

NELPG NEWS

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August 2023



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: No. 63395, in happier times, leaves Goathland on 3rd April. If you want to see the Q6 back in traffic, please donate to the cylinder appeal, details of which are on page 14.

Back (top): On its customary P2 turn, 65894 draws the teal set out of the carriage stable at Pickering on 26th July.

Back (bottom): No. 63395 reflects the late afternoon sun at Esk Valley on 3rd April (all John Hunt)

EDITORIAL

by John Hunt

In the event that the Board agrees to pursue the production of a new cylinder for the Q6, as the right course of action and in the best interests of the Group, drawings are already in place for a new casting and enquiries have been instigated to seek contractors who are able to produce patterns, cast a new cylinder and machine it.

We are urgently seeking donations to see this powerful, unique, popular and very useful revenue earning locomotive back in steam as soon as possible, but it seems sensible to consider a new left-hand cylinder as well. This is in the process of being examined in detail.

However, new cylinders do not come cheap but it is a sobering thought that the Q6's potential lost earnings in the time the locomotive has been out of traffic since it failed on 15th May will probably equate to the cost of a new cylinder!

To ensure that we can proceed without any financial hindrance and, importantly not have to draw on funds earmarked for our other locomotives, it is hoped that there will be a good response to the 'Chip in for a Cylinder' appeal. In the short time since the appeal was launched, there has been a most encouraging outcome with the appeal already a good five figure sum which is going up daily. If you have not done so yet, please consider a donation. In anticipation, many thanks!



Your donation could make this scene happen again sooner rather than later (John Hunt)

LOCOMOTIVE REPORT

by Chris Henwood (J27), Robson Hewitson (Q6), Paul Hutchinson (K1) and Roy Marshall (J72)

J27 No. 65894

The J27 should see regular use over the coming months, having re-entered traffic after a brief period sat spare in the MPD at Grosmont.

The loco will now regularly be rostered from Sunday afternoon to Thursday morning, based at Pickering, hauling the teak set between the regular Whitby trains, a sight well worth seeing as always. This involves the 16.30 from Grosmont on the Sunday, the 10.55 and 14.00 off Pickering and 12.30 and 16.30 off Grosmont, doing two round trips Monday to Wednesday and the 10.55 from Pickering to Grosmont on the Thursday.



No. 65894 leaves Goathland with the 12.30 Grosmont to Pickering service on 25th July (John Hunt)

A new gasket for the front valve covers has been fitted, after the covers were found to be passing steam. An opportunity presented itself to have a partial examination of the new valve set up, and everything looks good, with no wear or scoring at all so far. The considerable work done on the air ministry joints has also held up with no issues.

Looking ahead to the winter, a full piston and valve exam is going to be required, alongside the routine winter exam, and an ever-increasing list of deferred jobs. Please do consider getting involved if you can.

Q6 No. 63395

Since the last issue the Q6 has been in Deviation shed, being stripped down following the failure of the right-hand cylinder in May. Work has concentrated on getting the block ready for removal, which has seen the following work take place; sand box removed, running board removed, piston and cross head split, cross head taken off and slide bars taken down, front and back valve covers removed (with some studs burned out adding to the work) and valve removed.



*Left: nine of the broken parts of the cylinder and its front cover (John Hunt)
Right: the external steam pipe dug out of the concrete (Ian Pearson)*

Work has also concentrated in the smoke box, breaking up and digging concrete out (a labour-intensive task), removal of the blast pipe and the blast pipe centre piece which connects the two halves of the exhaust passages together. All of the fitted bolts have been removed, mainly by force, as they've been fitted to the engine for a considerable period of time.



*Left: Trevor Wilford burning off fitted bolts heads securing the cylinder to the frames (John Hunt)
Right: enjoying a well-earned tea break, from the left, Trevor Wilford, Ed Bolam, Bill Dobson, Chris Lawson, Arthur Jenkins, Steve Hyman, Jon Bradley, Ian Pearson – and Bill's dog Zak! (John Hunt)*



Left: Ian Pearson chipping away at the carbon build up in the exhaust passages of the blast pipe (John Hunt)

Right: the securing bolts holding the cylinder in place, all but removed on 24th July (Ian Pearson)

At the time of writing, the right-hand cylinder is in a state where it can be removed and with help from the NYMR, this was expected to take place on Tuesday 1st August. Further plans are being drawn up once the cylinder has been removed, more news of which will be issued when it has been finalised and a plan drawn up.

Finally, as the new Q6 caretaker, some of the working members may have noticed a lack of physical presence at Deviation shed; juggling time being a new Dad is proving difficult. So I will take this opportunity in thanking them all for their tireless efforts in getting the cylinder ready for removal. And also thank everyone who has donated to the cause so far and, hopefully, it will see the future of the Q6 right.

K1 No. 62005

The K1 overhaul continues at Carnforth but is still well behind schedule. Since the report in June's NELPG News, the following has been achieved:

Boiler

1. Foundation ring refitted, rivet holes drilled and reamed to new inner firebox sides (West Coast).
2. New doorplate/side laps welded and riveted (Derek Brewster/West Coast).
3. Stays manufactured and fitted to the new laps and all new stays to doorplate/backhead tooled (West Coast).
4. Oversized stay holes in tubeplate and overlap areas of firebox sides (where the inner firebox sides are retained but the outer wrapper is being replaced) welded up and fettled to allow new first size stays to be fitted (Derek Brewster/NELPG).



Three views of the boiler work: on the left, the backplate showing the new stays; middle, the new doorplate stays from the inside and the new copper side sheets; and right, the firebox awaiting the outer sheets, with the foundation ring in place (Paul Hutchinson)

5. All copper welds NDT'd (Frazer Nash).
6. Refurbishment of ashpan completed (NELPG).
7. Refurbishment/partial replacement of crinolines started (NELPG).



The refurbished ashpan minus damper doors (Paul Hutchinson)

Loco frames

1. Deep clean of frames, inside and out, completed (NELPG).
2. Exterior of frames given their first coat of gloss paint; final coat to be applied later (Alan Hardacre).
3. Two horn block bolt holes reamed, countersunk and new bolts fitted (NELPG).
4. Three spring hanger bracket rivets replaced (West Coast/NELPG).
5. New valve gear balance spring arm pin manufactured (NELPG).
6. Preparation for repaint of sandboxes started (NELPG).
7. All inner brake hanger pin bushes reamed true (NELPG) All outer bushes and the pins are to be replaced.
8. Pony side control mechanism stripped, examined (found to be satisfactory) and repainting started (NELPG).
9. Deep clean of pony frames started (NELPG).
10. Pony frames/pivot arm fastenings examined; two bolts (of sixteen in total) replaced (NELPG).



Angie Buxton and Chris Williams deep cleaning the pony frames (Paul Hutchinson)

Tyres

At Riley and Sons awaiting completion of riveting and reprofiling of crank pins.

Cab

Removable roof panel aperture edge beading replaced (NELPG).

Tender

Descaling of tender front below running plate and drag box commenced (NELPG). Painting of coal space completed (NELPG).

Many thanks to all who have worked on the K1 since the last report.

We remain well behind programme so any additional volunteer input would be more than welcome. If you would like to be involved then please contact Paul by text on 07964 988551 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. Travelling expenses will be paid from elsewhere. Sleeping accommodation is also available in the support coach if required.

In addition to the work on the loco, the coach has now received its new toilet and retention tank. The work was carried out by West Coast and was funded by Network Rail. While the opportunity existed, a frost damaged steam heating pipe has been replaced, as has a rotten area of the workshop floor.

J72 No. 69023

Boiler

NSEL has progressed the former for the outer throatplate. The inner firebox doorplate will have the laps renewed and some of the stay holes welded up, as some are at maximum size. This will allow the fitting of first size stays between the doorplate and the outer backplate. The lower section of the outer backplate has been welded to the retained top section and bolted to the outer firebox sides.



A view showing the left-hand outer side plate welded to the boiler crown (Dave Pennock)



*Left: the existing front throatplate to be replicated using a new former (Dave Pennock)
Right: Roy Marshall (left) and Danny Dymott, NSEL (right) examine the steel throatplate former (Dave Pennock)*



The new three-quarter steel outer backhead welded into place (Dave Pennock)

Cylinder block

Dormor Engineering has promised completion of machining by the end of August.

Mechanical

The locomotive has been protectively wrapped by the contractors and our work is paused.



The right-hand cylinder before and after machining work (Neal Woods)



The J72 frames, tanks and cab now suitably cocooned (Ed Bolam)

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

Hopetown decant

The old mess block and store have been demolished, the dividing wall to the A1 Trust has been removed and the original main door has been reopened (see pictures).



Left: the old double door opened up, with the class 37 beyond. Top right: our blue crane, to go to the 1861 building. Bottom right: the NELPG mess block and store now demolished on the right, the dividing wall also taken down, and the view through to the area formerly occupied by the A1 Trust (all Ed Bolam)

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
- 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
- Carnforth: Paul Hutchinson, e-mail: paul.hutchinson@nelpg.org.uk or by text on 07964 988551

TREASURER'S REPORT

by Richard Wheeler

Invoices paid during June for the K1 overhaul came to a total of £93,000. This included the cost of the full set of tyres and work done by West Coast Railways during the last eight months. Net funds (excluding fixed assets) have unsurprisingly fallen from £721,637 at the start of the year to £592,222 at the end of June. At the recent Board meeting I was asked whether we could afford the cost of a new cylinder casting for the Q6, if repair of the fractured cylinder proves impractical, taking account of the remaining costs to be covered for the overhauls of the K1 and the J72, and the need for a new set of tyres for the Q6 tender. I consider this should be possible, provided that the J27 continues to earn hire fees on the NYMR, and that no other unexpected expenses occur, but our reserves would perhaps fall below the level which we consider prudent. The need for donations and for continued support by our Patron members would be vital. I therefore make no apology for asking members to consider joining the Patron scheme if they have not already done so or to increase their monthly contribution if they are already Patrons. The scheme provides the Group with a reliable monthly income and makes it so much easier to judge what is affordable when unexpected costs arise.



PATRON AND FINANCIAL STRATEGY REPORT

by Dave Pennock

Patron membership

In writing for this edition of the News, it evokes the 'we never closed' motto of the Windmill Theatre in London during World War II. NELPG certainly never seems to stop and continually throws up challenges. Hopefully we can rise and meet them as they occur! August is in theory a quiet time but, as highlighted below, there is plenty of useful news to convey.

Financial Strategy Committee

The next scheduled meeting of the Financial Strategy Committee Meeting is arranged for 17th August at 17.30 in York. We are always on the lookout for new members. Please get in touch if you would like to contribute to discussions around our future finances or, for example, if you could assist with our Gift Aid reclaim process. You would be most welcome to join us.

Q6 'Chip in for a Cylinder' appeal – An estimated £40,000 is needed

Since the appeal's launch in the June News, and reports in the railway press, the response has been remarkable, with over £10,000 raised so far. The Q6 cylinder failure has certainly resonated amongst members and the wider enthusiast fraternity, with a strong desire to see her return to service as soon as possible.



*No. 63395 at Moorgates on
20th April (John Hunt)*

The cost of a new cylinder (with the option to obtain a new left-hand cylinder) is now thought to be somewhere between £40,000 and £75,000, and this will be fine-tuned as quotations are obtained. Let's hope it can be completed nearer to the lower of end of this range.

Almost £5,000 has come in via 60 direct donations ranging between £3 and £1,000. Chipping in is about whatever you can contribute. A very generous benefactor is to match pound for pound the first £10,000 donated, thereby doubling to £10,000 what has been received so far. One donation has even come in from North America, so the appeal and the wish to get our Q6 back is reaching far and wide. Thank you to all who have donated to date, but let's see if we can double that again, and maximise the generous match funding offer, by my next report in October's NELPG News. By donating you can help the Q6 to make a speedy return to service and make best use of its current boiler ticket due to expire in 2028. All monies raised will go to keep the Q6 operational.

Ways to donate to the Q6 Cylinder Chip in Appeal:

- Via PayPal using the Q6 appeal page on the NELPG Website. This allows for debit card and credit card payment options if you do not have a personal PayPal account. A direct Gift Aid option is available via this route and, if you are a UK taxpayer, increase your donation's value by 25% at no cost to yourself. For any queries please e-mail me at either dave.pennock@nelpg.org.uk or davepen@talktalk.net for the details.
- You can also make 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'.
- Postal donations, via cheque, can be made to NELPG Ltd, 11 Coventry Road, Durham DH1 5XD.

J27 Repaint into LNER Livery

Thank you for the donations to assist in repainting the J27 into LNER livery to commemorate its 100th anniversary. The mid-overhaul repaint, estimated at £4,000, is now earmarked for completion by mid-September.

To donate towards the repaint please use the above details for making either a bank transfer or postal donation quoting 'J27 Repaint'. The launch arrangements for the new livery are highlighted elsewhere in this issue of the News.

PATRON MEMBERSHIP VISITS

by Dave Pennock

RAF Fylingdales

The visit to RAF Fylingdales on 13th July was thoroughly enjoyed by the NELPG party and warm thanks are noted to our host, Squadron Leader Toby Watkins, and his colleagues for facilitating the day at the base. It proved to be a great opportunity to see the site which has long been associated with the North Yorkshire landscape and which is visible from the NYMR.

The base, whilst operated by the RAF, forms one of three stations of the United States Ballistic Missile Early Warning System network and, interestingly, also has a secondary role in the detection and tracking of orbiting objects in space. Mention was made that parts of the original Sputnik rocket programme were still out there!



Left to right: Squadron Leader Toby Watkins, Peter Spence, Richard Wheeler, John Bursell, Stephen Rhodes, Bill Dobson, Dave Pennock, Phil Jay, Christine Rhodes, Terry Newman, John Hunt, and Steve Hyman (photo: RAF)

For the visit we toured the pyramid, the most recognisable part of the site, having replaced the original 'golf balls', which hosts the primary radars. In technical terms, these are phased array radars, mounted on each face of the pyramid. The three arrays are positioned to provide a 360-degree vision, and each array is 26m across, containing around 2560 transmit/receive modules with a tracking range of 3,000 nautical miles (5,600 km).

Later, we visited the power plant, noting that it is electrically independent from the local UK grid. Arising from the site's use of USA equipment, the power at the site is generated at a 60 Hertz (Hz) frequency. Whilst a connection to the UK 50Hz grid could, in theory, be achieved, such a supply would not in any case usefully provide a reliable means to meet the electrical needs of the base.

The main afternoon session moved on to a mutual railway interest as Toby Watkins also chairs the Locomotive Conservation and Learning Trust (LCLT) which is overhauling NER J21 No. 65033. Work is well underway to see the J21 fully restored and for its proposed participation, hopefully along with our own locomotives, in the 2025 Stockton and Darlington Railway Bicentenary commemorations. For more information about the J21 please visit the J21 website at <http://www.lclt.org.uk/lner-j21-65033.html>.

Network Rail's York Rail Operating Centre (ROC)

The visit to the Network Rail ROC is now arranged for Thursday 2nd November 2023. The earlier thoughts of a date in September proved not to be possible as Network Rail is making changes to the facility during September and October. The visit is open to Patrons and working members, two places available for each booking.

Two sessions, with up to 12 attendees at each session, are planned – one in the morning starting at 10.00 and an afternoon session at 13.00. In addition, conducted tours around the old North Eastern Railway Headquarters Building, now the Grand Hotel, York have also been arranged, one in the morning at 11.45 and the other in the afternoon at 14.00. Depending on room occupancy these will last about 20 minutes. The plan is that those on the morning visit to the ROC will then go to the Grand Hotel in the afternoon and vice versa.

To book a place please contact me by e-mail at dave.pennock@nelpg.org.uk or by telephone on 07969 691155, indicating whether you want to go on the morning visit to the ROC and then the Grand Hotel, or the morning visit to the Grand Hotel and then the ROC in the afternoon.



P3 CENTENARY 19th SEPTEMBER

Outshopped from Darlington's North Road Works, our P3 No. 2392 entered traffic on Tuesday 19th September 1923 and probably its first working would have been a goods train. It is therefore proposed that prior to working its P2 diagram, the 10.55 off Pickering, on Tuesday 23rd September 2023, the engine goes to Levisham, picks up the NYMR's goods train, and works it through to Pickering station, arriving at 10.00. There would then be a short ceremony to mark the occasion, before the goods train is propelled back to the carriage stable, where the P3 picks up the teak set for the 10.55 departure.

DARLINGTON RAIL HERITAGE QUARTER

We have signed the licence for our occupation of the 1861 Shed for the period to April 2026 and await return of the document. Paul Hutchinson and Roy Marshall had a very positive meeting with Mike Crawshaw of Darlington Borough Council (DBC) to start discussions on the offer of an extension up to 2033. Track meetings with DBC, Steve Davies and Paul Bruce of the A1 Trust and Richard Snowdon of DRPS continue. The contractors are fitting out the 1861 Shed and completion by September looks to be on target.



MEMBERSHIP SECRETARY'S REPORT

by **Michael Chyriwsky**

No new members this issue, the first time for a long while.



31st ANNUAL GENERAL MEETING OF NELPG LTD – AN APOLOGY

At the AGM on 26th May, questions were raised under the heading of Any Other Business. I promised to report these in the August News, but the press of other business has prevented this and I apologise for the omission. I am minded to request that members document the questions they raise, either in advance or subsequently, at all future meetings. It's impossible to scribble and take an active part in the meeting at the same time. This would also reduce the administrative burden on the diminishing number of active volunteers.

Roy Marshall
NELPG Company Secretary

NELPG MEMBERS' ANNUAL DINER

21st OCTOBER 2023

The NELPG Annual Diner on the NYMR runs on 21st October this year. It will leave Grosmont at 12.30, running to Pickering, and arrive back at Grosmont at 15.15. A request will be made to the NYMR for the train to be headed by the J27 and, possibly, No. 29 – subject, of course, to availability on the day. The cost per person is £45.00. This slight increase on 2022's price still represents excellent value for money against the normal cost of £77.50 per person. The NYMR Catering team has produced a tasty menu with multiple choices (see next page).

A booking form is enclosed with this issue of the News, but if you have any allergy or intolerance with regard to food or drinks, please advise Roy Marshall.

If you wish to dine on this year's special, please complete the booking form, indicating your choices, and send it, by e-mail if possible, please, to roy.marshall@nelpg.org.uk, or, failing that, by post to Roy Marshall, 52 Egerton Road, Hartlepool, TS26 0BW. Please include an e-mail address, where available, for confirmation of your booking and for notification of any last-minute changes. Seats will be reserved only on receipt of payment. Payment by bank transfer to our Barclays account – sort code 20-62-09 – account number 40104442 – is preferred please, reference 'Diner'. However, if you are unable to make a bank transfer, a cheque payable to NELPG will be accepted. Refunds will not be available if bookings are cancelled after 14th October. Bookings must be received no later than 1st October 2023.

The dining train has 103 seats available. Seats will be allocated on a first come first served basis. In addition to the dining seats, a further 24 seats will be available in the brake vehicle for NELPG members wishing to travel on the day, but not to dine (membership cards should be carried). These seats will not be booked in advance.

Table allocations will be issued in the week beginning 16th October. Any queries, please contact Roy Marshall – contact details on the inside front cover of the News.



The possible combination for this year's members' dining special, 65894 and 29, at Eller Beck with the NYMR diner on 2nd December 2022 (John Hunt)

Welcome drink - Bucks Fizz or orange juice

To Start

Homemade spiced parsnip soup

(gluten, celery, milk, nuts)

Farmhouse pate

Served with Whitby gin & apricot chutney & toasted sourdough

(gluten, celery, sulphur dioxide)

Smoked salmon

On a bed of rocket drizzled with lemon & dill dressing

(fish, crustaceans, molluscs)

Main Course

Roast loin of pork

Served with sage & onion stuffing ball, crackling & apple sauce

(gluten, celery, sulphur dioxide)

Radford's Butchers hand-made steak & ale pie

Served with a rich red wine gravy

(gluten, celery, egg, milk, mustard, soy, sulphur dioxide)

Vegetable & Wensleydale bake (V)

A traditional vegetable bake in a creamy

Wensleydale cheese sauce

(gluten, milk, celery, mustard, soy)

Served with seasonal Vegetables & Potatoes

Dessert

Trio of desserts

Winter berry Eton Mess, chocolate brownie & plum & apple tart

(gluten, egg, milk, may contain traces of nuts)

Cheese Board

A selection of cheeses served with biscuits, celery, grapes,

Yorkshire chutney

(gluten, milk, sulphur dioxide)

Coffee & handmade chocolates

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

ARCHIVE CORNER

by Chris Lawson

Contributions

Unusually, I am starting this issue's report by recording the death in hospital in Hull on 18th June from liver failure of member David Bennett. Not the normal start to my Archive Report, but David was a work colleague of Bryan Orange in the GPO, showed a keen interest in the Group, and was a volunteer at Deviation shed on a few occasions. However, he was also an expert genealogist. This led him to research the families of Sir Vincent Raven and Wilson Worsdell, the designers of our Q6 and J27 respectively, and track down their living relatives. As a result, we were able to invite them to the planned events to mark the centenary of the Q6 construction in May 2019 and the centenary of Wilson Worsdell's death in April 2020. Unfortunately, both these had to be cancelled because of the Covid pandemic so we have not been able, as yet, to host members of either family with our locomotives on the NYMR. Hopefully we might be able to remedy that with the upcoming J27 centenary in the autumn. However, we are now privileged to have Geoffrey Worsdell, great grandson of Wilson, as one of our members.

Regrettably, these Covid cancellations meant that I never had the opportunity to meet David and thank him personally for his work on the Group's behalf and the archive in particular. Although we corresponded regularly, e-mail thanks are never really the same. His death came both relatively quickly and unexpectedly, and my sympathy and condolences go to his wife and family.

Turning to more conventional matters, this period has seen Ian Storey provide a folder of early papers relating to NELPG, NYMR, ARPS and BR Scottish Railtours, but the remaining contributions have all been photographic.



*No. 62005 at Chaloner's Whin, York on 16th August 1952
(J.W. Hague, courtesy of the David Beeken collection)*

Trevor Wilford has contributed two front three-quarter photos of the P3 – in colour at Grosmont on 25th October 1971 and in B&W in platform 4 at Grosmont station, Michael Denholm one of 62005 with The Great Marquess on the Whitby Moors railtour between Hayburn Wyke and Staintondale on 6th March 1965 and another of 62005 tucked inside 3442 on platform 2 at Bridlington on the same railtour earlier in the day, and Richard Barber one of 62005 at Chaloner's Whin, York on 16th August 1952 by J.W. Hague, courtesy of the David Beeken collection, and two photos of 62005 at Shildon Works for an Open Day on 8th July 1967. Finally, Michael Chyriwsky has donated a DVD – 'British Steam Rail-ways 90 – NER J27 and J72 Tank'.

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 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)

Locomotives – The T2 continued on display in Deviation Shed, while the Q7 tender had been fully descaled, filled and patched. The firehole mouthpiece (along with those for the Q7 and J72), had been re-riveted by the SVR team of Graham Beddows and Richard Watkin, removal of the 2-inch tubes had started and the blast pipe removed (eased by the fact that the locomotive had had an intermediate overhaul at North Road only 10 days before withdrawal). A Q7 week was planned for the end of August. Annealing of the P3 boiler tubes had started, along with polishing the tube ends. The wheels had been moved to enable the axleboxes to be fitted and the necessary measurements to be taken. Repairs were carried out to the J72 blower and the front damper which did not open properly. Following the firehole mouthpiece re-rivetting, the cab fittings were re-assembled, a steam test carried out, and then a load test on Goathland bank on 3rd July to establish the optimum load it could handle. To everyone's surprise the J72 maintained steady progress up the 1 in 49 with three Mk 1 coaches. A successful insurance company steam test was held on 8th July, and it was therefore available for traffic. Its likely use remained uncertain however, but it was definitely to be in traffic over the August Bank Holiday weekend. In the meantime, Len Clarke and friends had carefully repainted the side tanks and cab so that it was a uniform green colour all over.

The K1 had covered over 2,000 miles in NYMR service by 19th July, covering for Leander when it had been stopped for washouts and occasionally deputising for Antwerp and Meteor, the only other serviceable steam locomotives. The right-hand side injector steam valve had been completely rebuilt at a cost of £650, and another engine spring replaced, but withdrawal for seven days from 19th July allowed for a backlog of minor repairs to be tackled. It was then expected to work throughout August, except for a washout mid-month, following the departure of Leander on the 1st.

Meanwhile, over at Carnforth, the boiler of 4767 George Stephenson passed its hydraulic exam, the majority of boiler fittings had been re-fitted, and cab and boiler lagging and cladding replaced. Subject to the outstanding firebox work going well, it was hoped to carry out a steam test in early October. Assuming success, the locomotive was to be repainted in BR lined black livery as No. 44767, with a likely return to the main line in November.

Other news – The first formal meeting of the Loco Shed Sub Committee was held on 30th June to consider finance along with immediate and long-term planning issues. The first phase work on the door securing devices, and the painting of the doors had been completed. Next job would be spray painting the shed for which a willing volunteer was sought... An update was given on the Autumn railtour to Aberdeen for which over half the seats had been sold with another two months to go, giving the prospect of a complete sell out. There was also the possibility of the K1 running on the main line in January or May 1984 with the SLOA Pullmans... It was reported that Ronnie Brown had decided not to continue as Sales Officer, and thanks were given for his, and his family's, valuable contribution to the Group's sales efforts over the last few years. Dave Pennock and John Hunt were temporarily managing sales for the moment, but an appeal was made for a volunteer to take over the role... A voting paper was enclosed for the J72 livery ballot, for which the various options were described. It also included a vote on whether to retain the Joem name, with the arguments for and against set out... It was hoped to run a members special on the NYMR, provisionally on 30th October, with the J72.

News from the Line – The boiler of 5428 had passed its hydraulic test and been reunited with the frames, as had the tender tank to its frames, the boiler of 80135 had been successfully steam tested at Bridgnorth and returned to Grosmont: reassembly depended on the return of the repaired axleboxes, the new front tubeplate for 6619 had been fitted at the end of July... 24 Mk1 coaches were now in traffic, the aim being to have 8 coach sets in each of the three liveries – maroon, blue and grey, and red and cream, three coaches now made up the static catering unit at Pickering, and a BSO had been painted brown and cream to join the Pullman set... One full length siding had been installed in the PW yard at New Bridge, as had one siding in the new carriage shed at Pickering, the shed head shunt at Grosmont had been extended yet again, the area outside the diesel fuelling point had been concreted and a new water column installed adjacent to the oil store.

And finally... Congratulations were given to Derek Hanson, former NELPG Secretary, long time Committee member, and NYMR Board Secretary, who had been elected Mayor of Durham City.



63395 heads a Santa special past Moorgates on 20th December 2022 (John Hunt)

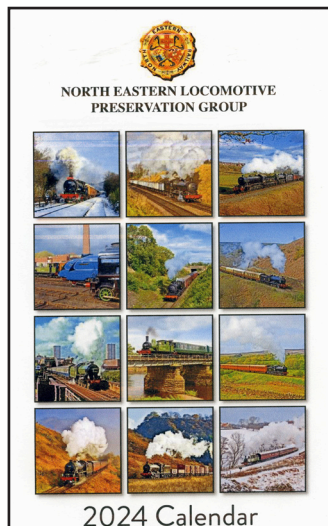
SALES REPORT

by Arthur Jenkins

2024 Calendar and Christmas cards

The 2024 calendar is available now. The calendar cover is shown with thumbnails of the 12 illustrations for the year. The price of the calendar is £7.00, or £9.00 including postage.

Also available are Christmas cards @ £5.00 for a pack of 5 with envelopes, or £6.00 including postage. Thumbnails of the 5 cards are shown below.



J27 Centenary booklet

A 40-page glossy, illustrated history of the P3/J27 has been produced, chronicling the history of the NER and LNER 0-6-0 mineral locomotives and Nos. 2392/65894 in particular, from the 19th century up to the present day. The booklet is copiously illustrated in both monochrome and colour, and though some of the pictures might be familiar, the archive has revealed many which have not been published before. The booklet is priced at £5.00, or £6.00 if ordered by post.

Calendars, Christmas cards and the J27 Centenary booklet can be ordered from Arthur Jenkins at 14 Deerness Heights, Brandon, Co. Durham, DH7 8TQ. Mobile 07960 093756; landline 0191 3789819.

Volunteers for the sales stand

Two occasions this autumn present a great opportunity engage with and to sell to members and the wider public. This would supplement the excellent work of our Grosmont regulars – the donations box regularly returns significant amounts.

Firstly, the NYMR Gala over the weekend 21st–24th September and secondly the NELPG Diner on 21st October.

Can you help man the sales stand on these dates? If you can, please contact Arthur Jenkins (contact details above).

J27 Centenary – glass souvenir

One of our members, Iain Corduex, works for a company which has produced a commemorative glass souvenir for the centenary. (See picture – this early pre-production version is lit up in blue for visibility – it's monochrome in fact.) It measures 150mm × 60mm × 60mm and weighs 1.4kg and will be priced at around £35.00 – £40.00. Initial reaction from several of our members is favourable and we're trying to gauge the level of interest more widely. If you are interested, please contact Arthur Jenkins (contact details above).



COALS TO CONSETT

by Richard Wheeler

After some 57 years I cannot remember how it came about that two members of Newcastle University Railway Society found themselves at Tyne Dock shed one afternoon waiting for a Q6 to come and collect a brake van from the van road near the shed. The date was the 23rd of March 1966 and the locomotive was No. 63431. We climbed aboard the van as an iron ore train hauled by a 9F 2-10-0 stormed past, unusually banked by a Q6, No. 63363. (This was usually an 08 shunter duty.)



No. 63363, banking an iron ore train bound for Consett, passes No. 63431 at Tyne Dock (Richard Wheeler)

Our departure from the shed was around 16.30, engine and van to Penshaw sidings following the route of the Stanhope and Tyne railway via West Boldon and passing the corner of Sunderland Airport (now the site of the Nissan factory). Victoria viaduct was crossed and a set of loaded coal wagons (18 if I remember correctly) was collected from the exchange sidings with the NCB Philadelphia system (home to the Lambton Tanks now preserved on the NYMR). Our route was then back to the site of Washington station to reverse and continue along the Stanhope and Tyne route and across the East Coast main line to South Pelaw sidings near Chester le Street. Half of the wagons were detached and No. 63431 set off up the hill to Consett with the reduced load. A stop to raise steam was needed at Annfield Plain and Consett High Yard was eventually reached where the wagons were detached. Then it was back to South Pelaw to collect the remaining wagons. There was no need to add coal to the fire for a while, but when fireman Geordie decided it was time to do so, he couldn't find his shovel. He had thrown it down from the tender at Consett after moving the coal forward and forgotten to pick it up. We stopped at a platelayers' hut and 'borrowed' a household shovel which was better than nothing but made firing up the bank something of an ordeal.

I changed places with my companion who had travelled in the brake van so I didn't see how Geordie coped with his small shovel, but we made it up the bank to Consett once again, with the stop at Annfield as before, and then returned with the brake van. We were routed via the main line through the Team Valley to Gateshead where we were dropped off shortly before midnight. Very fortunate for us – the alternative might have been a rather expensive taxi back from Tyne Dock (if we could even find one). Today's drivers sitting in comfortable cabs in their diesel or electric locomotives have a much easier life – but do they get the same satisfaction from their work?

Word must have got round that unofficial footplate trips were happening because inspectors were sent to check what was going on. They had the pleasure of riding on class 24 diesels – seems they didn't check which duties were to be steam-hauled!

Sunset would have been around 18.00 so most of the trip was in darkness, and I have only the two photographs reproduced here.



From the footplate of No. 63431 at Usworth. On the left is the site of Sunderland airport, with what appear to be the remains of a DC3 Dakota, and Penshaw Hill in the far distance (Richard Wheeler)



NICK STRINGER

It is with great sadness we have to report the tragic and unexpected death of Nick Stringer, the Group's Legacies Officer, on 25th July. Nick was deeply involved with both the NYMR and the LNERCA, and a full obituary will appear in the October News.



No. 65894 carrying a wreath in memory of Nick Stringer at Grosmont on 30th July (Luke Taylor)

A LIFETIME OF RAILWAY HERITAGE

SOME PERSONAL RECOLLECTIONS AND RECOMMENDATIONS

by John Carr

I'm known as a misplaced northerner constantly arguing for better treatment of the North, including countering the excessive adulation for a railway with copper rings holding its loco's chimneys together! By accident of war, I was born on the Isle of Sheppey at Minster, served by Colonel Stephen's Sheppey Light Railway closed in 1951. My first railway journey was probably over that line to Sheerness where my father awaited demobilisation. At the age of six weeks the Southern Railway and LMS took us to Liverpool, although I believe my parents cheated and took a taxi rather than seek out locomotive haulage! (Steam still operated where Thameslink now runs whilst the Met had steam into Broad Street and electric locos to Aldgate.)

My great grandfather was stationmaster at Wrabness on the GER Harwich continental route with freight train ferries to Rotterdam and B1/B2/B17 hauled Hook Continentals making a fine sight speeding through with continental expresses to Parkeston Quay over great uncle's prize-winning tracks. Add in childhood walks alongside the railway between Sefton Park and Mossley Hill at home, or to Elsenham station on the Cambridge GER main line, it's little wonder that a lifelong love of railways emerged. At Elsenham I can just remember 'Puffing Polly' as I called the antique GER trains rattling along the Elsenham and Thaxted Light Railway. The terminus one mile short of Thaxted on the other side of a valley resulted from the landowner's contradictory desires to have a railway to move goods in and out, but not to impede his views! Thus JDC was introduced to the social, economic and environmental impacts of railways: foundations of a later professional life in transport.

Until I was older, I hadn't appreciated the young cleric teaching Sunday School at Wavertree Parish Church was Eric Treacy. His track pass was used to good effect in the cuttings out of Lime Street, around Shap etc. to facilitate photographs that I'm sure must have had at least subliminal influence on the several masterful photographers amongst the membership of NELPG. I formally met Bishop Treacy as a speaker and judge of our photographic competitions for the Leeds University Union Railway Society. Another, distantly related, master photographer, Ken (KA) Roper Nunn, known for his East Anglian work, was also an LUURS alumni.

Through LUURS and the traditional Wednesday afternoons for sport and recreation I came to Middleton where the heritage bug bit hard. The legendary Dr Fred Youell and others, such as Graham Mitchell, taught me to work freight trains in all weathers, drive diesel and steam, fettle track, raise funds for and publicise a railway in grubby, industrial Hunslet living on 'last mile' workings to the two works of Clayton, Son & Co., gas engineers and Robinson & Birdsell, scrap merchants. In Robbie's yard the end of a GWR push-pull carriage emerged from a pyramid of scrap awaiting crushing and shredding. Tragically, the little used Middleton Colliery incline, now the MRT's main line, revealed that acquiring more stock than you have money or volunteer time to deal may not be good. The vulnerability of open storage, both to weather and, in this

case, arson destroying the unique Swansea & Mumbles Railway Car 2 and two Leeds trams. There was also reputational damage to deal with. Happily, Middleton is now an urban gem thanks to the generosity of patrons and benefactors including Leeds City Council.

Volunteer led preservation can be tricky. In the early days of the (national) Railway Preservation Society attended as an MRT representative, there were frequent interventions to resolve conflicts arising because individuals are pursuing their hobby but the organisation to which they belong is a potentially very risky, business from safety, financial, legal and reputational perspectives.

Sadly, far too many individuals simply do not recognise that officers, directors and trustees of companies, charitable or not, have a DUTY to put the corporate objectives of their organisation first. Their own interests must be subsidiary. Individuals failing to implement this statutory duty can be prosecuted under company and/or charity legislation. In extreme cases, probably only applying to a Board collectively, prosecution might result. Penalties in the first two cases include barring from office in companies or charities, bankruptcy (where an individual has caused financial distress for the company) or fines (determined on published scales according to severity of offence) by Companies House, the Charity Commissioners or the tax authorities. (They had to appear, too!)

The 1970s took me to Strathclyde University, then Greater Glasgow (later Strathclyde) PTE and PTA and a career in transport planning, policy and marketing. I enjoyed a rewarding dozen years with the Scottish Railway Preservation Society reinvigorating their marketing and a spell as a vice-chairman. Less successful was the bid for the Alloa – Dollar line through the Ochils. Beyond Dollar the station names had a Brigadoon flavour! I produced a Business Plan attracting comment from the likes of the late Gerald Fiennes and James Sherwood of railfreight and later GNER renown. This was both positive and negative – we learnt from both. But the big, painful mistake was that the address-book based private fundraisers that succeed for educational establishments and national charities are not effective for smaller local charities deriving support from less wealthy echelons of society that are not in their addressbooks.

In 1983, I returned to England to spend the next 30 or so years working with West Yorkshire County Council, Passenger Transport Authority and their Executive Metro. A leaving gift from colleagues in Strathclyde Region was a swish tripod as my rose-tinted vision was regular trips to photograph steam, especially on the Settle-Carlisle, and to work on the NYMR most weekends. (I was an early life member of the Railway, NELPG and LNERCA). Some hopes! Putting in up to 60 hours a week (workaholic tendencies!) with a young (female) family meant that weekends were spent on necessary business. (Although quite a few railtours including several with 62005 did feature!) I became an armchair supporter, not intervening very often and then mainly in Scotland.

That necessary withdrawal from heritage activities ended in 2011, when former colleague, Dr Bob Tebb, then living in Ravenglass and driving on ‘L’aal Ratty’, told me that the 1903 NER Electric Autocar Trust was looking for match funding. Always a fan of the NER electrics

I signed up, later to be drawn into a more active role. I also joined NERA, the North Eastern Railway Association, to pursue more studious interests. It was from there that a certain Chris Lawson persuaded me to accept nomination as a Trustee of NELPG and so we approach the forthcoming AGM!

After my period of armchair heritage how has the world changed? Certainly some of our techniques to keep the show running at Middleton and in Scotland would likely have landed us in gaol today! Far more organisations have survived or emerged than I expected.

Most railways are far tidier, it was OK for Middleton to be indistinguishable from its surroundings and for SRPS to operate from a half derelict goods shed at Falkirk. But the 90% or so of visitors who are not diehard railwayacs expect, indeed deserve, better. Most railways, museums and even workshops have cottoned on, but sadly others haven't.

The big disappointment, despite the efforts of the Heritage Railway Association, successor to the ARPS and the Association of Minor Railways, is the number of organisations that operate around cliques, run their railways to suit themselves rather than the public that funds and treat their timetables as written by J.K. Rowling on a bad day at Hogwarts. Not defensible!

To quote from one Freddie Trueman 'Th' important thing ist'team. Maybe tha can't stand some of 'em but when t'match is on, tha respect each other for t'skills and play as one'. Wise words from an arrogant Yorkshireman who himself formed a superb medium fast bowling pair with 'Gentleman George' Statham of Lancashire – a gentleman and superb mentor to all, no matter how experienced.



An unusual view of 63395 passing Esk Valley cottages on 20th April, taken from high up on Lease Rigg (John Hunt)

FORTHCOMING EVENTS

NELPG Social meetings

None.

Other NELPG events

August 2023

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

September 2023

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

October 2023

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

NYMR

September 2023

8-17 – Heritage Open Days.

19 – P3/J27 Centenary Day.

21-24 – 50th Anniversary Gala.

October 2023

14/15 – Through the Decades: 40s/50s/60s and 70s. Details at www.nymr.co.uk.

Other events

September 2023

4 – *Darlington to Saltburn and beyond*, by Colin Hatton (2pm). Hartlepool Railway Enthusiasts Group, Central Hub, Hartlepool Library.

8 – *Travels with my camera*, by Trevor Ermel (6.30pm for a 7pm start). SLS Newcastle, Newcastle Arts Centre, 67 Westgate Road, NE1 1SG.

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

15 – *Archive Images 1969-1993*, by Adrian Monks and Ian McInnes (2.00pm; admission £3; optional refreshments £2). NYMR NAG, Village Inn, Brompton, DL6 2RL.

19 – *The Long Drag*, by Tony Metcalf (2pm). SLS Teesside, Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF.

21 – *York to Edinburgh*, by Stephen Gay (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD.

October 2023

6 – *A Rails across the North Riding, part 2*, by Richard Barber (7pm). SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ.

11 – *Steam Days in Scotland, LNER Lines*, by Steve Armitage (12 noon; admission £3). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP.

13 – *Time management and its progression and influence by the railways*, by Peter Rooke (6.30pm for a 7pm start). SLS Newcastle, Newcastle Arts Centre, 67 Westgate Road, NE1 1SG.

14 – *Lifetime of fixing things while building 14 model steam locomotives*, by Richard Gibbon – Railways of Middlesbrough by John Midcalf, Overhaul of Sir Nigel Gresley, by Darrin Crone (all day meeting 10am to 3.45pm). NERA, Bar Convent, Blossom Street, York, YO24 1AQ. Also available on Zoom. Pre-registration required via NERA website (ner.org.uk) whether for personal attendance or via Zoom.

17 – *The Railway Scene through my lens*, by Brian Nunn (2pm). SLS Teesside – Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF.

19 – *Railway Roundabout*, by Rev Canon Brian Arman (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD.

27 – *Flying Scotsman: The Locomotive*, by Chris Nettleton (2.00pm; admission £3; optional refreshments £2). NYMR NAG, Village Inn, Brompton, DL6 2RL.

NRM York

Now 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 open Thursday to Saturday, 10.00 to 16.30. Station Hall closed for refurbishment. Details at www.railwaymuseum.org.uk.

NRM Locomotion

Open 7 days a week until 3rd September, then 5 days a week – Wednesday to Sunday, 10.00 to 17.00 (summer), 10.00 to 16.00 (winter). Prebooked tickets not required. Details at 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 new Darlington Locomotive Works, Bonami Road, on the first and third Saturday of each month from 10.00 to 15.00 from September. Details at www.a1steam.com.

COPY DATE NELPG NEWS

The copy date for the October 2023 issue of NELPG NEWS is
Friday 22nd September 2023.

