

NELPG NEWS

No. 340
April 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.

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

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

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

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

BOARD TRUSTEES

R. Bingham	2 Cinnabar House, Morecambe, Lancashire, LA4 5BW	Mob: 07751 689939	rowland.bingham@nelpg.org.uk
J. Carr	4 Maybury Close, Petts Wood Kent, BR5 1BL	Mob: 07941 039222	john@carruk.net
C. Foxton (Secretary)	2 Sundew Court, Darlington DL1 1AW	Mob: 07976 689762	colin.foxton@nelpg.org.uk
J.R.P. Hunt (Chairman)	24 The Orchard, Snainton Scarborough YO13 9AU	Mob: 07968 274895	johnny2cameras@aol.com
P. Hutchinson	Newlyn, Browns Terrace, Staithes, Saltburn-by-the-Sea, TS13 5BG	Mob: 07964 988551	paul.hutchinson62005@outlook.com
R. Marshall	52 Egerton Road, Hartlepool, Co Durham, TS26 0BW	Mob: 07780 711743	roy.marshall@nelpg.org.uk
R. Pearson	43 Redruth Drive, Darlington, DL3 0ZU	Mob: 07779 366796	richard.pearson@nelpg.org.uk
I. Storey	13 Felton Close Stobhill Farm Estate, Morpeth NE61 2TG	Tel: 01670 519647 Mob: 07801 920897	ian.storey@nelpg.org.uk

TREASURER: Richard Wheeler, 11 Coventry Road, Durham, DH1 5XD. Tel: 0191 3867637. Mob: 07790 476077. E-mail: richard.wheeler@nelpg.org.uk

MEMBERSHIP SECRETARY: Michael Chyriwsky, 35 Sandriggs, Darlington, DL3 0TY. Tel: 01325 369776. E-mail: michael.chyriwsky@nelpg.org.uk

MINUTES SECRETARY: Paul Jameson

ARCHIVIST: Chris Lawson, 67 The Mount, York, YO24 1AX. Tel: 01904 655003. E-mail: chris.lawson@nelpg.org.uk

HEALTH & SAFETY OFFICER: Rowland Bingham, Mob: 07751 689939. E-mail: rowland.bingham@nelpg.org.uk

LEGACIES OFFICER: –

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

WEBSITE: www.nelpg.org

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

MAGAZINE EDITOR: John Hunt, 24 The Orchard, Snainton, Scarborough, YO13 9AU. Tel: 01723 850029. Mob: 07968 274895. E-mail: johnny2cameras@aol.com

MAGAZINE DESIGN & LAYOUT: Saskia van Schip. E-mail: svanship@hotmail.com

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

COVER PICTURES

Front: 2392 heads the diner at Esk Valley on 28th March, its first full day in traffic after winter maintenance and its partial retubing (John Hunt)

Back (top): The P3 on the same train passes Abbot's House, south of Goathland (John Hunt)

Back (bottom): In view of the Group's long involvement with the A2 Pacific Blue Peter, members may well be interested in that, after 22 years, at Crewe on 14th March 2024, 60532 Blue Peter moved under its own power for the first time since it was withdrawn from NYMR service in October 2002 (from the Internet)

EDITORIAL

by John Hunt

There is good news all around! The new right-hand cylinder for the Q6 has now been cast with the satisfaction in knowing that the appeal to the membership has been very successful. There is, of course, still some way to go before the cylinder can be machined and refitted to the locomotive, so the appeal is still open. Details of how to donate are outlined in Dave Pennock's report.

The winter maintenance on the P3 is complete and the engine is back in traffic and earning much needed income, as Richard Wheeler emphasises in his Treasurer's Report.

The J72 overhaul took a big step forward when the boiler was successfully trial fitted into the frames, albeit temporarily, pending final completion by NSEL, but there was a setback when the new cylinder block was hydraulically tested and found to display some porosity in one half of the casting. Fortunately this has now been addressed.

Over at Carnforth, the firebox work is now all but complete but, as Paul Hutchinson points out, there is still a lot to do. Please help him out if you can, as the sooner the locomotive is back in traffic, the sooner it can start replenishing it's depleted financial reserves.



The new Q6 cylinder casting (Boro Foundry)

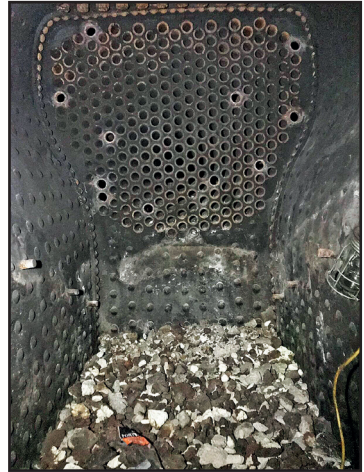
LOCOMOTIVE REPORT

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

P3 No. 2392

The P3 has completed the final stages of its winter maintenance and when you read this it will be in traffic again on the NYMR. Eleven tubes were removed to allow their condition to be assessed; this work was carried out by Northern Steam Engineering Limited and we're grateful for their assistance this winter.

Bureau Veritas, who insure our boilers, attended and carried out a cold examination of the boiler, and this was satisfactory with no issues raised. This is reassuring after the stay issues in recent years. The tubes were then replaced, expanded up and the boiler filled ready for a hydraulic test. Unfortunately during hydraulic testing the regulator was passing by. This isn't uncommon, but the only way round this is to remove the regulator valve and blank the end of the main steam pipe off. This was done, and the hydraulic was passed, again in the presence of the BV boiler inspector, on 18th March.



The firebox tubeplate showing where 11 old tubes were removed, and the debris from the brick arch resting on the grate (Ian Pearson)



Left: the view into the dome showing the main steam pipe, with the boiler tubes below. Right: the 'J' pipe with the connection to the main steam pipe on the left and the regulator assembly area on the top right (both Ian Pearson)

Post the hydraulic test, the locomotive has been boxed back up, NSEL and NYMR staff working alongside the regular NELPG Tuesday gang. The regulator was refitted and dome cover back on after a new gasket in the recess for a better seal. Also, on the regulator, the pilot valve and main valve and pin were NDT tested and found to be OK with no cracks found. A new brick arch has been fitted and cured, prior to an internal steam test to check any issues and set the safety valves. As I write, the boiler inspector is booked to come on Tuesday 26th March and, providing there are no issues, the locomotive will be in traffic shortly after.



*The regulator parts ready for NDT examination
(Ian Pearson)*

Other work carried out involved refurbishment of the injector steam valves and gauge frames, including the fitting of new Klinger packings, and the building up both sets of gauge frames, with the fitting of two new top plugs, which were made at the 1861 shed. These plugs replaced the old ones which were porous. The right-hand gauge frame also needed attention as it was blocked and unable to drain. As the boiler was full from the hydraulic test, it was drained off sufficiently using the large valve at the bottom of the boiler under the firebox door, until the level in the boiler was about ½ inch from the top of the gauge glass.



Left: the left-hand injector clack box parts after servicing on 9th February. Right: the new and old driver's seats, the latter being almost life expired (both Ian Pearson)

At this point the water was below the top cock. The gauge glass was removed, along with the top nut and restrictor, and the front top nut was then rodded through – no restrictions were found. Then the bottom of the gauge frame was checked and the bottom drain cock was found to be blocked – a welding rod could not get through. It seemed to be an accumulation of tannin and water deposits, so a small drill bit was used to remove the debris, the gauge frame was reassembled, tested and found to drain OK. Also, the front coupling and draw hook were removed, cleaned, and NDT inspected. No cracks were found, so they were refitted. Finally, a new driver's seat was made.



The insurance company in-steam test was carried out on Tuesday 26th March but was not without incident! The blower ring in the smokebox sheared from the steam pipe. Fortunately, another ring was found in the workshop store and fitted. It was touch and go but we got there and the engine passed its inspection. It then re-entered traffic on the 16.30 from Grosmont the following day, replacing LH&JC No. 29.



Top: the broken blower ring. Bottom: Paul Wickham fitting the new pipe and ring (both Ian Pearson)



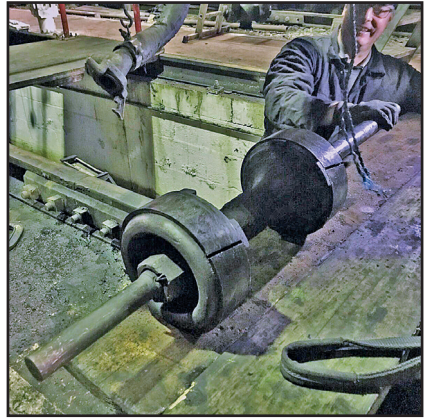
Robson Hewitson and Ian Pearson give the thumbs up after the successful steam test (John Hunt)

A personal note from myself to thank the regular volunteers who work on the engines every Tuesday. Without them the P3 wouldn't be in the position it's in now so early on and it's good to be able to have a NELPG engine making an honest living. Anyone who reads this and thinks they'd like to help, please do come down and help, there are always jobs to do, a warm welcome (especially by the stove) and a brew.

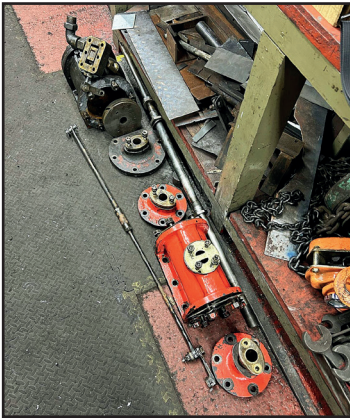
Q6 No. 63395

Since the previous issue of NELPG NEWS work on the Q6 has slowed as we naturally progress the work prior to the cylinder refitting. Work on the tender brake gear has progressed, and the rear tender drawbar has been assessed and NDT'd.

The left-hand valve and piston have been removed and cleaned up ready for measuring of rings and eventual refitting. Also removed as part of this work was the left-hand connecting rod and cross head. Also, debris, rust oil and grease from the inner side of the left-hand cylinder, especially where the new cylinder will butt up to the remaining cylinder, has been cleaned off. The access to this area is from the right-hand side where the right-hand cylinder fits.



David Potter with the left-hand piston valve after removal on 9th February. Note the single, broad valve rings (Ian Pearson)



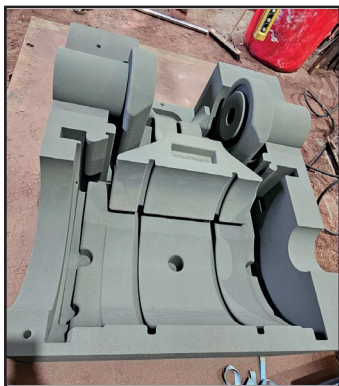
The steam reverser following removal and dismantling in order to replace the various seals (Ian Pearson)

The steam reverser has been removed from in between the frames, and those of us who removed it know how much of a wrestling match it was. This is now stripped and cleaned. It will receive all new gaskets, new oil seals and potentially a new steam piston ring. The oil seals are currently being procured and we await the delivery of these; after this the reassembly can start. Hopefully this work will bottom out the creeping issue.

We are assessing both the Q6 and P3 for fitting of blow down valves, with a view to purchasing two new valves. The Q6 has a four-pin mounting, but the P3 has a two-pin mounting which at present holds the boiler water drain valve.

There is good news on the cylinder front. In the last NEWS we showed 3D illustrations of the new pattern, but this has since been turned into a sand mould, and assembled in a traditional mould box, as the accompanying pictures show. The molten iron was then poured on 18th March, and witnessed by James Bozeat, who was extremely helpful in the preparation of the 3D model, and who was present during the casting

Later that week the casting was knocked out of the mould, and after an initial clean up and dimensional check all is looking positive.



Three views of the mould showing its complicated nature and, hence, the high cost of production (all Boro Foundry)



After several days of fettling, and as I write this report, the casting has been sent away for shot blasting to remove all traces of scale and sand residue. We then plan to hold an on-site meeting at the foundry when we hope to be able to sign off and confirm that the new casting is fit for purpose.



The molten iron being poured on 18th March and the finished casting (both Boro Foundry)

We are also making progress with a new cylinder cover drawing, from which we will cast, and machine two new cylinder covers. The new cylinder covers will incorporate a face to allow the fitting of cylinder pressure relief valves, which is something which the locomotive has previously never had fitted.

K1 No. 62005

Work on the K1's overhaul continues with the following being achieved:

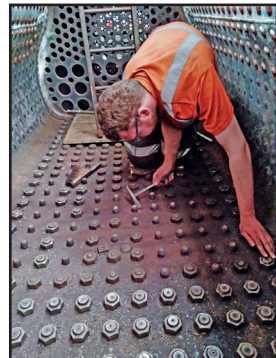
Boiler

1. All new firebox side stay locations marked both sides, inside and out (NELPG).
2. All side stay holes drilled, reamed, tapped and all stays manufactured and peened over (West Coast).
3. Sample flue tubes collected from British Engineering Services after successful bottle end weld x-ray testing (NELPG).
4. Work on the new smokebox tube plate longitudinal stay strap progresses well. After the new components had been cut to shape, drilled and prepared for welding (West Coast) and insurance company approval sought for the weld procedure (NELPG), the strap was trial fitted. The correct angle between the two sections has been set using the old (but straightened) stays and both sections tacked together. Welding of the new smokebox tube plate longitudinal stay strap is now complete and it will be going for normalising and NDT before being fitted.



The new strap trial fitted (left) and the strap after welding (right) (both Paul Hutchinson)

5. New expansion brackets, manufactured by Durham Precision Engineering, Newton Aycliffe, have been delivered and trial fitted. When the boiler is turned over it will be temporarily fitted into the frames to allow the position of the expansion brackets to be accurately set.



Angie Buxton with the new right-hand expansion bracket, held in place by stays, and Kenneth Morrison removing scale from roof stay threads (both Paul Hutchinson)

6. Now that the side stay work is largely complete we have turned our attention to changing any worn/burned roof stay nuts requiring replacement (approx. 65 in total). The photo shows Kenny Morrison removing scale from the base of some of the stays after removal of the old nuts before the stays are die nuted.

West Coast has drilled the 25 outlet holes to the new ejector exhaust ring.

Loco frames

1. All loose running plate rivets replaced (NELPG).
2. Refitting of pipework between the frames progressed (NELPG).
3. Running plates prepared and primed (NELPG).
4. All sandboxes refitted (NELPG).
5. Reassembly of side control mechanism and associated cladding refitted to pony (NELPG).
6. New OTMR transducer enclosure prepared for fitting (NELPG).

We have also continued preparing and fitting pipework between the frames, and the final coat of gloss has been applied to the pony frames.

Tender

Tender axleboxes have been sent to the 1861 shed for manufacture of new dust seals and painting.

Wheelsets/tyres

1. Pony wheels glossed (NELPG).
2. All axles prepared and painted up to 1st gloss coat (NELPG).

We have also been countersinking the new tyre rivet holes. The photo shows the left leading tender wheel with five of six rivet holes 'roughed out'.



*One of the tender tyres showing the countersinking
(Paul Hutchinson)*

Many thanks to all who have worked on the K1 since the last report. As the last side stay has gone in, special thanks is due Gordon Best who obtained the North British boiler and firebox drawings (essential for marking out the stay locations in particular) and produced new drawings for the throat plate and expansion brackets.

While our volunteers have made good progress with the overhaul, the number of people attending regularly has been well short of what we anticipated at the start of the overhaul. We are now paying the price for this with more of the boiler work falling to West Coast than was originally planned resulting, along with the unprecedented increase in material and energy costs, in an overrun on the projected overhaul cost of £110,000. Group approval for the additional spend is therefore being sought at the forthcoming AGM.

It is, however, not too late to get involved with the overhaul. If you would like to be involved then please contact Paul by text on 07964988551 or by e-mail 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

Cylinder block

On Saturday 27th January, immediately after the arrival of the machined cylinder block, the block was prepared for a hydraulic test. This involved blanking off all apertures in the block. A lot of preparation had been put in beforehand to ensure all the parts were available to do this. The blanking plugs were fitted to the drain cocks, the front cylinder and valve covers were fitted, blanks were fitted to the rear of the cylinders and valve glands, the blast pipe and main steam inlet were blanked off.

Torque Calibration of Aycliffe calibrated a pressure gauge for us, free of charge.



*The new J72 cylinder block
undergoing hydraulic testing
(Ed Bolam)*

On Saturday 3rd February, the block was checked over, final blanking plates were fitted, and the block was filled with water. It was a mild day, so there were no issues with the temperature being too low. The front covers leaked, but the face-to-face joint between the two halves of the block was dry. The rest of the block showed no sign of leakage, except for a small leak at the rear top of the block in a small pocket between the main steam passage from the inlet to the rear of the valve chest.

This was disappointing, to say the least, but issues like this are not uncommon on castings. The old block has a number of small plugs in it where issues were found with the block by BR.

After a bit of thought, it was decided that the best way forward in the short term would be to fit the block to enable the boiler outer steel shell to be trial fitted. The block was fitted on Friday 9th February and secured in place with bolts to ensure it was safe for a trial boiler fit.

On Saturday 24th February the block was lifted out and then split. Splitting the block enables the porosity to be examined from the steam side. After splitting, the suspect area was cleaned up and die-pen tested by James Percy who is qualified in NDT. This showed evidence of porosity on the steam side. The outside is in a cavity and is harder to examine. A number of options for solving this issue have been considered.

It is possible to impregnate the block with chemicals and some people have used this successfully. We used it on a clack box on the K1 and this lasted for a few months, then the problem recurred. This process has a maximum working temperature of 200 Celsius and steam at 140psi is approximately 180 Celsius so we would be getting close to the maximum operating limit.

We could condemn the cylinder block and request a new one. We would be liable for the machining costs, transport etc., so the cost to NELPG would be at least £12–15k and a delay of a year to the project, something we want to avoid, if a safe alternative is available.

The porosity can be ground out and cast iron welded. This is a process we have used several times and one we are comfortable with. It has been used successfully on the K1, the J72, and B1 61264. The cost of the welding will be picked up by the foundry and the timescale is likely to be a few weeks. The block will need a very light skim after welding to ensure that the face-to-face joint is steam-tight after welding.

Cast Iron Welding visited Darlington to inspect the block, confirmed a weld repair is feasible, arrangements made to have the block shipped down to Coalville, where the welding took place.

Boiler

On Thursday 22nd February a trial boiler fit took place. The boiler was collected by Corners Transport early in the morning and taken to the 1861 shed. The boiler smiths from NSEL came over to manage the fitting of the boiler. The fit of the boiler was good and the day went very well.

Following the boiler's trial fit in the frames, the steel elements of the boiler, firebox, boiler barrel and the front tubeplate have been fully riveted together. The expansion brackets have also been riveted to the side plates. Work will now commence on the copper elements of firebox: forming and welding the new insert for the copper backplate and preparing the new front tubeplate and wrapper to design dimensions. The front section will be machined to provide a tubeplate area thickness at 7/8th inch and a lower firebox section thickness of 1/2 inch. The wrapper sides and crown are 7/16th inch thick will be formed and then riveted to the front and back plates to form the full inner firebox. The copper firebox is then expected to be available for insurance inspection by mid-summer prior to then offering and the fitting to the steel outer firebox.



The boiler temporarily sat in the frames outside the 1861 shed on 22nd February (Ed Bolam)

Other progress on the locomotive

The vacuum ejector and hydrostatic lubricator have now returned from South Coast Steam and will be checked over before being put into safe storage until required on the loco. In addition, the slide valves have had some proof machining at Daniela Works in Sildon. Daniela has also looked at the valve buckles – these are in exceptionally poor condition, so we are working on a way forward with these, as they will either need repair or replacement.

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 (P3 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

When the Trustees were given the revised estimate for the overhaul of the K1, I was asked whether we had sufficient reserves to cover all the outgoings thereby expected to arise in the next few months and still leave an adequate amount in reserve. My revised forecast shows that we can expect to accommodate the increased expenditure, but our reserves are likely to fall to a level we have not experienced for a very long time. The priority must be to get the K1 and Q6 back in traffic and earning income as soon as possible. That we are in the position to pay the additional costs reflects the generosity of members and others who have contributed so generously to the Q6 cylinder appeal. Donations now total £40,600, to which has been added the £10,000 legacy from the late John Wilkinson, and £5,460 in grants from the Ken Hoole Trust and the Veronica Awdry Trust. We should be able to recover around £9,000 in Gift Aid, bringing the total raised to £65,000. Our funds have also been boosted by the higher rates of interest received on our savings accounts and by the steady rise in the value of our investment in the CCLA Global Equity Fund.

Looking forward, the prospects are not so encouraging. We will have a much lower level of savings and investments, and therefore much reduced income from that source. We must hope that the K1 is completed in time to earn significant income from working the Jacobite and that the P3 achieves its forecast earnings on the NYMR and on any other heritage railways it might visit. Every effort is being made to hasten the return to service of the Q6 but it is too soon to predict what it might earn this year. We have reviewed our administration costs, and the Trustees are proposing an increase in membership fees in the hope of closing the gap between subscriptions received and the costs of running the Group.

Our Chairman has negotiated a freeze in the costs of printing the magazine, but postal charges are increasing. The proposed changes include the removal of the reduced rate for senior members, reflecting the fact that their basic rate had fallen short of even covering the cost of providing copies of NELPG NEWS. A reduced rate is proposed for those opting to receive NEWS electronically. The majority of members have once again added a donation when renewing and it is hoped they will continue to do so.

The Group has a large number of Life Members who answered the call for urgently needed funds in the early days of the Group, but many of them paid for their membership so long ago that any monies that might have been used to create a life members' fund have long since been exhausted. A significant number have joined the Patron Fund and/or continue to contribute to the Group in other ways, but there are others from whom nothing has been heard for some considerable time. It has therefore been suggested that they should be invited to make an annual donation to the Group if they wish to continue to receive printed copies of NEWS, or alternatively give serious consideration to receiving NEWS electronically.

PATRON MEMBERSHIP AND VISITS

by Dave Pennock

Q6 'Chip in for a Cylinder' appeal

Thank you for your continuing support of this appeal. The cylinder is now cast and having funding of circa £60,000 in place has made an enormous difference to our efforts to return the Q6 to running condition. The final cost is not yet known, and may reach £60,000 plus, dependent on the machining and final fitting costs. So please continue to help if you can – every little helps. 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.

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

The two planned Patron visits are on track to the Tanfield Railway on Sunday 12th May and the Heaton Traincare Depot near Newcastle on Sunday 2nd June. To register your interest in either of these visits, or a wish to convert to becoming a Patron Member, please contact me by e-mail at dave.pennock@nelpg.org.uk or telephone 07969 691155. There are still places available for both dates, but only a small number of places remain for the Heaton visit. The provisional arrangements are noted below.

Tanfield Railway – Sunday 12th May

This visit is open to both Patron and working members who are also invited to bring a friend along for the visit. All party visitors to meet at the Railway at around 10.45 for a train journey from Andrews House on the 11.20 service to Sunnyside which will also allow for a return journey to East Tanfield. Following a conducted shed visit and lunch break, there will be opportunity for a further mid-afternoon ride on the Railway. A travel concessionary rate will be available to all NELPG party members. The lunch and catering arrangements will be confirmed prior to the visit.

Heaton Train Care Depot – Sunday 2nd June

The visit is also open to both Patron and working members but, as the party size will be limited, accompanying friends cannot be considered on this occasion. Early registration is therefore recommended. 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. A start time of around 10.30/11.00 is envisaged with a duration of up to 1.5 hours on site. 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)

Our registration with easyfundraising continues to provide a minor income and in February we received almost £20. Every penny helps. If you can, please sign up now. It takes two minutes and 4,300+ shops will donate to NELPG for free every time you shop with them using #easyfundraising.

As a reminder to register, simply follow these easy steps:

Go to www.easyfundraising.org.uk. Click 'support'. In the name of good cause box enter 'North Eastern Locomotive Preservation Group'. Click 'support this cause'. Fill in your name and e-mail details as requested and tick the privacy option. Click 'install find and remind' (you may need to click an 'allow installation' button on your browser). Click 'install now' then restart your browse. Click 'hide toolbar' and 'hide sidebar'.



When you next go to any one of the huge numbers of participating companies you will see a yellow strip at the top of the screen. Click 'activate donation' then whenever you use that site, the company will make a small donation to NELPG and, if you have ticked to say you are eligible, it will be gift-aided too. Generally, the yellow strip doesn't appear again, and your computer use is completely unchanged.

Our next meeting took place on 11th April to review the funding and prospective incomes over the next few years for NELPG finances. In addition, there will be a further appraisal of the strategic governance of NELPG. Please, as per the previous appeals, if you feel you could help administer NELPG or join in the advertised working parties, you would be most welcome. We do need your involvement for the future viability of NELPG.

MEMBERSHIP SECRETARY'S REPORT

by Michael Chyriwsky

Thank you to all the members who have renewed their memberships for 2024. I appreciate it may not have been straightforward this year with the postal service prioritising parcels over envelopes. Speaking of postage, the number of members accepting NELPG NEWS in pdf form has risen to 42 which saves us over £800 per year.

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

- Mr J. and Mrs E. Strain from Malton
- Mr P. Layfield from Gedney Broadgate
- Miss Z. Bade from Redcar
- Mr. D. Martin from Darlington



NEW SECRETARY

For personal reasons, Roy Marshall has stepped down as Secretary, though will remain as a Trustee. The Board wishes to extend its heartfelt thanks to Roy for his sterling efforts on behalf of the Group over many years, especially when you appreciate the size of the portfolio that he embraced.

Colin Foxtton has kindly agreed to take over the role of Secretary, with help from other Trustees who will be responsible for some of the tasks that Roy dealt with. Colin's details are as follows:

C. FOXTON (Secretary), 2 Sundew Court, Darlington, DL1 1AW. Mob: 07976 689762 E-mail: colin.foxtton@nelpg.org.uk.



SPECIAL GENERAL MEETING – 19th JANUARY 2024 – RECORD OF MEETING

In reporting the proceedings at the SGM, the outcome should have read votes recorded as:

- For: 234
- Against: 0
- Abstained: 0

NOTICE OF 2024 ANNUAL GENERAL MEETING

Members are reminded 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 April issue of NELPG NEWS is posted together with the AGM Supplement, containing the Trustees' Annual Report, post holders' reports, the accounts, details of nominations to the Board and motions to be put to the AGM, along with a ballot paper and voting instructions for members.

Please use your vote – the Board of Trustees depends on your mandate to manage the business of the Group and if you can't attend the AGM, please submit your ballot paper by post or e-mail.

Roy Marshall
Trustee



ARCHIVE CORNER

by **Chris Lawson**

An anniversary reminder to start this issue's report. 10th June this year marks the 75th anniversary of the outshopping of K1 62005 from the works of the North British Locomotive Company in Glasgow, as one of the 70 K1 class locomotives designed by Arthur Peppercorn. In spite of the locomotive still being under overhaul at Carnforth, it is hoped that some way may be found to mark this milestone.

Contributions

Two regular contributors of photographs dominate this period. Richard Barber has provided a large number of photographs from Ian McInnes of all four of our locomotives at a variety of locations, including Yarm viaduct and Marley Hill, but mainly on the NYMR, as well as one from Jack Archer of the K1 at Kildale on 28th June 1975.



K1 2005 near Kildale on 28th June 1975 (Jack Archer)

Similarly, Michael Denholm has continued to send photographs of all four locomotives, but mainly in BR days, including the K1 on the Whitby Moors railtour on 6th March 1965 and at Tyne Dock on 9th September 1967, the Q6 at Selby Shed on 25th May 1958 and under repair at Sunderland in May 1967, the J27 at Pelaw in 1969 and on Seaton Bank and the Silksworth branch in 1967, and the J72 at Keighley in March 1970. In addition, Jim Stancliffe has contributed three photographs of the J27 at York in 1962, 1965 and 1966, while Gordon Wells has given a number of B&W prints, including 60532, the J72 at Buckfastleigh in 1991, the P3 at Keighley in 1999, along with one of support coach E34557, all taken by a variety of photographers.



Left: 65894 climbs the last few yards to Silksworth colliery in 1967 (Michael Denholm)



Right: 65894 passes southbound through York (Jim Stancliffe)

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, e-mail 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)

NELPG NEWS reached its 100th issue, marked with a colour cover and articles recording the history of NELPG NEWS with extracts from early issues, a year-by-year chronicle of the Group and its main achievements, the story of the Group's ten years on the main line by Nigel Bill, and of the locomotives' operation on the NYMR since 1970 (totalling over 30,000 miles) by Maurice Burns. It should also be recorded that issues 20–30 were the first to be edited by John Hunt, but he has been in the Editorial chair continuously since number 73 in October 1979, a total of almost 45 years without a break – has that record been surpassed anywhere else in the heritage railway movement? (Yes! *David Williams, recently retired Editor of Severn Valley Railway News - Ed*). Needless to say, a full set of every issue of the NEWS is held in the archive.

Locomotives – The T2 continued on display in Deviation Shed, but no work was done on the Q7 as volunteer resources were concentrated on the P3.

The boiler retube of the P3 had been completed and replacement of 30 arsenical copper stays had started with drilling out of the old stays. Wastage areas in the front steel tubeplate had been built up with weld. The new piston valves were complete, and Bill Harvey and Erica Arneil had come to Grosmont over the weekend of 10th–11th March to set the valves. Problems had arisen with the alignment of the motion bars and crossheads, but it was hoped to have these resolved by the end of March. Two design changes had also been implemented – the replacement of soft packing by white metal metallic packing to the piston rods (involving the manufacture of new neck rings, flanges, springs and packing), and the fitting of a mechanical lubricator to feed the axleboxes.

A new set of firebars had been fitted to the J72 and the fractured main external steam pipe had been removed and was being repaired prior to the locomotive's next outing on 29th April.

A new side rod brass had been fitted to the K1 right leading pin and the motion reassembled. The regulator valve had been re-ground and lapped in, and it only remained to overhaul and reassemble both injectors, check the lubrication system, and a boiler washout, before a steam test at Easter. As part of the temporary repainting into BR black livery, the right-hand side of the tender was to be chipped down to bare metal to remove the old, badly cracked, paintwork. Repainting was expected to be completed in time for Easter and the Enthusiasts Day on 29th April. The engine and tender frames were not to be repainted however, to minimise the work to return it to LNER green livery after the boiler overhaul due to begin at the end of the operating season.

A quote of £19,853 had been received for the boiler lift and overhaul of the firebox, involving the renewal of 476 stays at £25 each. A site on Teesside had been offered, through Mike Satow, to enable the work to be carried out by the Group's own volunteers. This could both reduce costs and speed up the work which needed to be completed in time for the 1985 operating season, when, apart from NYMR running, there was the prospect of a return to the West Highland extension if this year's experiment there (see Other News below) was a success.

44767 George Stephenson had successfully worked its two Cumbrian Mountain Expresses on 4th and 11th February, with only routine maintenance required subsequently, including a boiler washout. It was next due out on 7th May.

Other news – With the K1 under overhaul in 1984, the railtour spotlight inevitably fell on 44767 George Stephenson. On 7th May it would be working over the S&C to Carlisle with 5407, and then, on 19th May both would be taking a SLOA special over the Glasgow and South Western from Carlisle to Ayr. The following week would see them make their way to Fort William and a season working through to Mallaig (a separate article extolled the delights of the West Highland extension which could now be enjoyed behind steam). The locomotives would then work their way back to Carnforth after 9th September, and the Group had made a bid for a railtour originating in the North East in early October to utilise 44767 returning to Carnforth over the S&C. ... After many years effort by the Group, the NYMR Council had agreed to set up a Locomotive Owners Committee and approved its terms of reference. It would be chaired by the NYMR Shedmaster, and the Secretary would be the locomotive owners representative with representatives of all the locomotive owners invited to attend. The hope was that this would lead to progress with the long-term agreement on locomotive policy and maintenance. ... There was a full report by Maurice Burns of a mechanical survey and steam test carried out on 4th December 1983 of J21 No. 65033 at the invitation of Beamish Open Air Museum. A technical report, which recorded some bad fitting practices, was submitted to the Museum, but concluded that overall, in spite of its exposure to the elements for the previous seven years, the locomotive was in basically sound condition.

News from the Line – All major components were back on 6619 but fitting and connecting all the pipework remained outstanding, 45428 was complete and had a number of running in turns, and 80135 had been fully reassembled and was being repainted ready to re-enter traffic at Easter. There had been a spate of carriage and DMU repainting at Pickering, where the sleeping car had been relocated to allow its siding to be used for stabling strengthening coaches. Concrete sleepered track had also been laid from the double slip into the carriage shed and up to the turntable, while at Grosmont, work had started on the locomotive servicing siding. Santa Specials had proved to be a great success, with 8,640 tickets sold, and, with secondary spend, resulted in a surplus of £12,500. The total number of NYMR full time employed permanent staff was reported as 25, albeit with several vacancies.

And finally... Maurice Burns advertised for anyone interested in sharing costs to visit Fort William and Mallaig at the end of May for three days to photograph 44767 and 5407.

THE RETURN OF SOCIAL MEETINGS

The idea of resuming the once common and popular social meetings following their demise after the outbreak of Covid, has long been mooted and finding a successor to John Midcalf proved unsuccessful.

However, the topic arose at the recent Special General Meeting in Darlington and John has since had a change of heart, and kindly agreed to take over the task of finding speakers.

The first of the new meetings was held at Middlesbrough Motor Club, Coulby Newham, Middlesbrough on Thursday 14th March, when Richard Barber presented 'The Railway to Samphire Batts & its electrifying decline'. A look at the railway that was named after the man who would be King, its expansion and the part it played in the NER experiment to bring electric traction to the masses. It was a fascinating illustrated talk enjoyed by 14 members and was followed by the opportunity to have an informal chat with fellow members. Hopefully, we can build on these numbers at future meetings.

The next of these is on Thursday 18th April when John Midcalf will present his show 'My 50 Years on the Railways', and then Friday 10th May 'Talking Railways' by Colin Hatton. The start time is 7.30 pm.



NELPG members enjoying Richard Barber's presentation on 14th March and the grand architecture of the Middlesbrough Motor Club venue (both John Hunt)

AN APPEAL FOR HELP FROM THE NORTH EASTERN RAILWAY ASSOCIATION (NERA) ARCHIVE TEAM

by **Chris Lawson**

As NELPG Archivist, I have been contacted by Keith Richardson from the NERA Archive team to see if there are any NELPG volunteers who, having found the physical demands of work on our locomotives to now be beyond them, have had to stop active volunteering, but are wondering what to do with their spare time. If you are one of them, then Keith has an opportunity for you to continue to play a part in preserving North Eastern Railway history by helping with NERA's archive work in Darlington.

The NERA Archive is maintained by a small team of volunteers, sadly reduced by the recent tragic death of Sam Woods, and is based in McNay Street in Darlington, just round the corner from Head of Steam Museum/Hopetown. Currently the archives team only use McNay Street on a Tuesday, but there is a massive backlog of work for them to do (e.g. scanning, confirming everything in boxes has been catalogued), and other days may be necessary in future. New material continues to arrive intermittently and, unless more volunteers can be found, Keith is concerned that the team may never get through the backlog. Hence his approach to us, as an organisation with similar objectives and increasingly closer ties, who may be able to help. But he has stressed that he is not wanting to divert NELPG effort from our own needs. NELPG has its own requirements for both working volunteers and administrative help as recent appeals in the NEWS have demonstrated, so please, think about those first.

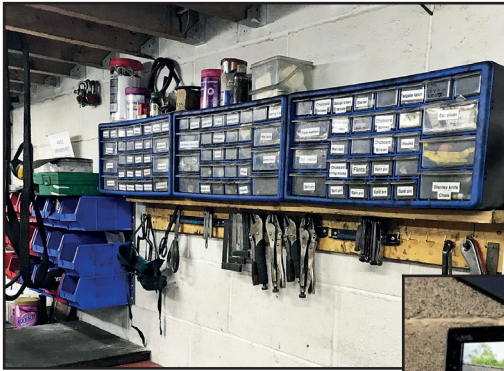
However, if you are a 'retired' working volunteer who still has some time available, or perhaps a member who has not been involved in the past and thinks this might be something they could help with, then please contact Keith by e-mail (keith.richardson@ner.org.uk) or phone (01609 779451) to learn more.



Part of the NELPG archive; Ian McInnes's picture of 69023 piloting 63395 at Goathland on 19th June 2009.

DEVIATION SHED, GROSMONT

Recent improvements in Deviation shed at Grosmont. Left image: labelled storage boxes after revision by Steve Hyman. Bottom image: the very necessary safety signage that its readily visible and a real necessity in today's workplace. The most significant improvement is the image on the right, the newly installed TV screen which shows, on a continuous loop when the shed is open, NELPG activities and its locomotives in action, but emphasising the appeal for the Q6 cylinder and an invitation to come and volunteer for the Group, which has been put together thanks to Steve Hyman (Steve Hyman and Ian Pearson)



1861 SHED, HOPETOWN



The developing workshop area in the 1861 building on 15th February, showing right to left: Ed Bolam, Arthur Jenkins, John Jones and Maurice Bell, Ed's cousin and a NELPG member. He's a machinist by trade, useful to have around, Arthur says, and he's not as steam daft as the rest of us, just likes to keep his hand in on the lathe! (John Hunt)



Ed Bolam's two pictures illustrate how the previously bare walls are now decorated with prints and photographs, and spares, materials and tools are now boxed and stored in an orderly manner.

OBITUARIES

ARTHUR ROBINSON



Arthur Robinson poses proudly in the cab of Blue Peter (Danny Favcett)

Arthur passed away on 11th February at home in Northallerton, aged 77, after suffering declining health following a fall at Christmas 2022. He endured several spells in hospital in 2023 but remained determined though unsuccessful to get back on his feet. Despite being housebound he retained his large and varied number of interests, such as football, cricket, model railways but especially steam railways.

Arthur was a big man with a big heart and his ability got him noticed by Yorkshire County Cricket Club. He became a first-class cricketer for Yorkshire during the 1970s, gaining the nickname 'Rocker'. Arthur was a left-arm fast bowler with a career average of 25.13 and a best figure of 6–61 against Surrey at the Oval in 1974. Two words to describe him as a player, and indeed everything he became involved in, are bravery and determination. This is exemplified by his battle to recover from the fall at Hopetown when he had to re-learn speech, reading and was most disgruntled at not being allowed to drive any more.

Arthur was a keen and enthusiastic volunteer at Wilton and Fort William, as well as out on the Big Railway, being involved with the K1, Blue Peter and also 44767 George Stephenson for Ian Storey. He was really looking forward to the return to steam of the A2 – but in Brunswick Green, not blue! One of his prize possessions was a Blue Peter badge given when he was part of the support crew on the Blue Peter trip from Edinburgh to London sponsored and filmed for the BBC programme.



Arthur, standing second from the right, at ICI Wilton (Maurice Burns)

To many Arthur will be remembered as a larger than life character, with a never-ending flow of wit and banter, or if you were lucky some hilarious tales from his many adventures. Evenings at Fort William were a source of great ‘entertainment’.

Arthur was immensely proud of his family and our sincere condolences go to his wife Sara, to his children Zoe, Matthew and Benjamin and to all his grandchildren.

– *Steve Alder*

KEN THOMPSON



Ken Thompson on the phone in his office in No. 5 depot, ICI Wilton, with Len Clarke to his left and the J72 in the background (Maurice Burns)

It is sad to report the death of Ken Thompson who passed away on 1st March 2024 aged 88.

In 1984 Ken was the manager of No. 5 Depot at ICI Wilton (the old Terylene plant workshops) where he had supervised community restoration work undertaken for various museums including a steam road roller for Beamish.

At that time NELPG were looking for a location on Teesside where the K1 boiler could be housed to enable replacement of the crown stays, and enquiries were made to ICI regarding suitable buildings. Following discussions ICI suggested bringing the whole loco to Wilton and ICI would sponsor a Manpower Services Scheme to fully overhaul the engine. Ken became the scheme manager and with a team of MSC staff undertook the overhaul with volunteer assistance and advice provided by NELPG.

Completion of the K1 in 1986 led to the scheme being extended to overhaul the J72 and the fabrication of a new tender tank for the Q6. This was then followed by the overhaul of Blue Peter, the cosmetic restoration of Bittern as Silver Link and overhaul of the J27, with the K1 returning for winter maintenance.

Ken regularly used his many contacts within the Wilton site to facilitate much work on our locos at no cost to the Group. Machining jobs in the Central workshops, use of cranes and riggers, asbestos removal, plus obtaining redundant tools and equipment from around the site which were donated to NELPG.

The final MSC scheme ended in March 1991 and Ken retired in June after 40 years at Wilton. One of his actions before he left was to make sure that No. 5 Depot remained on the site maintenance rota ensuring that the washrooms and toilets would still be cleaned every week and the overhead crane inspected annually. ICI allowed the continued use of No. 5 Depot by the Group's volunteers until March 1998.

On his retirement Ken was made an honorary Life Member of the Group and retained a strong interest in the Group's activities and looked forward to receiving his copy of the latest NEWS.

During our time at Wilton his actual true contribution to the Group will never be known. Back in 1984 it was initially expected to have use of the site for six months but in the end the Group were actually there for 14 years and thanks to Ken and ICI we never paid for electricity, heating or building maintenance and a host of other things.

Rest in peace Ken. You have earned it.

– *Gordon Wells*

CHRIS SMYTH

As this issue of the magazine went to press, we learnt of the death of founder member Chris Smyth; a full obituary will appear in the June issue of the NEWS.

ROBIN LUSH



Robin Lush in playful mood with Elvis! (John Hunt)

I am very sorry to have to belatedly record the death of Robin Lush, a long-standing Patron Member of the Group, who passed away, suddenly and unexpectedly, on 25th November last year. Well known as a prolific and expert photographer, he is reported to have died alongside the Embsay and Bolton Abbey Railway where he was out photographing trains. The previous day he was apparently posting pictures on Facebook and was at the A1 Trust Open Day the week before, where he was seen smiling as always. He made his images freely available, and a number are held in the NELPG archive. On a personal level, he also provided me with a number of photographs he had taken of the Old Gentleman's Saloon on the Keighley and Worth Valley Railway, particularly during the making of the 1970 Railway Children film. A regular attender at Patron events, he will be greatly missed by all who knew him.

– Chris Lawson

I had known Robin since the end of BR steam. He was a really nice guy and an accomplished photographer, not just of steam, but modern traction as well. We used to meet regularly on the lineside and, since 1970, would gather with like-minded colleagues every November at the late Gerry Dixon's house at Sandbanks, near Bournemouth, with Robin usually doing the driving there and back from the West Riding. Following Gerry's death, the annual reunions were held at Hebden Bridge where Robin resided, and it was just a few days before the latest get-together that we heard the tragic news of his untimely death. In our circle of friends, Robin always appeared the youngest and fittest, so his passing understandably came as quite a shock. However, he died doing something he loved. Fittingly, his very well attended funeral was held high on the moors overlooking his beloved K&WVR.

– John Hunt

FORTHCOMING EVENTS

NELPG Social Meetings

18 April – *My 50 Years on the Railway* by John Midcalf

10 May – *Talking Railways* by Colin Hatton

Middlesbrough & District Motor Club, Coulby Manor, Coulby Manor Way, Coulby Newham, Middlesbrough, TS8 0RP. 7pm for a 7.30 start.

Other NELPG Events

April 2024

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

May 2024

12 – Patron and Working Member visit to Tanfield Railway. Details from Dave Pennock (phone 07969 691155 or e-mail dave.pennock@nelpg.org.uk)

15 – NELPG Board Meeting – Skype (8pm).

June 2024

2 – Patron and Working Member visit to Heaton Traincare Depot. Details from Dave Pennock (phone 07969 691155 or e-mail dave.pennock@nelpg.org.uk)

19 – 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)

2024 season – trains running to 3rd November.

25 May – 2 June – ‘Living History’ family fun.

14–16 June – Diesel Gala.

Other events

April 2024

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 Byways* by Steve Armitage (2pm). NYMR Northallerton Area Group, The Village Inn, Water End, Brompton, Northallerton, DL6 2RL.

May 2024

3 – *Preparing to celebrate the S&D in 2025* by Niccy Halifax (S&D 200 Festival Director). (7pm). SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ.

4 – *NERA Railway Heritage Walk, Lambley viaduct to Haltwhistle*. Details from Keith Richardson, phone 01609 779451 or e-mail keith.richardson@ner.org.uk

16 – *All Things North Eastern* by Steve Armitage. (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD.

17 – *Great Central Railway 1986 – 2010* by Ian McInnes. (2pm). NYMR Northallerton Area Group, The Village Inn, Water End, Brompton, Northallerton, DL6 2RL.

17 – *My Book of World Trains Part 2 – A further reflective look at images and countries visited during a 50 year railway career* by Phil Kirkland. (6.30 for a 7pm start). SLS Newcastle, Newcastle Arts Centre, 67 Westgate Road, NE1 1SG.

June 2024

3 – *Flying Scotsman* by John Parsons (2pm). Hartlepool Railway Enthusiasts Group – Central Hub, Hartlepool Library.

No other meetings in June.

NRM York

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

NRM Locomotion

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

North Road Station Museum, Darlington

Museum and Ken Hoole Study Centre closed until summer 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 10am to 3pm. Details at www.a1steam.com.

COPY DATE NELPG NEWS

The copy date for the June 2024 issue of NELPG NEWS is
Friday 17th May 2024.

