) undercoat with the upturned boiler in the right background, and Angie preparing the pony wheelset for priming (taken from the K1's boiler) (both Paul Hutchinson)

Many thanks to all who have worked on the K1 since the last report. While we remain well behind programme we aim to have the K1 ready to work the Jacobite this year. Any additional volunteer input would be help us to achieve this goal. If you would like to be involved then please contact Paul by text on 07964 988551 or by email at Paul.hutchinson62005@outlook.com. Working parties are usually held Wednesday – Saturday each week with the company van being available for travel from the Teesside/Darlington area if required. Travelling expenses will be paid from elsewhere. Sleeping accommodation is also available in the support coach if required.

J72 No. 69023

Frames

As we move through 2024, the expectation for the J72 is now one of assembly and activities principally related to delivering her as a completed locomotive. Work has recently resumed on the frames in the Hoptown 1861 shed. In preparation for the return of the cylinder block the front set of brake gear has been removed and the hanger brackets have been removed from the frames in readiness for the reaming of the fitted bolts.

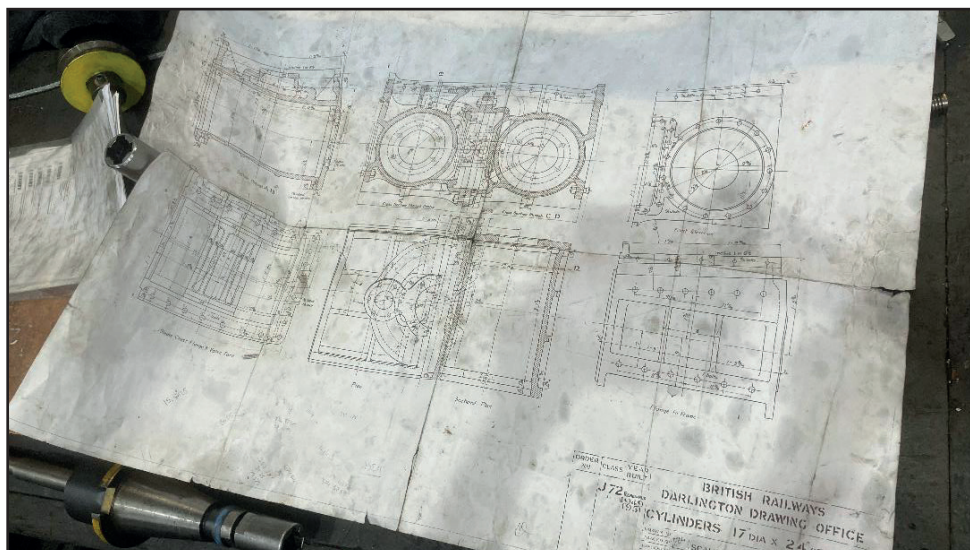


The J72's new cylinder block outside the 1861 shed following delivery from Dormer Engineering on 26th January. The next step is to hydraulically test the block before fitting it into the frames (Neal Woods)

The studs, nuts, blanking plates, fittings, and pressure gauge have been pulled together and checked so we can make good progress now that the new cylinder block has been delivered to Hopetown in late January, following final inspection by Neal Woods and Paul Hutchinson. The cylinder block is nearly complete at Dormer Machine in Middlesbrough with a final inspection now completed by Neal Woods and Paul Hutchinson.



Left: looking at the top of the block, with the front on the right. The smaller orifice is the steam supply to the slide valves (in the middle front), and the larger orifice is the exhaust. Right: the bottom and rear of the cylinder block, with the holes for the valve spindles in the middle and, on the bottom, fore and aft, are the holes for the cylinder drain cocks (both Neal Woods)



An original drawing of the J72's 17" × 24" cylinders from the British Railways Darlington Drawing Office (Neal Woods)

An order has been placed with Daniela Works in Shildon for the truing up of the valve buckles and the matching of the new slide valve castings. These will be machined at a drawing that has been created by Gordon Best reverse engineering the old valves.

The vacuum ejector and the hydrostatic lubricator are away at South Coast steam for examination and fitting of new components as required. South Coast Steam are one of the few contractors who have access to original drawings for components like this.

Financially we have now received our second draw down of the National Heritage Memorial Fund grant for the J72 boiler refurbishment and expect shortly to apply to the Association for Industrial Archaeology for a proportion of their grant towards the new cylinder block.

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

Boiler

The boiler rebuild continues at Northern Steam Engineering. The outer shell is now all assembled with the front tube plate and dome bolted in place ready for transfer to Hopetown fitted for a trial fitting within frames once the cylinder block has been secured.

Work is progressing on refurbishment of the copper back plate off site by a specialist contractor. Forming plates for the new fire box tube plate will be fabricated as soon as materials arrive on site. The construction of the inner firebox will then follow and once completed we will invite our insurer Bureau Veritas to inspect the steel outer and copper inner firebox components before final assembly.



A view of the J72 boiler, now with the dome fitted, on 24th January (Dave Pennock)

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 to work on the J72, dates and times to be advised
- Carnforth (K1), Wednesday, Thursday, Friday and Saturday

The relevant contacts are as follows:

- Grosmont: Ian Pearson, 07956 119932
- Hopetown D'ton: Arthur Jenkins, ajenkins4468@gmail.com / 07960 093756 or Neal Woods, 07773 572659
- Carnforth: Paul Hutchinson, paul.hutchinson@nelpg.org.uk / text on 07964 988551



TREASURER'S REPORT

by **Richard Wheeler**

The account books are now with Ribchesters for preparation of the annual report. The figures I have supplied show that the Q6 Cylinder Appeal had reached the magnificent sum of £44,371 by the end of December. Gift Aid to be claimed should bring the total to at least £50,000. Thanks are due to all those who have donated and to the Ken Hoole Trust and the Veronica Awdry Trust for the grants they have provided. It would be a mammoth task to contact all those who have donated individually but please be assured that every contribution has been gratefully received

Expenditure on our locomotives exceeded £400,000 during 2023, and earnings from locomotive hire were a little less than £50,000, so the final accounts will show a very significant fall in our total funds. Creating a budget for 2024 is rather challenging. We must hope that both the K1 and the Q6 return to traffic for at least part of the summer season, and that the P3 continues to perform as it has done in the last 12 months but obviously nothing is certain. The Q6 cylinder appeal has raised a potential £50,000, subject to gift aid eligibility (see page 13).

We are fortunate that we started the current overhauls with sufficient reserves to cover unexpected expenditure and that we have such loyal supporters who respond to appeals when the need arises.

Subscriptions to the Patron Fund continue to provide a steady and much-needed income to the Group. £24,000 was donated in this way in 2023, and almost every UK resident Patron member has confirmed that their contributions qualify for Gift Aid, so this should add at least another £5,000. A special word of thanks to all who have increased their monthly payments. Regardless of whether you are a Patron or an ordinary member, if you are a UK taxpayer and have not completed a Gift Aid declaration, do please consider doing so. It costs you nothing and the form is simple and straightforward to complete. If you need a form, please get in touch – contact details are in every copy of NEWS.



PATRON MEMBERSHIP AND VISITS

by Dave Pennock

Q6 ‘Chip in for a Cylinder’ appeal

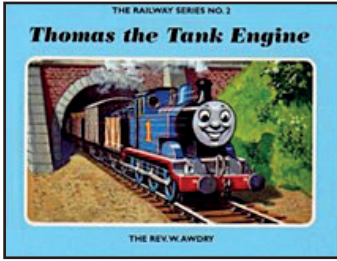
Absolutely fantastic... From a standing start in May 2023 our ‘Chip in for Cylinder’ appeal has raised a potential £50,000, subject to the Gift Aid eligibility from the £44,371 received so far.

Thank you for the donations large and small, all enabling helping us reach this incredible total: please keep the donations coming if you can. The final sum needed is yet to be determined as the detailed machining and fitting costs have yet to be fully assessed. One possibility, subject to funding availability, is to additionally cast a replacement left hand cylinder. Elsewhere in News are the details of the good progress now being made for the casting of the new cylinder.

All monies raised will go to keep the Q6 operational. Hopefully we can have her back in traffic later in 2024, and thereby available to partake in the Stockton and Darlington Bicentenary commemorations in 2025.



63395 heads the NYMR diner at Thomasson Foss (John Hunt)



Embedded in the current appeal total is a £1,000 grant from the Veronica Awdry Charitable Trust. Once again we are grateful for ‘Thomas’ supporting our cause, and thanks are due to Graham Holt for making the grant application.

Sadly, the Ken Hoole Trust, based at the Head of Steam Museum in Darlington, has now been wound up by the last remaining Trustee, and the remaining funds held by the Trust have been distributed amongst previous grant recipients. In December we gratefully received £4,459.58 as a closing amount from the Ken Hoole Trust which has been allocated to the Q6 ‘Chip in for a Cylinder’ Appeal.

Ways to donate to the Q6 ‘Chip in for a Cylinder’ appeal

- By making a direct BACS transfer to the NELPG bank account at Barclays Bank, Sort Code 20-62-09, Account number 40104442. Please use the reference ‘Q6 Cylinder Appeal’.
- Donations can be made via PayPal including for bank debit and credit card payments if you do not have a personal PayPal account. A direct Gift Aid option is available and, if you are a UK taxpayer, you can increase your donation’s value by 25% at no cost to yourself. For any queries please email me at dave.pennock@nelpg.org.uk for the details.
- Via the Charities Aid Foundation web site at <https://www.cafonline.org/my-personal-giving/start-giving/donate-now>, pressing the Donate to a Charity button, and then entering North Eastern Locomotive Preservation Group in the search box. Press the Donate to this Charity button and follow the payment options provided. You can add special instructions for the donation e.g. Q6 Appeal and opt in for Gift Aid to be claimed as part of the donation.
- Postal donations, via cheque, can be made to NELPG Ltd, 11 Coventry Road, Durham DH1 5XD.

2024 Patron and Working Members Visits

As part of the ongoing commitment to Patron and working members to recognise their valued support to the NELPG, two social events for 2024 have now been provisionally arranged – to the Tanfield Railway and the Heaton Traincare Depot in Newcastle. To register your interest in either of these visits, or a wish to convert to becoming a Patron member, please contact me by email at dave.pennock@nelpg.org.uk or telephone 07969 691155. The detailed arrangements for each visit will be provided when they are finalised with the sites concerned.

Tanfield Railway – Sunday 12th May

A visit to the Tanfield Railway visit is now planned for Sunday 12th May with a journey along the line and a behind the scenes tour. The Group has long connections with the Tanfield Railway and its pioneers, so the visit is eagerly awaited. The final timings are to be confirmed with an anticipated mid-day / early afternoon start time. Unlike the Heaton visit below, eligible Members (Patrons and working members) are invited to bring a friend along for the visit.

An evocative and atmospheric scene inside the Tanfield Railway's Marley Hill engine shed.



Heaton Train Care Depot – Sunday 2nd June

A visit to the Heaton Traincare Depot in Newcastle has been provisionally arranged for Sunday 2nd June. Heaton is the main servicing depot for LNER, Northern Trains and others in the North-East, and our visit will offer the opportunity to see at close hand a modern depot operation. Robson Hewitson, our Q6 / P3 locomotive caretaker, will be the lead on the day, and thanks are due to him for enabling this visit to be arranged. A start time of around 10.30 / 11.00 is envisaged with a duration of up to 1.5 hours on site. The size of the party will be governed by the depot safety requirements and early registration is therefore recommended.



Heaton Train Care Depot viewed from the ECML.

By conducting a late morning visit at Heaton, it will allow a follow-on opportunity to visit to the nearby Stephenson Railway Museum which will be operating on the Sunday. When making a Heaton reservation please advise if you would wish to add on this further element to the day.

Financial Strategy Committee Update (FSC)

The need for strategic development in NELPG remains and, acting as an overlay for the December appeal for more Trustees to engage in our governance, Trustee John Carr has added his 'Back to the Future' thoughts in appealing for new volunteers to support NELPG. Please either contact John directly or myself if you can actively offer help in managing the Group and keep our locomotives running. The next Financial Strategy Committee meeting will be on Thursday 11th April at the Registered Office in York starting at 17.00. Attending the meeting would provide you with an insight into the discussions about the financial management and funding needs of NELPG. If this aspect of NELPG would interest you then please contact me – details as above. You would be most welcome to join us – tea and biscuits provided, followed by a local pub visit to round off the evening.



MEMBERSHIP SECRETARY'S REPORT

by **Michael Chyriwsky**

Thank you to all the members who have renewed their memberships for 2024. Those who sent cheques gave me an excuse to visit Durham, where the Co-Op bank is, and where the cathedral café serves the most heavenly cream scones! A big thank you also for the generous donations in support of the Q6 cylinder replacement. To reduce costs, I have not produced new membership cards this year so please hang on to the one from last year. However, if your card is lost or tatty then please contact me and I will send a replacement.

If you have not yet renewed your membership, please do so before 31st March or you will not receive the April edition of NELPG NEWS.

New members welcomed to the Group since the last NELPG News are:

- Mr B. Thornhill from Loughborough
- Mr A. Bullivant from Filey
- Mr J. White from Hesketh Bank
- Mr M. Wheeler from Birmingham
- Mr A. Bouma from Hatfield



SALES REPORT

by **Arthur Jenkins**

There is no change to sales since the last report. We have plenty of items. Of most interest are the J27 centenary glass ornaments, still 5 of these available if anyone would like one.

SPECIAL GENERAL MEETING

– 19th JANUARY 2024 –

RECORD OF MEETING

A Special General Meeting of the Company was held at the Railway Athletic (RA) Club, Brinkburn Road, Darlington DL3 9LF on Friday 19th January 2024 at 7.30pm. The ballot process allowed members who could not be present to exercise their vote.

The facility to ask questions in advance was offered, but this option was not taken up by members.

The meeting was chaired by John Hunt and attended by 17 members. This was not enough to provide a quorum and, after 30 minutes had passed, the five Trustees present determined that the meeting should be reconvened at 8.05pm, with the members present deemed to be a quorum. Arthur Jenkins and John Jones were appointed as tellers.

The formal business of the Trust at the meeting was as shown below. For item 2, voting by a show of hands was added to the ballot results and announced later in the meeting (see table of results). The motion required not less than a 75% majority of votes cast.

1. Apologies for absence

Apologies for absence had been received from six members.

2. Q6 Cylinder Replacement

The Board seeks the approval of members, by ballot, for the expenditure, including contingency, of up to £80,000 for the replacement of the Q6 cylinder.

Explanatory Note

The Q6 right hand cylinder failed in 2023 and a new casting is required. Costs for a pattern, casting, machining, and fitting are estimated to cost up to £80,000, including contingency. Donations amounting to over £44,000 have already been received at the time of writing. Our Articles of Association (amended by Special Motion) and Schedule of Authority limit the expenditure level which can be approved by the Board to £50,000, so members were asked to approve the greater amount.

3. Questions Raised at the Meeting

Two questions were raised. Steve Hyman asked what would happen, were the motion unsuccessful. Paul Hutchinson replied that costs would be kept under £50K, but that the timescales would be extended. Bill Dobson asked when the locomotive would be back in traffic. Richard Pearson said that he estimated that the work would take four months, but, with contingency, completion might be by July or August.

4. Voting Results

The results of the voting were as follows:

Total number of members eligible to vote	625
Total valid votes cast:	234
Total invalid votes:	0

The motion was therefore unanimously approved.

Roy Marshall

Company Secretary

(This report was prepared with the help of
Colin Foxton and Paul Jameson, for which many thanks).



NOTICE OF 2024 ANNUAL GENERAL MEETING

Notice is hereby given that the 2024 Annual General Meeting of NELPG Ltd will be held at the Railway Athletic (RA) Club, Brinkburn Road, Darlington DL3 9LF on Friday 24th May 2024 at 7.30pm.

The ballot process will allow members who cannot be present to exercise their vote. The process will operate again this year to encourage voting.

Members will recall appeals for nominations for Trustees in earlier editions of the NEWS. Any member, other than a junior member, may apply for Board membership. Any such nomination should reach the Company Secretary at the Company's Registered Office, 67 The Mount, York YO24 1AX, on or before Friday 15th March 2024.

All potential nominees should ensure they have sought information about Board membership and read the Procedure for Appointment as a NELPG Trustee/Director, before their nomination is submitted (email membership@nelpg.org.uk for details). Each nomination should be completed in accordance with paragraphs 1–7 of the procedure.

One Director/Trustee, Paul Hutchinson, is due to retire by rotation and has indicated that he will seek re-appointment. There is a further vacancy on the Board and applications are encouraged.

Any motions for consideration at the AGM need to be submitted to the Company Secretary at the Company's Registered Office, 67 The Mount, York YO24 1AX, also by Friday 15th March 2024, and must be proposed and seconded by fully paid up NELPG members.

The April issue of NELPG NEWS, which will be circulated in the week beginning 8th April, will contain the Trustees Annual Report, post holders' reports, the accounts, details of all nominations to the Board and any motions to be put to the AGM, along with a ballot paper for return by post or email.

Roy Marshall
Company Secretary



J27/P3 LIVERY BALLOT

The result of the ballot into the question whether the period the J27 is in LNER livery as P3 No. 2392 should be extended was as follows:

For:	204
Against:	25
Abstentions:	5

Carried.

The result for the P3 Livery ballot into the question whether the P3 livery should be extended to 2025 or 2028 was:

2025:	59
2028:	153
Abstentions:	22

Carried, that the extended period in P3 livery should run to the end of the current boiler certificate in 2028.

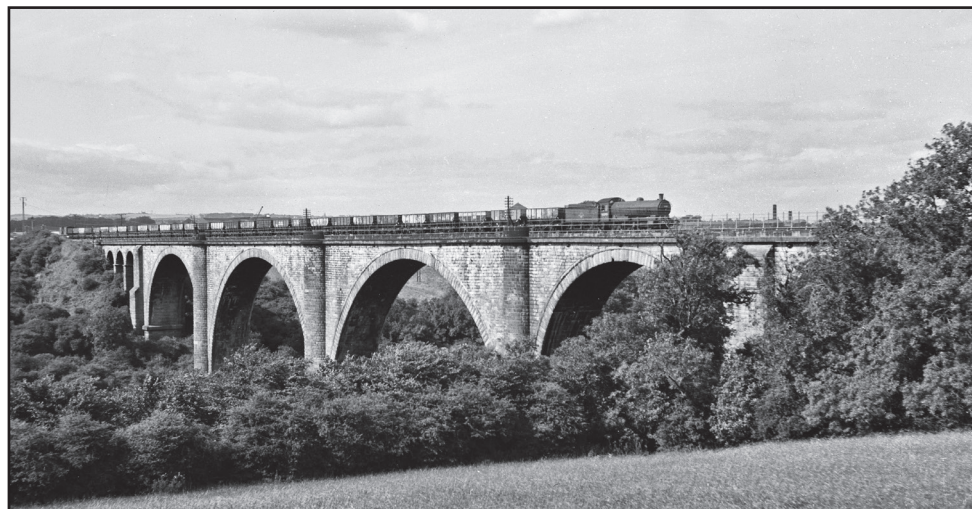
Paul Jameson,
Returning Officer

ARCHIVE CORNER

by Chris Lawson

Contributions

A bumper crop of photographs this period, with more from regular contributor Michael Adenholm of 65894 with 65879, 65882 and 65855 in Sunderland shed in the last week of NE steam, September 1967, with 65833 and an unidentifiable J27 in Sunderland shed in April 1967, and in York shed in August 1964 with A1 No. 60152 Holyrood, and of 62005 and the K4 leaving Scarborough for Whitby at Manor Park Road on 6 March 1965 with the Whitby Moors railtour, and in store in Tyne Dock Shed on 4 July 1967, along with 65860 and Departmental 58. Still in BR days, John Midcalf has provided copies of photographs of the Q6 and J27 from the Armstrong Collection, and David Warren photos of the K1 on the Three Dales Railtour in 1967, of the Q6 at Hart Junction in 1967 and, in more recent times, at Esk Valley in 1981, and of 65894 at Silksworth and Ryhope Tip in 1967, and at Goathland loop in 1997.



63395 crossing Victoria viaduct over the River Wear between Washington and Penshaw some time in 1967 (courtesy of John Midcalf)

The preservation era has been covered by more photographs from Ian McInnes of our locomotives in various locations in the 1970s. Maurice Burns has added some photographs of the J27 and Q6 in early preservation days, along with a couple of photographs by Ted Parker of the late Peter Townend on a visit to No. 5 Depot at ICI Wilton to see Silver Link and Blue Peter. Photographs of the Thornaby Re-railing coach prior to its acquisition by the Group as the K1 Support coach have come from Gordon Wells. Bringing the archive right up to date are Andrew Jeffery's photographs of the J27 being painted into its LNER centenary livery by Peter Whitaker in September 2023 and Matt Fisher's of the P3 during an NYMR photo charter on 29 November 2023.



65894 heads south from Sunderland station in 1967 (courtesy of John Midcalf)

Away from photographs, Maurice Burns has donated 1974 correspondence with Frank Mallon and Laycock Engineering about a steam heat valve, along with accompanying photographs, to be fitted to the Q6, together with unpublished letters from Len Clarke to NELPG and to Moors Line. Finally, Alan Grange has sent me an American advert for ‘The Harry Potter Train’ and featuring the K1 (see photo) – international recognition!



As ever, my thanks to everyone for their contributions, but please do not forget the archive, particularly if you are having a clear out at home. And do not 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)

Locomotives – The T2 continued on display in Deviation Shed. Further work was done on the removal of the Q7 regulator valve, but several parts were seized and new parts would be required. The first volunteers had entered the boiler via the dome, so removal of all the tubes should soon be completed.

Reboring the P3 pistons and valves by Riley's was completed before Christmas, and by early February the rear piston valve and covers, motion bars and cross heads had been refitted. Maurice Johnson had set up the piano wire and rig used on 6619 to line up the motion bars parallel with centre line of the cylinders. The redesigning of the piston valves was progressing well, and the fitting of a mechanical lubricator with adaptation of the old oil boxes with trimmings to lubricate the axlebox guides, along with fitting metallic packing instead of the present soft packing in the piston glands, were being considered. The boiler had been fully retubed over the Christmas period, and expansion of the tubes at the firebox end was nearly complete – the smokebox end was still to be done. Bill Harvey and Erica Arneil had serviced the injector clack boxes, blower, ejector and gauge columns, and were intending to set the new piston valves in early March.

The J72 successfully worked the Santa specials based at Pickering and starred in the BBC's *60 Minutes* news programme about Santa's journey to Santaland by train. Its 1983 mileage totalled 580. On return to Grosmont, a steam blow was seen on the right-hand side near the base of the main steam pipe. Exposure of the pipe revealed a fracture close to the joint with the cylinder block. The full extent of the problem would not be known until the pipe was removed in early February.

Following BR's examination of the K1 boiler, the NYMR boiler insurance company had carried out a further examination and concluded that the stays were above the minimum permitted size for safe running on the NYMR in 1984. However, BR had made it clear that the two outside rows of stays (92 in total) must be renewed before the K1 could run again on the main line. The practicalities of this work being done by NELPG volunteers, as opposed to being contracted out, was being pursued, with a visit made to C H Thompson's at Oldham who had done similar work on Jubilee 5593 Kolhapur and A4 4498 Sir Nigel Gresley. A quote for the replacement of 276 roof stays, an estimated 100 side stays and 100 copper lacings was awaited, as was one for the supply of materials only from the Severn Valley Railway. An appeal was also made for suggestions of a possible suitable site on Teesside for the boiler work to be carried out if done by ourselves. In the meantime, work was confined to removing the regulator valve for refacing, renewal of the loose right leading side rod brass, and further work on the injector steam valves and cones. A steam test was planned for Easter.

Pending the boiler lift at the end of 1984, Peter Zabec had offered to repaint the K1 into BR lined black livery for the 1984 operating season, at no cost to the Group in terms of finance or manpower. Nor would a return to its LNER apple green livery in 1985 be prejudiced. As

the K1 livery ballot had shown 100 votes in favour of BR Black as opposed to 125 for LNER Green, it was hoped this temporary change would meet with the approval of members and be an appropriate way to celebrate the locomotive's ten years of service on the NYMR.

Meanwhile, over at Carnforth, 4767 George Stephenson was steamed over the weekend of 14th/15th January and passed its BR steam test on the 16th, though a number of remedial tasks were identified. The following weekend saw 50 miles of running-in along Steamtown's Crag Bank demonstration line, in readiness for its first outing on the main line for over two years on 4th February.

Other news – Through an MSC scheme it was possible Deviation Shed would get a repaint inside and out. The coal hoppers from Guisborough, whose purchase was helped by the Group, were to be erected on a new siding adjacent to Deviation Shed, resulting in a new access to the Shed being necessary via the rear of Tunnel Cottages and the coaling area. An ash pit and the Gateshead water column (bought by the Group) would be located on this road. Future planning of the whole shed complex was being discussed with the NYMR. ... The Group would not be running a Spring railtour, but after 44767's outings on the Cumbrian Mountain Express in February, it would be taking a SLOA special over the Glasgow and South Western with 5407 in May, with both locomotives then working to Fort William to work between there and Mallaig over the Summer. ... The 1983 Christmas sales extravaganza proved to be a tremendous success, with 56 members present for a slide show by Trevor Ermel on pre-1968 British steam, an auction of railwayana which raised £72 for the Q7 fund, and sales of T shirts and books which took overall takings to £100. A sales stall would be operating in the brake van of the SLOA special with 44767 in May, and an NELPG stand would be at a Transport Enthusiasts Bazaar in St Mary's Hall, Sunderland in March. Anyone able to help was asked to contact Dave Pennock.

News from the Line – It was reported that 6619 may be steamed for Easter, the overhaul of 841 had started, 45428 was likely to be in traffic at Easter, and 80135 was likely to be ready in May. The locomotive mileages for 1983 were published, with the K1 recording the second highest mileage at 5,571. The LNER Thompson sleeping car at Goathland had been destroyed by fire, but damage to the adjacent BSK had been repaired and repainted at Grosmont. At Pickering, the long-awaited double slip had been installed, along with both sidings at New Bridge, the collapsed culvert at Fen Bog had been replaced, and the ICI water column was near completion at Grosmont. A total of 176,093 tickets had been sold in 1983 up to the end of October, representing a total of 311,875 passenger journeys, with Santa specials still to come. July and August saw half the ticket sales, and Pickering was twice as popular as Grosmont for the start of return journeys.

And finally... Moira Hunter, NYMR Publicity Officer appealed for someone in NELPG who could assist with publicity about the Railway (and NELPG at the same time) in the Tyne/Wear area – names to Dave Pennock.

COMMUNICATIONS

by Colin Foxton

Thank you for your patience while we make way with our website developments. There is now an interim website at www.nelpg.org where donations can be made and membership forms submitted. The main purpose at present is a storage place for the distribution of NELPG NEWS to all those requiring electronic copies.

A more contemporary website is being created in the background and developments from this will take place as we have time. Please check back from time to time to see our progress – once a month will do.

While on the subject of NELPG NEWS distribution, if you would like to help out with the Group's costs and only receive NEWS electronically by receiving a notification that the latest edition has been published then please feel free to email Michael Chyriwsky via membership@nelpg.org.uk or use the contact us form on the website and let us know your preference.

We currently hold email addresses for some 380 members. Therefore, there are a further approx. 220 whose email address we do not hold. Would you like us to be able to email you? We have emailed the full list recently if you have not heard from us this year and you think you should have, please let us know. For Group email we are using the address no-reply@nelpg.org, please check your spam, junk or trash folder. To update your email address with the Group please let Michael know as above.

You may wonder what we might do with your email addresses, our full privacy statement is available on the current website, www.nelpg.org. In short, we will only email you to let you know about NELPG's business. I suspect however that some of you gave us email addresses up to 20 years ago and we said we would only use this facility irregularly. Especially since Covid the electronic world has moved on apace and we have a lot more to say in this manner. We even have a Facebook page for those who use social media and want to be right up to the minute. Search for 'NELPG News – The North Eastern Locomotive Preservation Group' to find us on Facebook.

The last edition of NEWS held the ballot form for the recent SGM and Livery ballot; more of which is elsewhere in this edition of NEWS. With dwindling attendance at General Meetings, it is becoming harder and harder to obtain the quorums necessary to pass the business of the Group. As a result, there will be some motions put forward to the AGM for the Group to change the number of people required at such meetings while including members to vote either on paper or electronically and be counted as present. Towards the end of March, a short electronic form will be made available to those with email addresses to indicate their preferences for such systems. If you wish to be included in developing such a process for the Group, please make sure we have your up-to-date email address.

BACK TO THE FUTURE

by John Carr

2023 was, to put it mildly, what Sir Humphries used to call ‘a testing year’. I’m sure all Trustees, Committee Members and Office Holders will join me in wishing all members of NELPG an enjoyable and productive 2024.

For NELPG itself 2024 has to be a year of recovery and rebuilding. My own personal wish is to see a financially strong charity with sufficient working volunteers to ensure that our locomotives are all still operational and working heritage trains in 2050 – I have actually been quoted as saying ‘in 3000’ but let’s reach ‘net zero year’ first!

Net zero is of course a national commitment. We must not ignore the reality that all that we do is affected by the society in which we operate. Our main dependencies are the railways, whether heritage or national network, for whom we provide motive power, the national and local economies, the general public’s habits and aspirations in the leisure and travel market and, not least, the large volume of statutory requirements and regulatory guidance with which we must comply. Our host railways are subject to the same and infrastructure responsibilities too.

If I appear to be a ‘Sir Humphrey’, I’m not. In fact, since 1976, both my professional and heritage activities have been devoted to navigating paths through the legal and regulatory undergrowth to obtain public and now, increasingly, public funds to finance things like railway electrification, bus stations, better bus services (dependent on all stakeholders forming effective delivery partnerships).

For my heritage interests it was preparing business plans and bids and obtaining grants from public and private funds. In fact, given my total commitment to public transport development and use, on a typical day my work and ‘leisure’ time to anyone not familiar with the organisations concerned looked virtually the same!

Incidentally – a slight digression – I do regret the modern trend for organisations to ignore their previous history. Too much corporate memory is irretrievably lost and what remains is largely in the heads of older workers at all levels. Heritage organisations are leading the transfer of information and skills but often with an age profile that has insufficient younger members (I’m talking broadly of the 30 to 55 age group).

So, if you vote at the forthcoming AGM to elect me as a Trustee (and perhaps even if you don’t!) I see my role as working up ideas for NELPG’s future development and continuous improvement, where the ‘future’ can range from next week to 2025–2050!

My first proposal to members relates to the immediate future. It complements the invaluable work done by Dave Pennock a year or so back with the strategy meetings in Middlesbrough and associated articles in NELPG NEWS. It aims to involve ALL members in helping NELPG to the extent that their time allows.

YOUR locomotives NEED YOU!! – A framework for rebuilding our financial and volunteer numbers is needed in this context:

- Like many heritage organisations, NELPG has too few members, especially volunteers.
- Like our NELPG locomotives, we are all ageing: a number of us are older than 62005 (!). Many have vivid memories of the last days of British Rail steam fading from the network in the 1960s.
- Although NELPG appears to have healthy bank balances this is largely because many generous benefactors make significant donations. Sadly, some are taken from us, making their last contributions in bequests.
- NELPG relies on disappearing skills to keep the engines running, some of these skills are now to be found mainly in the heritage world.
- NELPG is running a business and its Trustees and officers must understand the risks and duties involved.
- There are many support jobs that require no specific skills especially for ‘commercial and administrative’ functions.
- NELPG currently cannot do many of these jobs because it has no volunteers to take them on.
- NELPG can provide or arrange training for existing members wishing to give more active support.

A near ideal situation would be to have an NELPG host travelling in every train worked by an NELPG locomotive. The host would explain the role of NELPG and perhaps, with the agreement of the host railway, sell merchandise.

With a largely non-enthusiast clientele they would also explain the rewards of being actively involved in the heritage movement. The latest survey evidence suggests that self-declaring enthusiast visiting preserved railways is typically 15–25%.

A pipedream?

- Not if most members were able to assist on trains, at stations or at events such as model railway or local community shows.
- Many others could support, from their own homes, ‘back office’ projects.
- If we could all generate one new member each NELPG would double in size. Once that is achieved, repeating the feat increases the size fourfold to well over 2,000.

Not easy. but if you aim high, momentum will pick up.

Hence... YOUR Locomotives NEED YOU!! YOUR NELPG needs you!

Can we ‘achieve a volunteer on every rostered working of an NELPG locomotive’? We need this answer to be YES!!

If members like you can give advance notice of availability, e.g. to visit the railway two or three times in the operating season, we can quickly explain how a host in the train can help

passengers, by answering questions on the loco and NELPG. The same applies to using any other skill you wish to offer. By selling NELPG merchandise and explaining heritage railway life we can build up numbers and expand our membership.

I know, I was with the Scottish RPS in downtown Falkirk many years ago. Now, as the Bo'ness and Kinneil Railway, SRPS operates the most visited outdoor attraction in Scotland. Before that the same approach enabled the Middleton Railway in Leeds to begin its journey to the most visited heritage leisure attraction in Leeds.

So did most successful railway heritage groups, including NELPG! Thankfully many of those involved are still with us. Often also working on locomotives and/or NYMR infrastructure, they sold second hand magazines and books, took superb photographs gaining much publicity shared with NYMR, compiled and sold booklets on steam workings in Europe, took stands to exhibitions and many other things.

Do YOU think it can be done?

Whether you do or you don't let's discuss!

Please email me at john@carruk.net or call 02030913739 to talk it over.

NELPG's Locomotives need YOU, NELPG members!!

The two examples with which I was most involved were, of course, developing integrated operating railways. The railways have the 'shop window' and NELPG needs to convince its hosts that what we propose won't detract from existing markets but extend them, adding a new tier to the 'revenue cake'.

This proposal is the first stage in a process that will:

- a. Identify the level of resource that NELPG can muster.
- b. Be the basis for discussion and updating with host railways.
- c. Be implemented, ideally for the summer operating season 2024, at worst by Spring 2025.

Back to the future!

COPY DATE NELPG NEWS

The copy date for the April 2024 issue of NELPG NEWS is
Friday 15th March 2024.

FORTHCOMING EVENTS

Other NELPG events

February 2024

21 – NELPG Board meeting – Skype (8pm).

March 2024

15 – Deadline for receipt at NELPG Registered Office of nominations for Trustees and motions for consideration at 2024 AGM on 24 May.

20 – NELPG Board meeting – Skype (8pm).

April 2024

11 – Financial Strategy Committee. 5pm for 5.30. 67 The Mount, York, YO24 1AX.

17 – NELPG Board meeting – Skype (8pm).

Board meetings are subject to short notice change, so members wishing to participate in any meeting should contact the Company Secretary (colin.foxton@nelpg.org.uk) to confirm the date and link details. The Locomotive Committee meets on an ad hoc basis. Meeting details from Roy Marshall (roy.marshall@nelpg.org.uk).

NYMR (details at www.nymr.co.uk)

10–18 February – half term running with 46100 Britannia.

23 March – start of 2024 operating season.

Other events

February 2024

1 – *The North Eastern Railway Cottage Homes*, by Iain Kitt. (7pm for 7.30). NERA Zoom meeting, pre-registration required via NERA website (ner.org.uk).

14 – *T.E. Harrison – The Father of the NER*, by John Addyman. (12 noon). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP. Admission £3.

15 – *A Cinder Path leads to the Shed*, by John Hunt. (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD.

17 – *North Eastern Steam in the 1960s*, by Norman Hugill. (From 1pm). NERA Hull and Zoom meeting – pre-registration required via NERA website (ner.org.uk).

20 – *One man's View of the ECML in 1961*, by Malcolm Paul. (2pm). SLS Teesside – Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF.

23 – *Relics of the Raj – British built steam in India and Pakistan*, by Richard Stevens (2pm). NYMR Northallerton Area Group, The Village Inn, Water End, Brompton, Northallerton, DL6 2RL.

March 2024

1 – *The Cramlington Train Wreckers* – short talk and film by Ed Waugh (7pm). Followed by Centre AGsM. SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ.

4 – *Buses and trains from the 1960s* by Martin Green (2pm). Hartlepool Railway Enthusiasts Group – Central Hub, Hartlepool Library.

8 – *East Riding Trains and Buses in the 1960s* by Martin Green (6.30 for a 7pm start). SLS Newcastle, Newcastle Arts Centre, 67 Westgate Road, NE1 1SG.

13 – *Fit for the Future – 2024 and beyond* by Tim Bruce (NYMR). (12 noon). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP. Admission £3.

14 – *Some Minor Railways in Northumberland* by Mike Ellison (7pm for 7.30). NERA Zoom meeting – pre-registration required via NERA website (ner.org.uk).

19 – *BR in Transition 1957 – 1975 Part 1* by John Clayson (2pm). SLS Teesside – Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF.

21 – *Transport on the Isle of Man* by Ian McInnes (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD.

22 – *Scanned images 2022* by David Warren (2pm). NYMR Northallerton Area Group, The Village Inn, Water End, Brompton, Northallerton, DL6 2RL.

29 – *Railway Roundabout*, by John Hunt (7pm). NYMR Teesside Area Group, Settlement Hub, Union Street, Middlesbrough.

April 2024

5 – *12 years of China Steam from 1992* by Barry Burns (7pm). SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ.

10 – *55 years of Continental Steam* by Ian Foot (12 noon). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP. Admission £3.

12 – *A photographic journey from 1956 to 1969 in the NE area – more photographs from the Alan Brooks collection* by Malcolm Paul (6.30 for a 7pm start). SLS Newcastle, Newcastle Arts Centre, 67 Westgate Road, NE1 1SG.

13 – *100 years of P3 2392/J27 65894* by Chris Lawson, *The Northumberland Line* by Dennis Fancett, *Refurbishment of A4 Pacific Sir Nigel Gresley* by Darrin Crone. (From 10am). NERA AGM, Bar Convent, Blossom Street, York.

16 – *My Railway Career and how I set up the Railway Children charity* by David Maidment (2pm). SLS Teesside – Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF.

18 – *Kings Cross to York by steam with a few early diesels* by Chris Nettleton (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD.

26 – *Branch Lines, Backwaters and Bynays* by Steve Armitage (2pm). NYMR Northallerton Area Group, The Village Inn, Water End, Brompton, Northallerton, DL6 2RL.

NRM York

Open 7 days a week, 10.00 to 17.00. Entrance from Leeman Road near main visitor car park. Prebooking tickets online recommended but not essential. Search Engine is now open Weds to Sat, 10.00 to 16.30. Station Hall closed for refurbishment. Details at www.railwaymuseum.org.uk.

NRM Locomotion

Open 5 days a week, Wednesdays to Sundays 10.00 to 17.00 (summer), 10.00 to 16.00 (winter). Prebooked tickets not required. Details at www.locomotion.org.uk.

Hopetown Darlington

Museum and Ken Hoole Study Centre closed until 2024 for redevelopment. Details at www.hopetowndarlington.co.uk.

A1 Trust

Open days at Darlington Locomotive Works, Bonami Road, on the first and third Saturdays of each month from 10.00 to 15.00. Details at www.a1steam.com.

