

# NELPG NEWS

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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.

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

## COVER PICTURES

Front: 63395 heads the festive diner south from Goathland, at Abbot's House, on 9th December 2022 (John Hunt)  
Back (top): 65894, en route light engine to Pickering to work Santa specials, framed by a rainbow at Levisham on 3rd December 2022 (Simon Barraclough)  
Back (bottom): 63395 reflects the low afternoon winter sun at Green End whilst working a Santa special from Grosmont to MP18 in Northdale on 21st December 2022 (David Warren)

# EDITORIAL

by John Hunt

We start the new year in a reasonably optimistic mood. The J27 and Q7 between them covered 8,559 miles last year which, bearing in mind the amount of diesel substitution in the peak summer season, turned out to be quite healthy, with a resultant income of nearly £68,500. Hopefully, all being well, both locomotives will be able to maximise their earning potential in 2023. The year should be rather special for the J27 as it is expected to work the 50th anniversary train with No. 29 on 1st May, then, on 23rd September, it celebrates its centenary.

The Board and the Locomotive Committee have been considering how the J27 centenary might be celebrated. The locomotive was outshopped from Darlington North Road Works in September 1923 and its centenary coincides with the centenary of the grouping of the railways in that same year. We think this is a good opportunity to highlight the achievements of NELPG. The Board will use the powers granted by resolution 2 at the very first AGM (see website) for a temporary livery change.

As you will read elsewhere in this issue, work proceeds apace on both the J72 and the K1, though the latter is, unfortunately, behind schedule. Paul could really do with more volunteer help at Carnforth, so if you are able to assist, please contact Paul either by e-mail on paul.hutchinson@nelpg.org.uk or by text on 07964 988551.

In a previous issue it was promised that a copy of the Group's Social Media Policy would be published in the NEWS. This has now been produced, recognising the increasing importance of these media, particularly for our younger members. The policy sets out what we expect from our members in the use of these media and, rather than being reproduced in the NEWS, will be placed on the website under Governance, probably by the time you receive this copy of the NEWS.



*With the Group's Deviation shed in the distance, 65894 accelerates the festive diner away from Grosmont on 17th December 2022 (Andrew Jeffery)*

# LOCOMOTIVE REPORT

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

## J27 No. 65894

Our locomotives saw regular service during December, each seeing action on the Pickering and Grosmont Santa's, as well as the Christmas Moorlander dining trains. Several issues began to surface as the weeks went on, adding jobs to a list of repairs alongside the routine annual exam work, but otherwise the J27 was a reliable runner, and achieved a decent mileage.



*65894 heads the festive diner through the snow at Abbot's House, south of Goathland, on 17th December 2022 (John Hunt)*

The NYMR's winter season ended on 24th December, following the trend of previous years, with no trains running between Christmas and New Year. Then a concerted effort was made to winterise the entire fleet and make a start on boiler washouts, allowing for an immediate start to maintenance in the new year. The J27 and Q6 were washed out first, and a shunt in the new year had both locomotives inside Deviation shed, on 7 road.

A good start to the winter program was made by our members at well-attended working parties in January. The coupled rods were removed, and bushes pressed out ready for remetalling and machining. The piston valves were extracted, injector cones removed, and the Dreadnought ejector taken off, ready to service. The safety valves will be overhauled this year with a set of new springs, and the annual examination of the backhead will begin shortly.

## Q6 No. 63395

Following its last day in traffic on 28th December the Q6 had totalled 5,394 miles in the season, a very creditable result bearing in mind the many weeks at the height of the summer when there was a steam ban on the railway. Many thanks are due to volunteers and shed staff alike for their efforts.



*63395 passes Grosmont MPD with the 11.30 Santa special on 20th December 2022 (Nigel Hall)*

The annual boiler cold exam is fixed for 6th February, and then the roof stays will be inspected to assess if the previously noted corrosion is acceptable for further running. Our initial assessment is that little more corrosion has taken place, but it will be up to the insurance inspector to make a final decision.

The major job planned for this winter was the re-tyring of the tender wheelsets. It was decided to order the tyres from Germany via West Coast, as has been done for the K1. However, at the time of writing no delivery date has been received. It will take some four weeks to fit the tyres, plus removal, transport, and refitting. So, it is not going to be likely that this is going to be done before the start of the running season on 27th March. So, the plan is not to remove the wheelsets before the start of the running season, and hope that there is sufficient left on the tyres to get some running before the new tyres arrive. Indeed, if the weather conditions are right, it may be possible that the tyres will last till next winter. Fingers crossed for a wet summer!

When the repair kit for the blowdown valve was examined at Northern Steam it was found to be for a 1½" valve, whereas ours is a 1". Fortunately, we found an old 1½" valve in our stores, so this will be modified to fit the boiler studs, and the repair kit installed. Thanks to Northern Steam for the overhaul kit. It was originally bought for a 9F.

The pipework associated with the injectors uses a type of joint often referred to as an 'air ministry' joint. Several of these joints on the Q6 need re-making, as over time the ends of the copper pipes need re-shaping. Thanks to SNG for loaning some of the tooling.

## K1 No. 62005

### Boiler

West Coast are now working regularly on the boiler. The foundation ring, lower third of the copper firebox sides and the throatplate have been removed.

Wastage around the waterside edges and fracturing around a number of rivet holes on the corners of the foundation ring was evident upon removal; this was anticipated. Following NDT, where the full extent of the fracturing was identified, West Coast's coded welder James Grant has refurbished the ring, further NDT to prove the repairs has been arranged and by the time you read this it will have been temporarily refitted.

We were also aware of grooving to the backhead at foundation ring level. With the foundation ring removed it has been possible to prepare this, fill with weld and grind back flush with the adjacent plate.



*A general view of the K1 firebox on 5th January with the sides and foundation ring removed on 5th January (Paul Hutchinson)*



*Steve Gibson removing swarf and general debris from the crown sheet after removal of the firebox sides and the barrel with the defective section removed on 12th January (Paul Hutchinson)*

When the throatplate was removed fracturing to the barrel, mainly from/between rivet holes, was noted in the high stress area against the tightly radiused section of the throat plate. This was not anticipated. The affected and surrounding areas of the barrel have been NDT'd which confirmed the extent of fracturing. The damaged section has been removed and a new rolled 'D' patch has been ordered.

The new steel outer firebox sides were delivered just before Christmas and the new copper sheets for the inner firebox sides are currently away being formed.

We have started polishing the smokebox tube plate flue and small tube holes in readiness for re-tubing the boiler and we have started refurbishing the ash pan although, as it is not under cover, progress is somewhat dictated by the weather.



*Left: James Grant putting the finishing touches to the foundation ring refurbishment on 20th January  
Right: The new and old firebox wrapper sides pictured on 21st December 2022 (both Paul Hutchinson)*



*The bottom of the boiler barrel where it joins the throatplate showing the cracking on the left and the affected area cut out on the right on 5th January (both Paul Hutchinson)*

## Frames and wheelsets

The new loco and tender tyres arrived at Carnforth early in the new year (as part of a much bigger order) and we're moved on to Riley's for fitting shortly afterwards (the wheelsets being delivered to Riley's at the beginning of December). While the wheelsets are at Riley's, the crank pins are to be re-ground to remove the ovality and tapering brought about by many years use.

The loco frames have been steam-cleaned and the last sections of cylinder lubrication pipework removed for cleaning and repair. The hornstays have been temporarily refitted and the fit of each bolt (8 per hornstay) checked. Where necessary bolt holes have been reamed true and replacement bolts machined to the correct interference fit. The loco brake weigh shaft brackets have also been temporarily refitted for the bolt holes to be reamed true and new oversize bolts machined to the correct interference fit. This work has now been completed and the brackets are now ready to be sent to Ian Storey for the manufacture and fitting of new bushes. Work on fitting the new left-hand side cylinder bolts is also progressing.

New coupled horn adjusting wedges have been ordered as the existing ones were found to be beyond acceptable repair. In addition, the expansion links have been refurbished by DPE, Newton Aycliffe, who are also machining new die blocks to match.

As well as doing most of the work currently being carried out on the boiler, West Coast have re-metalled the loco axleboxes where needed (both pony boxes and both driving (intermediate) boxes complete plus the crown of the RL coupled box). These will be machined when the wheelsets are returned from Riley's.



*Left: The photo shows the KI's left-hand side expansion link on one of the Hass CNC milling machines being skimmed to remove waste*

*Right: The expansion link being measured on a Mututoyo Co-Ordinate Measuring Machine (CMM) to provide sizes for the new die block (both Neal Woods)*



The front loco draw gear has been removed for inspection. Unfortunately, an NDT of the draw hook revealed minor fracturing in two separate areas and consequently it will have to be scrapped. A replacement has, however, already been sourced. On a happier note, the rubber springs have been examined and are suitable for further service.

### **Tender**

The four rivets fastening the rear right leading spring hanger bracket to the tender frames have been drilled through in preparation for replacement (the existing rivets are loose). 11 of the 12 spring hangers have been refurbished by NSEL and have since been painted at Hopetown. The other spring hanger was found to be fractured. While this has been repaired it has been swapped with one from our V2 tender at Grosmont. The 'new' hanger is currently being refurbished.

The rear drawgear has been removed for NDT and replacement of the rubber springs (the draw hook was refurbished relatively recently and other than painting needs no further work at this time).

### **Fittings**

Refurbishment of various fitting, valves and pipes also continues at Carnforth and our painting team of Ashley Moore and Neil Smedley at their respective homes and Colin Smith, Harry Sams, Alan Wilson, Hugh Pannell, Colin Bowman, and David Wright at Hopetown have painted the very many parts sent to them.



*Various K1 parts cleaned, repaired and repainted at Hopetown (Roy Marshall)*

Many thanks to our painters, to Neal Woods for continued technical support and to Dickon Chaplin-Brice and Oli Williams plus regulars Angie, Lizzy, Steve, Rolly, Mike and Frank who have all worked on the K1 at Carnforth since the report in December's News.

Working parties will continue on Wednesday to Saturday (inc.) each week. If you would like to join us then please let me know by e-mail to [paul.hutchinson@nelpg.org.uk](mailto:paul.hutchinson@nelpg.org.uk) or by text on 07964 988551. As usual the company van should be available, if required, as will the sleeping accommodation in the coach.

As we are still behind programme it would be great to hear from you, if you can help in any way.

## Boiler

NSEL has formed and fitted the two sides of the firebox steel outer wrapper and the expansion brackets have been refitted. The steel for the back head insert and the material for the back head former have been supplied. The back head insert plate has been annealed and will be formed soon. The refurbished foundation ring is now bolted in place and the backhead former has been started.

Our first drawdown of the NHMF Grant, at 40% of boiler costs so far, has been claimed and received.



*Left: the J72's left-hand side firebox expansion bracket highlighting the extent of metal loss around the fixing point. Right: grooves around a centre stay hole in the J72's throatplate (both Dave Pennock)*



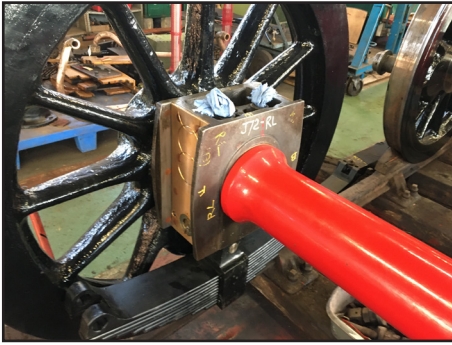
*The refurbished boiler crown girder stay links, fitted with new pins, pictured on 25th January (Ian Storey)*

## Cylinder block

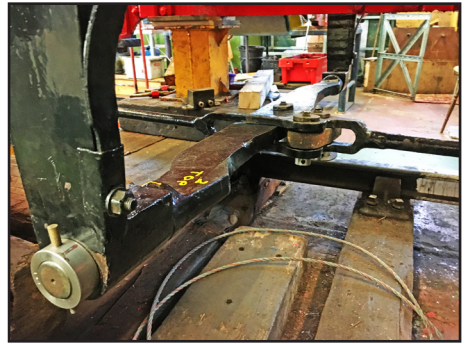
Both cylinder castings are at Dormor Engineering in Middlesbrough. A site meeting has taken place to discuss the machining of the block and complete our instructions/drawings. Machining is expected to start imminently with planned completion towards the end of March. The patterns are being stored at Batley Foundry temporarily.

## Mechanical

At Hopetown, the leading and trailing axle boxes have been completed and are now hung on the axles. The oiler pads and oil trays have been fitted and the springs have been hung on the T-hangers. At NSEL work on the driving axle boxes will be completed soon. The brake gear has been trial fitted and some life-expired components will be replaced with new parts.



*The J72 axleboxes hung on the right-hand side of the trailing and leading wheelsets respectively on 19th January (Roy Marshall)*



*The brake gear trial-fitted for the J72 driving and trailing wheelsets also on 19th January (Roy Marshall)*



*One of the J72 driving axleboxes being machined at NSEL on 25th January (Ian Storey)*

**The J72 overhaul is supported by**



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

**and by the**



**NATIONAL HERITAGE  
MEMORIAL FUND**

## WORKING PARTIES

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

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

The relevant contacts are as follows:

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

## AN APPRECIATION

Absolute respect to those who braved recent conditions to work on the Group's locos! Surely, with such dedication to the cause, we'll see all four NELPG locos available in 2025. Those hundreds of us sitting in the warmth should salute those working at the 'sharp end' of locomotive repair/preservation... And not forgetting those travelling over to Carnforth regularly. Please be careful out there...

Thanks, and best regards,

Graham Holt,  
Life Member/Financial Strategy Committee



## HOPETOWN WORKS OPEN DAYS

Starting from 14th January 2023, the workshop will be open from 10:00 to 15:00 on the third Saturday of each month. This has been made possible by three volunteers, to whom we are very grateful, but any more would be most welcome!

Our neighbours, the A1 Steam Locomotive Trust, which is building the P2 locomotive *Prince of Wales*, will be open at the same time.

# TREASURER'S REPORT

by Richard Wheeler

January is the busiest time of the year for your Treasurer. The records of income and expenditure for the previous twelve months must be checked to ensure everything balances. Reports have to be compiled to summarise what changes have been made to our investments during the year and how much interest should be accrued on those accounts which have not yet reached maturity. Any movement between funds, such as between the Patron Fund and the Locomotive Maintenance Fund, must be detailed. Here I must thank Colin Foxton for his assistance in ensuring such changes are correctly actioned on the Sage Accounting package that we now use. The accounts have now been delivered to Ribchesters to be examined and for the Annual Report to be produced.

The Patron Fund was established to provide a reserve fund to pay for unexpected expenditure on our locomotives, and it is with this in mind that £6,000 has been transferred to the Locomotive Maintenance Fund to pay for the boiler stay repairs required on the J27 during the year. A further £6,800 has been used to cover the purchase of three second-hand ejectors to be held in stock to cover any failure of those currently fitted to our locomotives. £2,400 has been moved to the General Fund to cover the supply of NELPG NEWS to Patron members, and to contribute to the administrative costs of the Group in the same way as do the subscriptions from ordinary members. The Patron Fund has been a huge source of financial support for the Group, so please consider joining if you have not already done so or increasing your monthly payments if already a Patron.

I am sorry to say that the search for a member willing and able to shadow my role goes on. We really would appreciate someone stepping forward to gain an insight into the role, and perhaps also to assist with such things as the annual Gift Aid claim. We need to develop a common data base for accounts and membership records to simplify the work, so some computer skills would be an advantage. **COULD YOU BE THE PERSON TO HELP WITH THIS?**

Finally, an advertisement. Would any member be interested in taking my collection of NELPG NEWS from issue 28 (February 1972 – the first to include illustrations) up to issue 300 (August 2017)? Collection or delivery to be arranged and a donation to Group funds invited.



*63395 at Moorgates with a Santa special on 20th December 2022 (John Hunt)*

# MEMBERSHIP SECRETARY'S REPORT

by Michael Chyriwsky

Thank you to everyone who has renewed their membership for 2023 and thank you also to the members who made additional donations to the funds for Joem and the K1. If the envelope for your February NEWS is marked with a cross, then your membership card is enclosed. If you still have to renew, please do so before the end of March or you will not receive the April NEWS. Junior members must contact me by text, e-mail, or letter to confirm if they wish to continue their free membership.

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

- Mr D. Marley from Billingham
- Mr J. Kilpatrick from Staithes
- Mr D. McEwan from Ballingry



## NOTICE OF 2023 ANNUAL GENERAL MEETING

by Roy Marshall (Company Secretary)

Notice is hereby given that the 2023 Annual General Meeting of NELPG Ltd will be held at the Railway Athletic (RA) Club, Brinkburn Road, Darlington DL3 9LF on Friday 26th May 2023 at 7.30pm.

This is the first time we have been able to hold a face-to-face meeting since 2019, so it is hoped members will welcome the opportunity. However, in the intervening years, the ballot process on the Group website (see 'About NELPG', 'Governance Documents', from the Main Menu) has allowed members who cannot be present to exercise their vote. The Board has been encouraged by the increased voting return, and 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 17th March 2023.

Information about Board membership is available on request from the Company Secretary, but all potential nominees should ensure they have read the Procedure for Appointment as NELPG Trustee/Director on the Group website (see 'About NELPG', 'Governance Documents', from the Main Menu), before their nomination is submitted.

Each nomination should be completed in accordance with paragraphs 1–7 of the procedure.

One Director/Trustee, Colin Foxton, is due to retire by rotation and has indicated that he will seek re-appointment. Three co-opted Director/Trustees, John Carr, John Hunt, and Ian Storey have indicated that they will seek election. There will nevertheless be 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 17th March 2023, 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 10th 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 e-mail.



*65894 heads through the snow at Eller Beck with a Christmas dining train  
on 17th December 2022 (David Warren)*

# DARLINGTON RAIL HERITAGE QUARTER

Since the last report, we have attended two further meetings, the first with Willmott Dixon (the contractors who are developing the site) and Brian Robson of Darlington Borough Council and the second with Ian Thompson and Mike Crawshaw of Darlington Borough Council.

The practical problems we face in moving out of Hopetown are being given serious consideration and a number of options are to be explored further with the contractors. We felt both meetings were positive, and we hope to continue in this vein, with all parties looking for a successful outcome.

DRPS has recently helped us in moving some patterns for the J27 discovered in part of Head of Steam's storage. Temporary storage for some of the Group's Hopetown assets has been arranged, with other items being moved to Grosmont imminently. Further updates will be given as the matter proceeds.

Members may be interested in the history of the shed, so what follows is an extract from an article written by Chris Lloyd and published in *The Northern Echo* on 4th February 2013.



*The 1861 locomotive shed at Darlington after the accident, with the pilot engine parked at 45 degrees across the line. The new brickwork is still visible today.*

Way back in 1908, engine driver Henry Kitching was beginning to sense that all was not well with his train. He was in charge of a tank engine which was pulling two brand new locos from Gateshead to the Darlington North Road shops, where they were to undergo final adjustments before entering service.



At Whiley Hill, near Coatham Mundeville, Kitching was doing about 30mph, and the brakes were taking a long time to have any effect. He turned off the steam. Then he put the loco into reverse. ‘The engine began to slide, and he had no control over it,’ an inquest heard later. ‘At Rise Carr, he passed some signals at danger, but he could not stop.’ The one-armed Rise Carr signalman, Joseph Fawbert, waved and shouted at the train from his box but, he said, it did no good. The train sailed through, whistling furiously, at about 20mph – too fast for him to change the points ahead so that it did not dash into the North Road shops.

Unable to do any more in his cab, driver Kitching ran along the side of his runaway engine and clambered into the cab of the new loco behind and tried to apply its brake. But it was too late. The train had not branched off the Stockton and Darlington Railway and was heading for the paintshop.

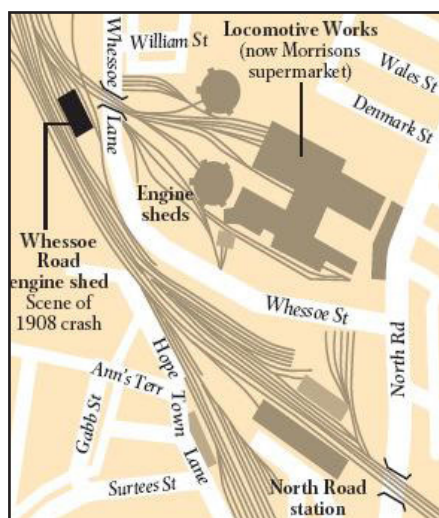
In its way was a stationary pilot engine. John Murphy, 17, who was loading coal into the pilot engine, saw the runaway train coming and jumped off the coal stage. Then he heard the crash, saw the bricks falling and the roof tumbling... When he looked up, the runaway train had smashed the pilot engine into the paintshop where it had collided with a stationary engine which had been shunted into the loco Albert Hudson was finishing off.

The collision had caused the pilot engine to spin through 90 degrees and burst through the wall of the paintshop, causing an explosion of debris. Amid a shower of slates and bricks, John Murphy ran into the ruined paintshop where he saw Albert Hudson lying unconscious beneath an engine. He helped carry him out. Within minutes Albert’s father, Joseph, had come rushing out of the main workshops where he was employed as a labourer, and the badly injured lad was taken to Greenbank Hospital, where he died at 11pm.

To make matters worse, *The Northern Echo* reported that the pilot engine ‘in its brief and inglorious career had upset Mr Vincent Raven’s saloon, which was on the line inside the paintshop’.

Mr Raven, later Sir Vincent, was the chief mechanical engineer of the North Eastern Railway. The *Echo* reported: ‘Scores of people visited the place of the collision. The smash has lefty its mark behind in a partially-wrecked building – buttressed up with timber – a derailed engine, and generally a scene of wreckage that the management does not want to see.’ Particularly not if the boss’ carriage is amid the wreckage.

The accident happened on Monday evening. They spent Tuesday clearing up. The inquest into Albert Hudson’s death opened on Wednesday and was concluded on Thursday. While the driver,



supported by his fireman and apparently corroborated by the signalmen, said the brakes had failed, another railwayman claimed the brakes had worked ‘too well, in a sense’, holding too hard and causing the engine – pushed on by the weight of the two new engines behind – to skid. ‘In summing up, the coroner said the question resolved itself into the train travelling at a greater speed than it ought to have been travelling,’ said the Echo. ‘The jury returned a verdict that Hudson was accidentally killed while following his employment. They made no recommendation.’ So, either the brakes failed and killed a man, or they worked too well, and killed a man. That was that. All done and dusted within four days, leaving the Hudsons of Alliance Street to grieve for Albert.

Today, the paintshop where Albert Hudson lost his life is in the throes of refurbishment. It was built in 1862, on the site of a smaller shed, by railway architect William Peachey. Peachey designed a couple of the region’s best buildings before falling spectacularly from grace. His greatest triumph is surely the Zetland Hotel at Saltburn, which he built fantastically over budget. It is the focal point of the railway resort, with a sweeping stairway, dramatic windows, splendid balconies and a sumptuous central tower. Middlesbrough station was another Peachey masterpiece, described as ‘an architectural tribute to the greatness of Middlesbrough’. Even today, it is a marvellous assemblage of frontages, archways, subways, and bridges, but it was even better before August 1942 when a German air raid blew away the best bit, the 60ft high trainshed.

The Whessoe Road engine shed is not as grand as some of his other buildings. In fact, it has survived because of its humble, adaptable nature. It was built with four lines running into it to house 12 engines – some of them would have been working the line to Barnard Castle and beyond; others of them would have been waiting for repair in the North Road Shops, which opened in 1863. After five years, the engine shed had been outgrown, and two new roundhouses, each holding 24 engines, were built on the North Road site. The engine shed was converted into a paintshop, its wooden roof being strengthened in 1884 so that it would support skylights which enabled painters like Albert Hudson to see what they were painting.

After Albert’s fatal accident in 1908, the shed was patched up. It cost £1,000 to restore and if you look across the tracks at it from the new Hopetown Park off Darrowby Drive, you can clearly see that the bricks on its west end are redder than the rest. Three years after this expensive restoration, the paintworks were moved to the North Eastern Railway’s new Stooperdale plant, and the engine shed was relegated to a storeroom. It remained a bits-and-pieces sort of a place – diesels were tested there for a while; the Signal and Telecommunications Department kept things there for a while more – and somehow survived the closure and clearance of the North Road Shops in the 1960s. Morrison’s supermarket now occupies the shops’ site, and the engine shed was occupied by a scrap merchant.

# CLASS T3 No. 901 / Q7 No. 63460 MOVES TO LOCOMOTION, SHILDON

by Chris Lawson

Following closure of Head of Steam Museum for its redevelopment over the next 18 months as part of the Darlington Railway Heritage Quarter, the large locomotive exhibits are being moved out to new homes. This includes Class T3 No. 901 (Q7 No. 63460) which was the subject of a formal loan agreement between the National Railway Museum and NELPG in 1978 for its overhaul to working order and subsequent operation. On completion of its overhaul by NELPG volunteers, it entered traffic on the NYMR on 20th August 1990 and saw regular use on the NYMR until the expiry of its boiler ticket in 1998, having covered over 23,000 miles. After a period on display at Grosmont, the locomotive was moved to Locomotion at Shildon and then on to the Head of Steam Museum at Darlington, close to where it was built in 1919, for long term public display. The T3/Q7 was moved out of Head of Steam on the evening of 23rd January and moved to Locomotion the next day. I am grateful to Richard Barber for providing the photographs, below, recording this latest stage in the locomotive's life.

*901 being prepared for movement out of North Road Museum on the evening of 23rd January  
(Chris Simpson, via Richard Barber)*



*901 loaded up at North Road, Darlington and ready for its road trip to Locomotion at Shildon on 24th January  
(Richard Barber)*

# PATRON AND FINANCIAL STRATEGY REPORT

by Dave Pennock

## Patron membership

The Patron Members visits for 2023 are taking shape and, at the time of writing, we await confirmation from RAF Fylingdales for a proposed visit in late June or early July. The radar base provides a ballistic missile early warning service to both the UK and US Governments, and it will be intriguing to see this underground defence facility. Given its close proximity to the NYMR, and subject to the visit timings, it would open up an associated visit, for example to Goathland or the carriage stable at Pickering. From a practicality point of view, the party size at Fylingdales will be limited. If you are interested in this event and wish to secure a place, please contact me to make an advance reservation.

The second visit, provisionally set for either late August or early September, will be to the NYMR to commemorate the centenary of our J27, albeit the date may have to be arranged around any hiring of the J27 to other heritage railways. Our 65894 was the last of the class (as a P3) to be built at Darlington, part of the final order for ten locomotives placed by the NER on 14th December 1922, almost the eve of the Grouping. It was outshopped under LNER auspices on 23rd September 1923.

More details for both of these Patron visits will be forthcoming in the April NEWS.

## Financial Strategy Committee

At the December 2022 meeting our Treasurer, Richard Wheeler, highlighted the management of our cash holdings where we endeavour to obtain the most competitive rates of interest on cash deposits. Coupled with this was an assessment of cash needs in 2023 to cover the K1 and J72 overhaul expenditures. A draw down and allocation of monies held in, for example, the Patron Fund and Legacy Fund, will be used to underwrite these increasing needs for cash.

In terms of significant fundraising income, in December 2022 we received £17,043 claimed as part of the National Heritage Memorial Fund (NHMF) grant for the J72 boiler work. An interim claim is now pending as part of the £20,000 Association for Industrial Archaeology (AIA) grant for the J72 cylinder block as the two halves have now been cast, and it is a useful milestone to present a request for payment.

In addition, the expected legacy representing a one thirteenth share of the estate of the late Phillip Crossland with a value of £555.93 was received in early January. NELPG relies on the generosity of its supporters, and this legacy is an example of a gift ensuring we can continue to operate and keep our locomotives running for future generations to enjoy. Please, if you can, consider NELPG in your will. It can be in the form of fixed sum or a percentage of your estate.

The details of how make a legacy gift to NELPG were included in the August 2022 NEWS, and should you have any ongoing queries I would be pleased to help. Please contact me via e-mail [davepennock@nelpg.org.uk](mailto:davepennock@nelpg.org.uk) or telephone 01423 868138.

### Internet purchases

Amazon have recently announced the withdrawal of their AmazonSmile partnership initiative supporting charities by contributing 0.5% of individual purchases to nominated charities. They now wish to focus their philanthropic efforts in the communities where their employees live and work. Given that they have a new distribution depot in Darlington, we potentially have an opportunity to seek specific funding via this revised strategy. The scheme in itself, because of our limited public profile, only generated £26.64 in 2022. A thank you nonetheless if you were able to use this way of helping NELPG.

The easyfundraising option remains open and it has been a little more beneficial with £106.17 received during 2022. Every penny helps so, if you can, please sign up. It takes two minutes and 4,300+ shops will donate to NELPG for free every time you shop with them using #easyfundraising. To help please visit: <https://www.easyfundraising.org.uk/causes/nelpg/payments/64/>



# NELPG STRATEGIC APPEAL UPDATE

by Dave Pennock

The first meeting on 24th November 2022 was attended by some 17 members with apologies from a further 18 members. It covered a wide range of topics and provided a strategic temperature check on the state of NELPG and what might be done to better secure our future. The second open meeting to discuss the future of NELPG will be on Sunday 29th January 2023 to provide an opportunity to attend for those who are otherwise committed during the week.

There was widespread recognition that we need to address succession, and the importance of being able to fill key Trustee roles as and when they become vacant. My overall analogy is one of having a team on the pitch but few, if any, substitutes on the bench.

The Board, from a previous analysis, had prepared an organisational concept for the future of NELPG whereby the Trustees would principally concentrate on governance, strategy, budgets and policies, with individual committees reporting to the Board dealing with Locomotive Operations and Engineering, Financial Strategy, Commercial and Publicity, Health and Safety and the Treasurer function. This concept, tabled and discussed at the meeting, was positively received and agreed that it was a good platform on which to develop NELPG's future.

Perhaps akin to other organisations during Covid, internal communications were highlighted as an area which has suffered over the last two years. Perceptions are all important and engagement with working members when key decisions affecting them are made has been lacking. Clearly an area for improvement.

Coincidentally, in late 2022, reflecting these communication concerns has been the widening of the remit of what was the J72 Project Team to a full Locomotive Management Committee covering all four locomotives. This has positively enabled debate amongst those with technical responsibility for our locomotives, providing a forum for the Locomotive Engineering Managers and associated key personnel to make policy decisions and implement coordinated work programmes. Hopefully, this initiative, which has been in the wings for some time, will provide more engagement and avoid unintended silos developing across the Group.

What of the future? A key need will be to recruit new blood as it will be the cornerstone of succession and a sustainable future for NELPG. Our age profile, unlike that of 1966, is heavily weighted to 60+ and beyond. A scatter gun approach to recruitment will not necessarily be effective, and specific targeting was noted as a better strategy. Perhaps a Plan B will also be needed to ensure that, if we cannot sustain ourselves, we prepare a handover strategy to others for the long-term care of our locomotives. This is not an outcome any of us would wish to see, but we need to have an agreed plan on the shelf in case managing NELPG cannot be maintained.

This then leads us to identify what roles will be needed to sustain NELPG, and then target volunteers with the appropriate skills who can, and would be willing, to contribute. An example would be to seek a volunteer to manage our locomotive and property insurances – all too often it has fallen on the nearest Board member to manage. It was felt that we have become too introverted in these matters, and there is a need to cast the ‘come and join us’ net wide enough to recruit those with skills that can be applied to governance, administrative and locomotive care activities. Again, clearly another area for improvement.

The recruitment discussion then leads to our presence on social media and the marketing of NELPG. Recent discussions with Steam Railway Magazine following my article in December News, revealed the esteem with which we are held within the wider heritage movement, and resulted in a full page article in its first issue of 2023 (No. 540) about the need for new blood to bolster our ranks if our future is to be secured. The strategy meeting attendees confirmed what is generally known across NELPG however, in that we are lacking a presence on Facebook, Twitter and other social media, and the provision, for example, of regular press releases about the Group and its activities to the print and other media. Recruitment and social media presence arguably go hand in hand and therefore provides a third strand to highlight for improvement.

I hope this provides a snapshot of the debate now in hand. I’m personally gratified by the feedback so far and that, by acting now, we do not become a sleeping giant and fail for any lack of action. As we move through 2023, the hope is for an action plan to be prepared clearly setting out the changes needed. Please, please if you can volunteer to become involved in this potentially exciting period for NELPG do get in touch with me by e-mail at [davepennock@nelpg.org.uk](mailto:davepennock@nelpg.org.uk) or telephone 01423 868138 or Roy Marshall at [roy.marshall@nelpg.org.uk](mailto:roy.marshall@nelpg.org.uk) or telephone 07780 711743. Thank you.

# ARCHIVE CORNER

by Chris Lawson

## Contributions

On the photographic front, Michael Denholm has continued his researches and contributed ones of 65894 at York on 5th May 1964 near what are now NRM buildings, on Seaton Bank in July 1967 and drifting down from Silksworth Colliery in July 1967, and of 62005 in York Shed in September 1965. Roy Marshall has provided a number of ColourRail photos including the K1 at Richmond on The Three Dales Raitour on 20th May 1967, of the Q6 at Seaham, Sunderland and Tyne Dock in the 1960s, and 65894 at Silksworth, on Seaton Bank and at York shed, and Arthur Jenkins, via the Railway Herald website, one of 65894 at Pelaw Junction on 1st April 1967. Finally, of the BR era photographs, Garth Mclean has provided more of 65894 leaving Silksworth and passing Seaton signal box in the snow, and three of 63395 setting off after stalling on Seaton Bank, all taken in early 1967.

*65894 passing  
Seaton Bank Top  
level crossing and  
signal box in the  
snow in early 1967  
(Garth McClean)*



*62005 at Carlisle  
on 2nd April 2008  
(Peter Dew)*

More recent photographs are from the collection of the late Ross Anderson, with Peter Dew donating photographs of 62005 at Carlisle on 2nd April 2008 and 69023 at Leeming Bar on 26th September 2013, from Alan Wastell via Ian Pearson comes one of 63395 at Goathland with the Moorlander diner on 8th December 2022, and Peter W. Robinson has provided a photograph of 65894 and No 29 departing Grosmont with the 12 noon diner on 1st December 2022, re-enacting the re-opening special for John Hunt's NYMR 50th anniversary book.

Non photographic material has seen Gordon Wells provide documentation from 1987 and 1990/91 relating to the registration and maintenance of privately owned vehicles operating on BR lines, John Midcalf his Jacobite diary from 2012 to 2019, and Steve Hyman a copy of the Daily Mail for 19th December 2022 containing a photograph of the J27 on a Santa Special at Darnholm. And, of course, the original K1 worksplate, acquired at the auction on 3rd December 2022, has now been delivered and added to the archive collection (see separate article).

As ever, my thanks to everyone for their donations, but please do not forget the archive, particularly if you are having a clear out at home. And don't ignore items related to today – they form part of our history and the archive of the future. If you have any items, no matter how large or small, related to the Group that you are prepared to contribute to the archive, then, as usual, please get in touch – telephone 01904 655003, e-mail [chris.lawson@nelpg.org.uk](mailto:chris.lawson@nelpg.org.uk), or drop me a line at 67 The Mount, York YO24 1AX. I look forward to hearing from you.

## 40 years ago (from NELPG News)

**Locomotives** – The **T2** was in store inside Deviation Shed, along with the **Q7**. Work had restarted on the **P3**, and with the new boiler tubes delivered at the end of November, retubing was now imminent. Some firebox stays and rivets needed renewing. BR had inspected the boiler with a view to the locomotive being available to run on BR should the opportunity arise. The engine frames were ready for lifting to inspect the axleboxes and journals, and the worn crosshead and slidebar removed for machining. The move of the **J72** from NRM York to Pickering by Sunters of Northallerton was carried out on 4th January, with unloading at Pickering in the dark using car headlights. Expected to remain there until early February, an opportunity was taken on 18th January to move it to Deviation shed at Grosmont in a PW train, propelled by D5302 at 10mph with numerous stops to check the bearings. It subsequently received attention to prepare it for a boiler inspection.

The main volunteer effort, however, was focussed on the **K1**, and the work necessary over the Christmas/New Year period to complete its repairs and have it ready in time for a BR inspection on 18 January, in preparation for its fully booked Northumbrian Mountain Pullman railtour four days later. As ever, this did not prove to be a straightforward task, with a number of problems encountered and overcome on the way, including the piston rings initially not fitting the new piston valve heads, and delaying the reassembly of the motion required for the planned visit to go ahead at the end of December by Bill Harvey and Erica Arneil to set the valves. Resolved just in time, the resetting was successfully completed on 31st December, only to then have problems with the specially supplied copper bar required for the replacement of the 34 copper lacings in the firebox – it had been machined too small. Fortunately, a further supply of the copper bar was found and, by working virtually nonstop, the final lacing was fitted



24 hours before the first steam test and an initial BR mechanical inspection on 10th January. The next week saw fettling of the various items identified as still outstanding, and on 16th and 17th January a number of running in trips were made to Levisham. The BR examination the next day was successful, although it revealed some more minor faults to be rectified, in spite of all the previous examinations and wealth of repair work that had been carried out. These were dealt with during the rest of the week and the locomotive ran to Thornaby on the afternoon of 21st January ready for the railtour the next day.

Meanwhile, over at Carnforth, progress with 4767 *George Stephenson* had been held up awaiting the delivery of the manganese strips required to be welded to the axlebox liners. Once complete, the leading and driving wheels could be replaced and the trailing wheels removed for similar treatment. The remetalled and rebushed motion was complete, along with the reassembly of the slide bars, crossheads and pistons, the tender had been descaled and the boiler shotblasted and painted.

**Other news** – A full report on the Northumbrian Mountain Pullman railtour was provided by Derek Hanson... because of the high demand for the railtour (over 250 ticket applications had to be returned), a repeat railtour was announced for 20th March, to coincide with the movement of the K1 back to Grosmont from Carnforth... The K1, piloting 5407, successfully worked two Cumbrian Mountain Pullman trains between Carnforth and Hellifield on 5th and 12th February (they were worked over S&C by the Midland compound No. 1000 piloting 5690 *Leander*)... The delayed K1 livery ballot was finally launched... A list of outstanding jobs at Deviation Shed was provided by Nigel Bill with an appeal for volunteers to help finish this shed work.

**News from the Line** – Of the locomotives, progress with 6619 was such that it was hoped to be steamed in the summer... welding and plating repairs on the tender of 5428 were well advanced, all small tubes had been expanded and the large flue tubes fitted, and it was expected back in steam in 1983... 80135 boiler repairs continued at Bridgnorth with the axleboxes due to go to BREL for attention... 34027 *Taw Valley* had left the Railway for restoration at Bury... 34010 *Sidmouth* had arrived from Barry. A TSO had been purchased from Nottingham... The BSO purchased privately in 1982 was being refurbished at Pickering and repainted in Pullman livery to run with the Pullman saloons... The full restoration of the Gresley buffet car was about to start, and the Railway's freight vehicles were due to be severely rationalised following a survey of each wagon. Delivery of the new carriage shed for Pickering was imminent... New Bridge signal box was to become a block post, thus abolishing the one engine in steam operation south of Levisham, and the main line had been slewed to allow the laying of the necessary track work to access the PW yard... Levisham loop was expected to be fully operational this year while the relaying of the straight and replacement of bridges 14 and 15 was proceeding... At Grosmont MPD the drainage system was being improved, as were the coaling arrangements utilising overhead hoppers, the purchase of which NELPG had agreed to assist, and Les Warren had taken up duty as Grosmont Shedmaster.

**And finally...** Each of the Pullman vehicles in the Steam Locomotive Operators Association fleet was adopted by one of its member organisations. NELPG had been allocated kitchen car No. 335, which entered service on 30th January behind *Flying Scotsman*. The Group was to be responsible for providing a steward for the coach, and looking after it and its passengers, every time it runs.

# SALES REPORT

by Arthur Jenkins

There isn't much to report other than I was kept reasonably busy going to the Post Office with envelopes containing calendars, pens, and Christmas cards, etc. The result is that there are only four 2023 calendars left, in case anybody thinks they have missed the boat. The stock of Christmas cards is quite low with some being zero stock. It is hoped to have some new stock for next Christmas. There are plenty of pens available, so please don't go to the shop for one when you could help out our loco funds. The stock of books and videos keeps growing faster than we can shift them. If you would like to give a nice book or video a good home, please check out the lists.



*65894 enters  
Levisham with the  
festive diner on 17th  
December 2022  
(Simon Barraclough)*

## FORTHCOMING ANNIVERSARIES

Start of a new year, so some significant anniversaries in 2023.

- 1st January – Centenary of the Grouping and the formation of the LNER, GWR, SR and LMS
- 1st January – 75th anniversary of formation of British Railways
- 4th January – 40th anniversary of delivery of J72 No. 69023 *Joem* to the NYMR at Pickering
- 24th April – 40th anniversary of first steaming in NELPG ownership of J72 No. 69023 *Joem* at Grosmont.
- 1st May – 50th anniversary of the Royal opening of the NYMR.
- 16th June – 35th anniversary of the restoration and handover to the NRM of A4 No. 60019 *Bittern* as A4 2509 *Silver Link*.
- 23rd September – centenary of the construction of the P3 No. 2392 (J27 No 65894).

# K1 NO. 62005 WORKSPLATE

by Chris Lawson

In my 'Archive Corner' in the last issue of NELPG NEWS, I reported on the inclusion in a Great Central Railwayana auction to be held on 3rd December of a brass worksplate from our K1 marked 62005 and dated 1948. Subsequent enquiries with the auctioneer and others established that this plate was genuine, and that the replica plates, cast by the late Nick Downing's foundry in Stockton and carried for the last 46 years, were not accurate representations of the ones originally fitted, incorrectly showing the date as 1949. This of course was the year of construction of the locomotive, and I explained in my previous article how this discrepancy might have arisen.

Subsequently, it has come to light that the original plates were still on the locomotive when it worked the Royal Train from Newcastle onto the Ponteland Branch in March 1967. However, when it was seen at West Hartlepool Shed on 20th May that year, some two months later, they had reportedly disappeared. Hence, when the Group restored the locomotive in the 1970s, replica plates were fitted in 1976 with the date 1949. As archivist, I felt it important to take this opportunity to try and secure this original worksplate for the Group as an important part of the K1's history.

In the absence of a clear steer from the Board, I therefore decided that an attempt should be made to bid for the worksplate, against an auction estimate of £250–£400. As the Editor subsequently added to my original text, life member Dick Manton kindly agreed to bid on our behalf. With four benefactors agreeing to underwrite the potential cost, the worksplate was secured at the auction for £230 – a total of £271.40 with buyer's premium. The purchase has therefore been at no cost to Group funds, and I am very grateful to Michael Denholm for the initial alert to the worksplate coming up for auction, to Dick Manton for doing the bidding, and to the benefactors in particular for their generosity, in enabling this item to be acquired.

The worksplate itself has now been delivered to the Group (see photo) and has been added to the archive collection.





*65894 climbs the 1 in 49 at Darnholm with the festive diner  
on 18th December 2022 (Dave Collier)*



*63395 has just crossed Esk Valley viaduct on the climb up to Goathland with a Santa special  
on 21st December 2022 (David Warren)*

# FORTHCOMING EVENTS

## NELPG Social meetings

None.

## Other NELPG events

### February 2023

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

18 – Hopetown Open Day (10am–3pm).

### March 2023

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

18 – Hopetown Open Day (10am–3pm).

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

23 – Financial Strategy Committee meeting (5.30pm). 67 The Mount, York, YO24 1AX.

### April 2023

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

15 – Hopetown Open Day (10am–3pm).

### May 2023

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

26 – NELPG AGM (7.30pm). Railway Athletic Club, Brinkburn Road, Darlington, DL3 9LF.

Board meetings are subject to short notice change, so members wishing to participate in any meeting should contact the Company Secretary to confirm the date and link details.

Hopetown Open Days will continue as long as NELPG occupies the building.

## Other events

In the absence of our own Social Meetings, as recorded below there is a wide variety of railway-based talks available across the region in Newcastle, Hartlepool, Darlington, Teesside and York to enable you to pursue your interest in their place.

### February 2023

3 – *Rails across the North Riding, part 1* by Richard Barber (7pm). SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ.

8 – *The Railway Mission* by Dudley Clark (12 noon). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP.

16 – *Trains, Trams, Trolleybuses* by Paul Jarman (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD.

21 – *NYMR Update* by Chris Price (2pm). SLS Teesside, Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF.

- 24 – *The Deltics* by John Midcalf (2pm). NYMR NAG, Village Inn, Brompton.
- 24 – *Railway Roundabout 2022/23* by John Hunt (7pm). NYMR TAG, Settlement Hub, Union Street, Middlesbrough.
- 28 – *The Jim Sedgwick Collection, part 1* by Sam Woods (7.30pm, admission £3). RATG, Railway Athletic Club, Brinkburn Road, Darlington, DL3 9LF.

### March 2023

- 3 – *Centre AGM and The Long Drag* by Tony Metcalf (7pm). SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ.
- 6 – *1960s Trains and Buses of East Yorkshire* by Martin Green (2pm). Hartlepool Railway Enthusiasts Group, Central Hub, Hartlepool Library.
- 8 – *The History of the Derwent Valley Light Railway* by Jonathon Stockwell (12 noon). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP.
- 10 – *1960s Memories* by Ken Page (6.30 for a 7pm start). SLS Newcastle, Newcastle Arts Centre, 67 Westgate Road, NE1 1SG.
- 16 – *An Evening with Jim Sedgwick* by Richard Barber and Sam Woods (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD.
- 21 – *Railways of North East Lincolnshire past and present* by Phil Eldridge (2pm). SLS Teesside – Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF.
- 24 – *A dip into the Cedric Spiller and Duncan Symmons archive* by Ted Parker (2pm). NYMR NAG, Village Inn, Brompton.
- 28 – *Branch Lines around Bishop Auckland* by John Askwith (7.30pm, admission £3). Railway Athletic Transport Group (RATG), Railway Athletic Club, Brinkburn Road, Darlington, DL3 9LF.
- 31 – Speaker to be confirmed (7pm). NYMR TAG, Settlement Hub, Union Street, Middlesbrough.

### April 2023

- 12 – *The Sandtoft Trolleybus Museum* by Chas Allen (12 noon). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP.
- 14 – *A Lifetime of Railway Discoveries* by Michael Bunn (7pm). SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ.
- 18 – *Talking Railways, the NER and LNER* by Colin Hatton (2pm). SLS Teesside – Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF.
- 20 – *12 Years of China Steam from 1992* by Barry Burns (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD.
- 21 – *NCB Backworth System 1965–76, from photos* by the late Alan Clothier now in the care of the SLS Newcastle Centre by Malcolm Paul (6.30 for a 7pm start). SLS Newcastle, Newcastle Arts Centre, 67 Westgate Road, NE1 1SG.
- 28 – *An Evening with Jim Sedgwick* by Richard Barber and Sam Woods (2pm). NYMR NAG, Village Inn, Brompton.
- 31 – Speaker to be confirmed (7pm). NYMR TAG, Settlement Hub, Union Street, Middlesbrough.

## May 2023

5 – *30 years on the Railway* by Pete Myers (7pm). SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ.

12 – *My Book of World Trains* by Phil Kirkland (6.30 for a 7pm start). SLS Newcastle, Newcastle Arts Centre, 67 Westgate Road, NE1 1SG.

18 – *Commemorating the S&DR* by Caroline Hardie (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD.

26 – *Facebook Discoveries* by Ian McInnes (2pm). NYMR NAG, Village Inn, Brompton.

## NYMR

27 March – Services restart between Pickering and Whitby.

29/30 April and 1 May – Special event to mark the 50th Anniversary of the formal re-opening of the Railway in 1973..

## NRM York

Open 5 days a week: Wednesdays to Sundays 10.00–17.00. Prebooking tickets online advised but not essential. Search Engine is open Thursday to Saturday, 10.00–16.30. Station Hall closed for refurbishment. Details at [www.railwaymuseum.org.uk](http://www.railwaymuseum.org.uk).

## NRM Locomotion

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

## Darlington Head of Steam Museum

Museum and Ken Hoole Study Centre closed until 2024 for redevelopment as part of the Darlington Railway Heritage Quarter.

## A1 Trust

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

# COPY DATE NELPG NEWS

The copy date for the April 2023 issue of NELPG NEWS is  
**Friday 24th March 2023.**

