

NELPG NEWS

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December 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.

The NELPG is a company limited by guarantee registered in England and Wales No. 2570979. Registered Charity No. 1002017. VAT Registration No. 602 1185 91.

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

COVER PICTURES

Front: A seasonal picture to end the year. P3 No. 2392 heads a goods train out of Goathland on 29th November.

Back (top): This sign stands adjacent to the Lyke Wake Walk at Fen Bog; the top middle picture depicts No. 62005 crossing Fen Bog.

Back (bottom): During a recent shunt at Goathland the two NER coal hoppers were moved out of the drops for refurbishment. They were originally presented to the NELPG by ICI Billingham where they were used internally and were hauled by the P3 when it was outshopped in 1971. Subsequently, we gifted them to the NYMR (all John Hunt)

EDITORIAL

by John Hunt

Governance of the NELPG has been a long-standing issue, with an ageing workforce and the very future of the Group at stake. To put this high on the agenda is the news that our Secretary, Roy Marshall, is standing down due to health issues, though, he would like to continue as a Trustee, and this has once again focussed our attention on succession planning. The Board, backed by the Financial Strategy Committee, is therefore once again appealing for help, not just in finding a new Secretary, but all-round help. Dave Pennock has put this into writing and his report follows the Editorial. Its importance cannot be over emphasised.

We cannot thank Roy enough for his hard and painstaking work for the Group, but he is not alone. Nowadays we have just one dedicated locomotive caretaker, Paul Hutchinson, and should he decide, for whatever reason, to relinquish the post, what happens to the K1? We don't have caretakers for the other locomotives, though the Locomotive Committee is doing a good job in looking after them for now. Our Treasurer, Richard Wheeler, has often indicated that he would like to stand down, but only if a replacement can be found. The blunt reality is that without people to fill all these roles, there will be no NELPG. Can you please digest Dave's article and if you can help, or know someone who could do likewise, please let us know.

In the meantime, Group matters roll on. You will see elsewhere in this issue that in order not to delay the new cylinder for the Q6, we have taken the prudent step of calling a Special General Meeting on 19th January 2024 to seek approval for expenditure that could well exceed the £50,000 threshold that the Board can spend without recourse to the membership. At the same time, we are seeking members' views on retaining the current LNER livery on the P3 or returning it to the previously agreed BR livery. A combined ballot paper is enclosed with this issue. Accompanying this is a membership renewal form and it is hoped that members will wish to renew, or join the Patron scheme, with the crucial financial benefits that accrue from it.

Finally, the Editor, on behalf of the Board and the two Committees, thanks all members for supporting the Group in 2023, and wishes you all the very best for Christmas and the New Year.

*2392 comes under the ex Falsgrave signal
gantry at Grosmont in a snowstorm on
29th November (Peter Backhouse)*



GOVERNANCE – GOING FORWARD

by Dave Pennock

In short – this is a shout out for the future governance of NELPG. The Group needs good governance skills to sustain its future viability. The current picture is one of the recent loss of the Secretary, the likely retirement of the Treasurer between now and 2025, and the increasing age of the existing Trustees. There is a critical need to bring in new Trustees to learn the governance trades, take the helm, and steer the NELPG ship in the future. This article is a call to members and, via members, to anyone from outside NELPG with a wider heritage interest, to come forward and get involved. Have you, or any of your friends, recently retired for example, and are wondering what to do to fill in all the spare time you now have?

A potential misnomer of becoming a Trustee for NELPG is a need to have comprehensive engineering knowledge, or have volunteer credentials from first-hand care of our locomotives. Yes, that experience can be important within NELPG, but, behind the scenes, is a key need to manage NELPG as a charity/business and to help shape its future. That requires rather different skills.

The role of the Board, and those who assist in the governance of NELPG, is to work to ensure that we have a forward strategy, the funds to deliver it, and we meet the regulatory requirements necessary to let our volunteer teams succeed. Some members work in both camps. It is not essential, but without robust administration, the Group cannot succeed.

The Financial Strategy Committee (FSC) met in late October to address the strategic risks NELPG faces, as some Board members will, by design or necessity, stand down from their roles in the not-too-distant future. The FSC meeting also followed on from the ‘open forum’ members meetings held in late 2022 and early 2023. As a result, the key issue identified was the need to sustain the ongoing governance of the Group. Without governance we will come to a stand in the proverbial siding. It is therefore essential that we address this future challenge.

Well, what can we do?

- Shout out our needs. This article is part of that. Ideally, we would recruit from our membership or people they can encourage to get involved. But we must use other forums i.e. Facebook, the local heritage scene, professional groups, and the railway press. Also look to contacting the younger enthusiast elements that we would welcome to become involved.
- Identify the skills we are seeking. The Group needs people with existing experience or an appetite to learn in the following areas: general administration; accountancy; the law; communications; computer and web management; marketing and publicity.
- Better communicate what we are about, and present a vision of our care for North Eastern locomotive heritage and our role in the North East’s regional and industrial history.

- A combined initiative to both existing members to come forward, whilst externally advertising and approaching friends and acquaintances who might be willing to help our charity and become involved. There is incredible satisfaction to be had in knowing you have helped the NELPG and played a role in its ongoing success.

What's involved?

- Many opportunities, including management of the Group's finances, legal affairs, insurance requirements, contracting suppliers, memberships, fundraising, administration of its decision making and record keeping.
- For certain roles, attendance at Board meetings by Skype (or other video medium) on an approximately monthly basis with face-to-face meetings from time to time.
- Help oversee our compliance with the Charity Commission and Companies House requirements.
- Help us to oversee policies covering, for example, volunteer safety and welfare.

If you can offer your skills and time and why not give it a try by attending as a guest at a Board video meeting? Similarly, if you know anyone outside in the Group that might be interested, then please tap them on the shoulder and ask them to get in touch. We would dearly love to hear from you. Governance is rewarding and enjoyable amongst likeminded enthusiasts and provides a sense of pride as you will make a difference by coming forward. Please contact me, Dave Pennock, by email at dave.pennock@nelpg.org.uk / telephone 07969 691155, or any Board member, for further details and to answer any queries you may have regarding becoming involved as a Trustee or, equally, could assist in an administrative role within NELPG.

To quote from President John F Kennedy's inaugural address in 1961: 'Ask not what your country can do for you but what you can do for your country.' We need you and others help if we wish to see our locomotives continue to steam well into the future.



2392, showing the tender lettering and numbering to good effect, heads south from Goathland on 29th November (Peter Backhouse)

LOCOMOTIVE REPORT

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

P3 No. 2392

Following on from the locomotive's freshen up and change of identity in September, the P3 has continued in traffic hauling the internal service, and when required the Moorlander Dining train here at the NYMR. Running repairs were undertaken during November in readiness for use on a photo charter in late November, and availability for use on either the Grosmont or Pickering Santa Special trains during December. It is anticipated that the P3 will be withdrawn from service at Christmas for washout and a start to be made on the winter maintenance program early in the New Year.



*Using one's imagination, 2392 leaves Goathland with a pick up goods
on 29th November 1923 (John Hunt)*

Q6 No. 63395

Since the last report work has progressed steadily on the Q6 doing other jobs while the cylinder renewal is ongoing. Work has centred around the cab and the tender. The cab has seen most of the steam valves stripped, cleaned, faces lapped and handles repacked. One of the clacks needed a seat cutting and this has been achieved in situ. The steam heat valve also had a cut in the seat and this was also machined.

Work on the tender has seen the brake gear dropped down for brake pull rods, pins and other associated items cleaned and NDT testing carried out. This is a delayed job from last year when it snapped a pin in 2021 and bent a pull rod. One of the pull rods has been rubbing on the wheels and has worn down quite badly. There are plans in place to repair this and then the tender brake gear will be reassembled.

Left: the very noticeable wear on the right-hand rear inner tender brake rod. Right: the right-hand damaged brake hangers and pin on 28th November (both Ian Pearson)



Further work to take place this winter will see the steam reverser back out from between the frames for a complete service to bottom out the creeping. In the cab the injector air ministry joints will also be taken back apart to fit some new larger cones. Other jobs are planned, but will be worked out as and when time allows. The annual boiler exam will also take place.

The left-hand cylinder has been independently assessed for any defects after the failure of the right-hand cylinder and no faults have been identified. This has been done by doing an MPI and thickness test. The only issue it has thrown up is the left-hand cover has some cracking around the webs, and as such it may need replacement, but this will be discussed in the near future as it's a recent development.

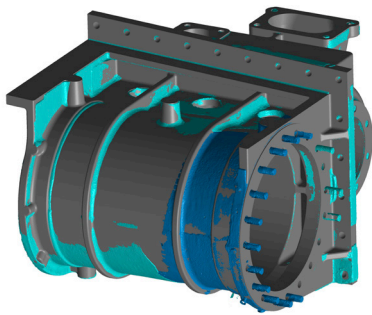
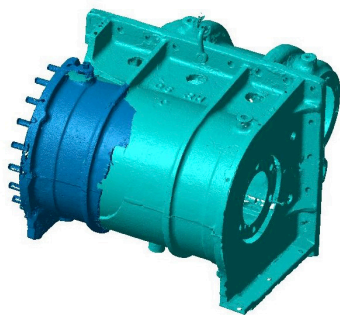
The old cylinder block has now gone to our chosen contractor 'Boro Foundry' for full assessment and 3D scanning. Once scanned, the scanned image will be used to produce an exact 3D computer model of the cylinder block, allowances for wear and machining will then be added to produce a 3D model of the new cylinder.



Left: the left-hand cylinder after successful MPI testing on 29th November.

Right: the left-hand cylinder front cover showing the vertical web cracked top and bottom after testing by Oceaneering on 24th November (both Ian Pearson)

The 3D model will then be used to produce a 3D electric model of a sand mould, and a sand mould will then be produced using a 3D sand printer. The mould will be printed in a number of sections, these sections will then be assembled like a jigsaw into a conventional mould box. The mould box will then be backfilled and packed with sand like a conventional casting.



The 3D scans of the right-hand cylinder, the dark blue depicting the broken parts.



If all goes to plan, and we can complete the snagging and approval of the 3D model and the mould before Christmas, then we hope to have the order placed before Christmas and then delivery of the new cylinder block should be before Easter.

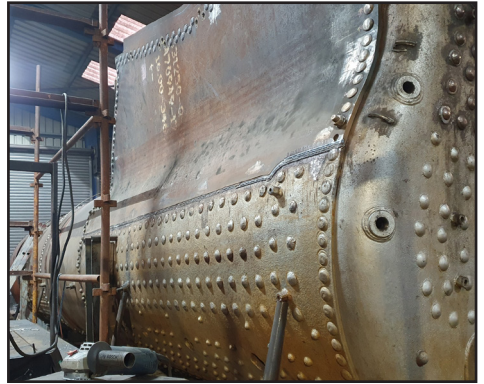
*The computer and 3D scanner
(all images: Boro Foundry)*

K1 No. 62005

The K1 overhaul continues to make steady but slow progress. Since the report in August's NEWS, the following has been achieved:

Boiler/smokebox

1. The new throat plate has been riveted at foundation ring level (by West Coast).
2. The new right-hand outer wrapper side has been welded into place (by coded welder R. Wooff), riveted at foundation ring level and the back plate/side patch screws fitted by West Coast. Drilling for stays can begin for the first three rows above the weld as the holes are still there on the copper. There are around 350 a side not including the throat plate.



Welding under way on the right-hand side, and the finished job on 23rd November (Roland Bingham)

3. The left-hand side is now fully welded, and pilot holes drilled for patch screws. The foundation ring holes have all been reamed to size and after countersinking of the steel side will be riveted into place (West Coast).
4. The new washout plug bosses on the throat plate have also now been seal welded, and we will be riveting the throat plate to the barrel shortly once we have the rivets.



A view of the new throat plate taken on 30th November (Roland Bingham)



5. The old liner has been removed from the chimney and its replacement prepared for fitting (NELPG/West Coast).
6. A new petticoat/ejector exhaust ring has been prepared for fitting (NELPG).

The new liner, ejector exhaust ring and chimney on 26th November (Paul Hutchinson)

Loco frames

1. The refurbished driving axle brake hanger brackets have been refitted with new fitted bolts (NELPG).
2. New outer bushes fitted to the leading and trailing coupled brake hanger brackets and fitted bolts replaced where necessary (NELPG).
3. Repainting of pony largely completed and reassembly well advanced (NELPG).
4. Deep cleaning of cylinders largely completed, including de-carboning steam chests, ports and exhaust passages.

Tyres

The rivet holes in the new tyres have now been formed by water jetting by specialists contractor, Aquablast. While it was hoped that this could be done at Carnforth, Aquablast requested that the work be done at their works in Beccles, Suffolk with the company covering the transport costs both ways.

Unfortunately in the very early stages of carrying out the water jetting work one of the coupled tyres was damaged beyond repair when one rivet hole was cut out of line. Aquablast did however immediately inform us, admit liability and have compensated us for the additional costs incurred. A replacement tyre has been ordered and is expected to be delivered very early in the new year. The delay in completing the work on the wheelsets is not likely to impact on the completion of the overhaul.

The wheelsets will be returned to Carnforth shortly where countersinking of the rivet holes will be carried out and the rivets fitted.



The pony truck wheelset with its new tyres on 26th November (Paul Hutchinson)

Many thanks to all who have worked on the K1 since the last report, but 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 email at paul.hutchinson62005@outlook.com.

Working parties are usually held Wednesday – Saturday each week with the company van being available for travel from the Teesside/Darlington area if required. Travelling expenses will be paid from elsewhere. Sleeping accommodation is also available in the support coach if required.

J72 No. 69023

Boiler

Work progresses on the J72 overhaul on a number of fronts. With the transfer of the Darlington operations to the 'new' 1861 building, little mechanical work has been done to the locomotive. The 'Darlo' volunteers are now hard at work busily moving our workshop equipment into the 1861 shed and getting it set up. On the loco, the buffers and wooden buffer beam have been removed in readiness for when the cylinder block is ready to fit.



*Left: Dave Samson and Glyn Kirwan of Dormer Machine putting the two halves together on 29th November.
Right: the two halves bolted together (Neal Woods)*

The assembly of the new cylinder block has taken place and the many tapped stud holes will be tapped and drilled. The faces will be machined for the main steam pipe and the blast pipe. This is all in preparation for early in 2024 when the emerging boiler can be brought to Darlington for a trial fit.

The boiler work is progressing nicely at NESL. The new barrel has been delivered and the smokebox end angular ring riveted to the barrel allowing the fitting of the new front tube plate. At the other end the barrel has been offered up to the firebox and the blackhead has been riveted to the outer wrapper. On the backhead the boss faces to which are fixed the various boiler fittings have been skimmed.



The J72 boiler looking more complete on 29th November, but still much to do (Neal Woods)

The old inner copper door plate requires refurbishment and has been sent to Derek Brewster for copper welding. The assessment report from Derek noted:

- Stay holes below fire hole door are on the size limit or very close to it.
- The copper below the fire hole door is showing signs of thinning.
- Corner holes at foundation ring are large and stretched.
- Rivet holes on lap edges are large.
- Tooling marks around rivet holes in fire hole door.
- Gouge marks from wear protector on bottom of fire box door.



The new front tubeplate fitted to the boiler barrel on 1st November (Dave Pennock)

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**

The main options have been to consider a completely new plate, weld as appropriate to refurbish or to minimise the refurbishment and insert a new lower section below the fire hole door to the foundation ring. The latter has been chosen and a new bottom end is now on order, with an expected delivery late January/early February.



*The upturned dome showing the boiler face cracks welded up and NDT tested on 1st November
(Dave Pennock)*

WORKING PARTIES

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

- Grosmont (J27 and Q6) on Tuesdays and Wednesdays, 09.00 to 17.00
- Hopetown Darlington to work on the J72, dates and times to be advised
- Carnforth (K1), Wednesday, Thursday, Friday and Saturday

The relevant contacts are as follows:

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



TREASURER'S REPORT

by Richard Wheeler

There is good news to report. We have just received two Gift Aid payments from HMRC totalling £18,446. The less good news is that these payments accrue from subscriptions and donations received back in 2021, but at least some interest was added to our claim. Work has now started in earnest to submit a claim for Gift Aid due on 2022 subscriptions and donations. The delay in making these claims reflects the fact that too much work is falling on too few shoulders. Reference is made elsewhere in this issue of NEWS to the need for more volunteers to come forward and help with the administration of the Group. Gift Aid is one task which would be an ideal introduction for someone interested in eventually taking a greater involvement in the financial side of the Group's management, and at the same time enabling such claims to be submitted more promptly following our financial year end. Please give serious thought to whether you or someone you know (they need not be a member of the Group) might take on this task with support from the existing team.

NELPG really does need new people to secure its future. Many of the present team are just hoping they can keep things going at least until the end of 2025 and the S&D 200 celebrations. Our aim to have all four of our locomotives in operation at that time provides a powerful motive but we are not getting any younger and there is a real need for some (preferably younger) volunteers to join the team. Geographical location is not an issue and becoming a Trustee is not a requirement, although we would welcome additional candidates for that role. Perhaps you have children or grandchildren who would welcome the opportunity to play their part in ensuring the future of the Group? Please do give serious thought to this appeal for new recruits.



PATRON MEMBERSHIP AND VISITS

by Dave Pennock

Q6 'Chip in for a Cylinder' appeal

Through your help, we have now raised over £40,000 towards the Q6 cylinder replacement. It clearly highlights the affection many of us hold to see her steam again. The sum needed for a new cylinder is potentially above the £50,000 mark, which will include the casting, machining, and final fitting. Please continue to help if you can, to enable the Q6 to make a speedy return to service and make best use of its current boiler ticket, which is due to expire in 2028. All monies raised will go to keep the Q6 operational. Hopefully we can have her back in traffic later in 2024 and thereby available to partake in the Stockton and Darlington Bicentenary commemorations in 2025.



No. 63395 at Moorgates on the NYMR (John Hunt)

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

- Via the Charities Aid Foundation web site at <https://www.cafonline.org/my-personal-giving/start-giving/donate-now>, pressing the ‘Donate to a Charity’ button and then entering North Eastern Locomotive Preservation Group in the search box. You will then see the NELPG details as per the extract below. Press the Donate to this Charity and follow the payment options provided. You can add special instructions for the donation, e.g. ‘Q6 Cylinder Appeal’, and opt in for Gift Aid to be claimed as part of the donation.
- 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.
- The NELPG website is currently unavailable, but is expected to be relaunched shortly with a PayPal donation facility for the Q6.

Work is underway to refresh NELPG’s web presence by a transfer to a new operating platform. Once re-established, the PayPal option presented will allow for debit card and credit card payment options if you do not have a personal PayPal account. A direct Gift Aid option is available and, if you are a UK taxpayer, you can increase your donation’s value by 25% at no cost to yourself. For any queries please email me at dave.pennock@nelpg.org.uk for the details.

Patron membership

The December NEWS is an ideal time to consider becoming NELPG Patron or, if you are already a Patron, consider increasing your current contributions. Contributing a regular amount helps build our cash reserves for the rainy days presented by our locomotives. Three of our engines are currently undergoing major work with respective budgets of: K1 – £430,000; J72 – £392,000 and, more recently, the Q6, potentially over £50,000, a grand total of £872,000.

This eye-watering sum is offset by legacies, grants and donations received but, nonetheless, few comparable organisations will have the confidence to commit to such large expenditures without clear support from its members. The regular Patron income helps underpin the commitment to keep our engines in steam.

There are two ways to become a Patron Member: either by monthly contributions of at least £5 per month, or via an annual payment of £60, both of which include membership of the Group and an eligibility to partake in visits to sites of interest to NELPG. Enclosed with this NEWS is a combined membership renewal and Patron application form.

Patron visits 2023 and 2024

The final Patron visit of 2023 was to Network Rail's York Rail Operating Centre (ROC) and the Grand Hotel in York in November, attended by 19 members. The feedback from everyone was one of enthrallment and appreciation to witness the scale of the ROC 24/7 operations – controlling the East Coast railway to the Scottish Border, with its connections in England, to provide a resilient railway, managing day to day events, incident response and preparing for poor weather conditions.

A grateful thank you has been conveyed to Sam MacDougall, the Network Rail Operations Director East Coast Route, Eastern Region and our hosts for the day, Christopher Tarmey and Sidney Ashworth, for their enthusiasm and taking time out to host our visit. The fact that our proposed one-hour visits extended to very nearly two and a half hours demonstrated the railway camaraderie on the day.

In equal measure, thanks were expressed to the staff at the Grand Hotel, York, formerly the North Eastern Railway Headquarters from 1903, who provided a conducted tour of the building, and its elegant restaurants, spa, and meeting rooms. We can only assume Raven, Gresley, Peppercorn and others graced the respective corridors during their railway careers.

The first 2024 visit is likely to be to the Tanfield Railway with a train journey and a behind the scenes tour. The Group has long connections with the Tanfield Railway and its pioneers, so a visit is eagerly awaited. The date will be a Sunday in the May/early June period of 2024. Please register with me an interest in the visit, which is open to working members as well as Patrons. More details will appear in the February NEWS.

Financial Strategy Committee Update (FSC)

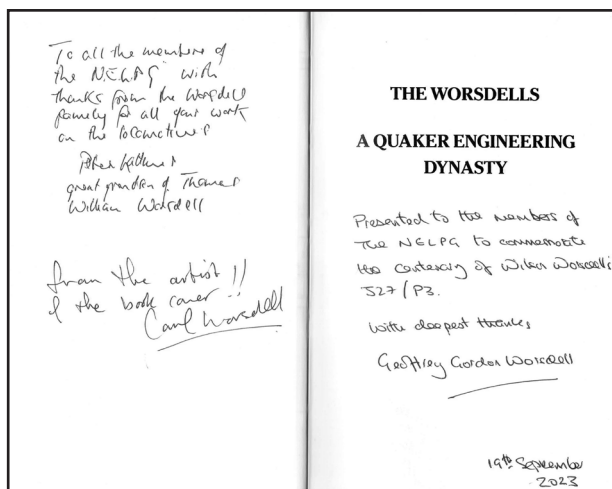
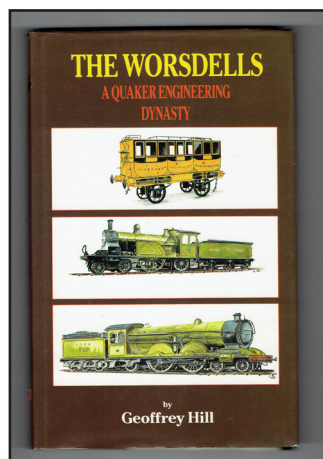
The need for a strategic vision for NELPG has been the topic of discussion for some time following on from the members forums held in late 2022 and early 2023. A specific meeting of the FSC was convened in late October to analyse and prepare a targeted way forward. The main outcome is a need to secure the future governance of NELPG. This is highlighted elsewhere in this News as a recruitment appeal to underpin the future governance of the Group. The next ordinary FSC meeting will be in December to principally review the 5 year look ahead for our finances. We meet quarterly in York and would welcome new members to engage in the thinking through of our medium and longer term aspirations

ARCHIVE CORNER

by Chris Lawson

Contributions

During the P3/J27 centenary event at the NYMR on 19th September, the descendants of Wilson Worsdell who attended (Geoffrey Worsdell, Peter Lattimer and Carl Worsdell) very kindly gave to the Chairman, on behalf of the Group, an inscribed copy of the book written by Geoffrey Hill about six members of the Worsdell family – *The Worsdells, A Quaker Engineering Dynasty*. This is a fascinating read about the family behind the designers of our P3 and T2 locomotives and has now been taken into the archive. Below are photographs of the cover, designed by Carl Worsdell, a talented artist, and the inscriptions to the Group from the three descendants.



Still with the P3, the archive has received a number of photographs taken of the locomotive during this year's NYMR Gala from David Warren and Ian McInnes. Ian has also contributed a considerable number of photographs he had taken of NELPG locomotives on the NYMR from the 1970s through to 2000.



Q7 (T3) 901 passes Darnholm in May 1991 (Ian McInnes)

Of more current times, Ed Bolam has provided one of 2392 being passed by 60007 at Grosmont, taken on 10th October this year, along with a number recording the interior of the Carriage Works at Darlington following our departure. The move of the frames of the J72 from that building to the 1861 Shed on 13th October has been comprehensively covered in photographs received from Richard Barber, John Midcalf, Colin Smith, Neal Woods and Arthur Jenkins.

From the BR era, regular contributor, Michael Denholm has provided photographs of 65894 in Sunderland Shed during the last week of NE steam in September 1967, passing Ryhope Grange box with coal empties for Silksworth Colliery on 18h July 1967 and descending to Seaton level crossing with loaded coal hoppers on 5th July 1967, and of 62005 passing Deltic 9008 in York station with a freight of vans from Foss Islands to York South Yard in 1964, and sitting in North Blyth roundhouse on 5th July 1966.



Passing southbound through York station, 62005, on a train of vans from Foss Islands to York Yard South, passes D9008 The Green Howards sometime in 1964 (picture courtesy of Michael Denholm)

65894 has also featured in photographs from David Warren of the locomotive at York shed in April 1957 and July 1965, and from Richard Barber on the Silksworth branch on 7th September 1967 and in the snow at York shed yard in the winter of 1962. Richard has also sent photographs of 65894 in its earlier NER livery as P3 No. 2392 during a visit to Locomotion, Shildon on 24th September 2005, one being with the NER snowplough. Finally, and embarrassingly, John Midcalf has added a photograph of yours truly emptying the Deviation Shed donation box during the NYMR Gala on 23rd September 2023. Finally, Gordon Wells has given early copies of Steam Railway magazine from 1995 and 1996 containing articles about NELPG locomotives and activities.

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

40 years ago (from NELPG News)

Locomotives – The T2 continued on display in Deviation Shed but had been cleaned and polished. Work continued with the removal of the tubes and superheater elements from the Q7, and was examined on 29 October by John Bellwood, CME, and John Coiley, Keeper, from the NRM. The future work programme met with their approval, and it was felt likely that the loan period would be extended. Subsequently, the badly bent top left-hand side motion bar was straightened out and sent away for machining flat.

With completion of the axlebox repairs on the P3, its wheels and side rods were refitted on 9 October, and subsequently the horn stays and springs. With a view to improving its comparatively poor performance, it was decided to rebore both pistons and cylinders. The contract for this work had been awarded to Riley and Sons, with work expected to start on 5 December and take about ten days to complete. New multi-ring heads for the piston valves had been designed, with the pattern and casting being carried out by Stockton Castings. Work on the boiler had been confined to preparing the copper tubeplate and reworking the all the firebox stay heads back to the boiler plate. Particular attention was being paid to descaling the stays prior to fitting the 273 two-inch tubes. Over the Christmas holiday period it was hoped to fit and expand all the tubes – volunteers wanting to work off Christmas meals and other indulgences were very welcome.

Following its trips with the GWR Saloon on 29 October, and piloting the K1 on the members special train the next day, the J72 received running repairs in readiness for its use on Santa Specials during December – three return trips Pickering to Levensham on six days with seven coaches and the Class 24 diesel D5032, and consuming only 15cwt of coal on each of the first two days. Injector problems over that first weekend of operation were dealt with by Bill Harvey who fortuitously was staying at Grosmont to oversee the P3 reboring. The K1 boiler had been drained and a list of winter maintenance tasks identified, including repairs to the regulator and injectors to cure long standing problems, and to the motion. To allow work to concentrate on returning the P3 to traffic, the major firebox repairs necessary for main line running were deferred to the winter of 1984/5. Crown and side stay replacement was also being investigated following similar repairs to Sir Nigel Gresley at CH Thompson's in Oldham.

Meanwhile, over at Carnforth, the overhaul of 4767 George Stephenson had slowed as a result of extra work needed following a recent BR inspection. The draw bar had been replaced, together with new shock absorbers, and a new vacuum pipe fitted the length of the tender. Half of the 37 firebox rivets needing replacement with copper lacings had been removed and the holes drilled and tapped, with half of them being countersunk. Steaming was now unlikely until the New Year.

Other news – There were provisional plans for a railtour on Bank Holiday Monday 7 May from the North East over the S&C behind 44767, which was also scheduled for two Carnforth – Hellfield legs of Cumbrian Mountain Expresses in February, and another in March to help with a move to the KWVR on hire ... Ted Parker gave a full report on the social meetings held in the

first half of the season's programme, and raised questions about the viability of continuing with the Durham meetings following a significant decline in attendances – suggestions for a magic solution were sought.

News from the line – The main event was the working of the NRM's Stirling Single No. 1 with a two-coach set on the line between Pickering and Levisham on 20 October to allow filming for the Open University. A closely guarded secret, it arrived on 18 October and departed on 21 October. At Grosmont, with mechanical reassembly completed in September, the boiler of 6619 had been put back on the frames at the end of October on completion of its repairs and a successful hydraulic test.

It was then propelled to Beckhole without any problems emerging: steaming was anticipated for the New Year. The axleboxes for 80135 were about to be fitted, followed by lifting the frames on to the wheels and then replacing the boiler. The owners of 841 visited the NYMR on 29 October and signed an agreement under which the Railway will restore the locomotive and have some use of it thereafter. Removal of the old tubes was expected to start in November.

Total revenue was 5% below budget though higher in cash terms than in 1982. Sales had also been a little below budget, but the main drop was in catering, largely due to an absence of charter trains in 1983. Passenger journeys were similar to 1982, but revenue increased following a fare increase from £3.20 to £3.40, a 6% increase.

And finally... A letter to the Editor from Michael Denholm made members aware of a diesel hauled special train on 18 February 1984 from Kings Cross, picking up at York, and running to Eastgate and Redmire, giving an opportunity to travel on both the Weardale and Wensleydale branches.



GEOFFREY WORSDELL'S ADDRESS ON THE OCCASION OF THE P3 CENTENARY

Ladies and Gentlemen,

It gives me great pleasure to be here today as the great grandson of Wilson Worsdell, this being thanks to the late David Bennett who eventually was able to contact me using his genealogical skills. I also wish to say thanks to Chris Lawson for his time and efforts in organizing today's overdue centenary celebration.

For those of you who are not aware my family's journey in the railways started with Thomas Clarke WORSDELL II, born 1788, the first in a line of three generations of Quaker engineers. He was first apprenticed to a firm of coach builders in central London and with a weekly commute home to Kentish Town on his donkey which he kept in a straw pit at the coach works.

Whilst still a young man his parents moved the family to Lancashire, a journey made by barge and completed on foot and it was here that Thomas set up his own successful coach building company before coming to the notice of George Stephenson and later on the Liverpool & Manchester Railway. Thomas Clarke W designed and built the tender for 'Rocket' used at the Rainhill trials in 1829 and later carriages he later built – 1st class yellow, 2nd class blue.

Over time Thomas introduced a number of improvements one being the addition of roofs to the 2nd class carriages following passenger complaints of their clothes being burnt. Stephenson is recorded as describing Thomas Clarke as the best coach builder he ever knew.

Thomas had three sons with Nathaniel WORSDELL the eldest. Also apprenticed in London, Nathaniel joined his father at the Liverpool & Manchester Railway where amongst others he designed the first mail trains and later the recognizable mail catching mechanism, reconstructions of which can be viewed at the National Railway Museum.

Nathaniel had 13 children with two of his sons achieving eminence as railway engineers, they being Thomas, born 1838, and his younger brother Wilson, born 1850, both of whom designed the most beautiful of locomotives, some of which proved considerable longevity into the 1950's after nationalisation.

Wilson and his older brother were educated at the Quaker school Ackworth. Soon after leaving school Wilson travelled to the USA to join his brother at the Pennsylvania Railroad's Altoona workshop. The brother's careers appear to have followed in parallel with Thomas appearing to take the dominant role. Thomas returned to settle in Crew as the Works Manager of the London & North Western Railway which he juxtaposed with the role of Mayor and JP. He moved to the Great Eastern Railway as Locomotive Supt., also designing the first tram engines for use on public streets. His design later gained fame as the model for 'Toby' in the Thomas the tank engine series. Thomas finished his career as the Chief Mechanical engineer with the North Eastern Railway having to resign due to ill health.

Wilson introduced 26 different classes of locomotives as Chief Mechanical Engineer of the North Eastern Railway at Gateshead with 18,500 employees in his department, 2,000 locomotives, 4,000 carriages and 98,000 wagons. Wilson was always concerned for his work-force's welfare and introduced a maximum working day and overtime as well as the interest of retired staff. In 1950 British Railways honoured Wilson by giving his name to an A1 Pacific.

Wilson died suddenly on 13th April 1920 at home in South Ascot and is buried alongside his wife Mary at All Souls' church, South Ascot with the grave maintained by myself and my wife.

The mystery of the missing Wilson Worsdell nameplate

One of the Wilson Worsdell nameplates has been on display at the NRM York but the whereabouts of the second plate remained unknown until sometime in 2013. The Canvey Island Sea Scouts had decided to clean up their local pond and in doing so recovered a number of locomotive nameplates, one being the missing Wilson Worsdell. Enquiries revealed the plates had previously been reported stolen in a 'suspicious' burglary at a local address, although the truth was never established.

It turned out the nameplates were a collection belonging to a retired British Rail employee, who before retirement had been living in a relatively small apartment in London. Finding it hard to store them had passed them for safe keeping to a friend who lived in Essex.

Following the discovery the owner was traced by the Sea Scouts, who found he had retired and was living in Wales. It was agreed to sell the nameplates at auction with some of the proceeds going to the Sea Scouts to allow them to build new toilet facilities at their Headquarters! In the event the nameplate was purchased by David Buck, a well-known locomotive enthusiast, who owns several locomotives, a very impressive nameplate collection and even has a full-scale track on his estate.

In 2015 we were fortunate enough to visit Dave Buck along with Peter Lattimer and the author Geoffrey Hill who wrote the book *The Worsdells*, a Quaker engineering dynasty and, bottom, is a photograph on myself and my family holding the very heavy nameplate.



*Peter Lattimer, Geoffrey Worsdell
and author Geoffrey Hill.*

HOPETOWN

- D A R L I N G T O N -

The new branding and logo for the whole DRHQ site has been announced (see above) and has been distributed to stakeholders.

Darlington Borough Council's work on the 1861 shed is substantially complete – we have washing facilities in our work-shop, access to the mess and toilet facilities, and heating, which is a luxury we have not had since working parties in No. 5 depot at ICI Wilton.



The south-eastern end of the 1861 shed

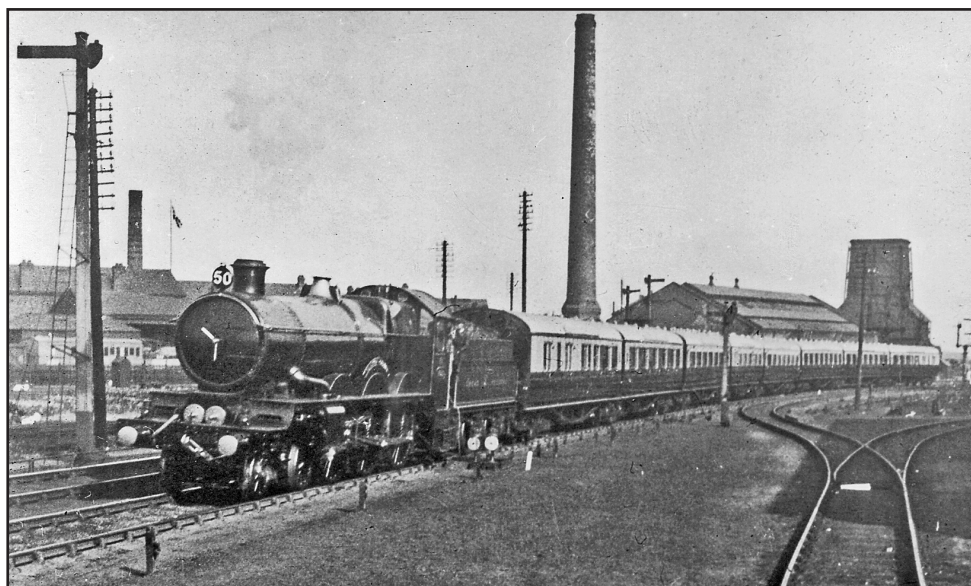
We are now in the process of moving our equipment benches and stored loco parts into our new workshop (see pictures). Two of the four temporary containers have been emptied. Neal Woods has provided a first aid kit for the workshop.

We have assisted DRPS in moving some of their vehicles into the north end of the 1861 shed.

Ian Prosser (HM Chief Inspector of Railways, Office of Road and Rail) visited the site on 23rd November with Steve Davies and was introduced to NELPG and DRPS volunteers.

We will be holding regular working parties on Thursdays – please contact Arthur Jenkins if you want to get involved.

*Views inside the 1861 shed on
23rd November (Neal Woods)*



*4082 Windsor Castle with its GWR train at Hoptown Junction – the 1861 shed behind the train –
on 2nd July 1925, en route to the S&DR centenary celebrations (picture courtesy of Richard Barber)*

MEMBERSHIP SECRETARY'S REPORT

by Michael Chyriwsky

It's the end of another year and a time when we reflect on the big questions such as: 'When did postage stamps become more expensive than Christmas cards?' For those members who save the Group costs by receiving the NEWS electronically, you will have a printed copy this month because the all-important renewal form is enclosed. In 2023, the membership cards were issued without a date printed on. Please continue to use the same card in 2024. If you require a replacement for any reason, then please contact me.

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

- Mr S. Boucher from Darlington
- Ms A. Lindsay from Darlington
- Mr C. Calvert from Cramlington
- Mr D. Paling from Hurworth

I wish all members health and good fortune in 2024.



SALES REPORT

A reminder to members about items for sale as follows:

- 27/P3 Centenary booklet. A well written booklet, very interesting. £5 or £6 incl. postage and the 2024 calendar £7 or £9 incl. postage
- NELPG Enamel badge £6 and pens £1.20 each
- J27/P3 Centenary glass ornament. A trial order for 10 has gone very well. If more members would like to own a future Antiques Roadshow item, we will be able to order further stocks. They are £40 each plus £5.39 1st class postage or £4.69 2nd class postage.

Sales have been slow since the NYMR Gala. Not many members placing orders. There are plenty of 2024 calendars and packs of Christmas cards in stock.

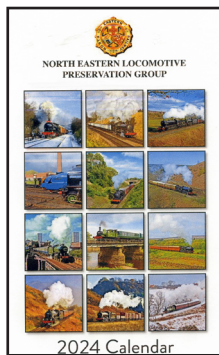
Also available are Christmas cards at £5.00 for a pack of 5 with envelopes, or £6.00 including postage. Thumbnails of the 5 cards are shown on the next page.

I also have a large quantity of the P3/J27 Centenary Booklet available. This is a well put together publication with some good photos and an interesting read on good quality paper. Every member should have one, it's a long time till the next centenary.

Still focusing on the P3/J27 Centenary, I have a small number of the Souvenir Glass Blocks in stock. Feedback from members who have purchased them already has been very favourable. There aren't many of these around. They could be a future collector's item.








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 093 756; Landline 0191 378 9819, or email ajenkins4468@gmail.com

In addition, Ian Wolstencroft of the NYMR's Hull Area Group, has produced a comprehensive DVD, the sale of which will financially benefit both the NELPG and the LNERCA. (See next page.)



NYMR GOLDEN JUBILEE DVD

This DVD is specially for the NELPG and the LNERCA, NOT the NYMR; they have their own. It's a unique DVD with lots of rare footage on it, including atmospheric shed scenes, footplate rides on many engines, over 50 visiting locos too, great lineside action, special events and lots more. In fact, in a nutshell, the NYMR at its very best. NELPG locomotives, past and present, feature strongly in the DVD.

		50th Anniversary of the North Yorkshire Moors Railway		
<p>There have been many highlights from the last 50 years, so this Special 4 pack DVD will give you an enjoyable look-back at some of the many Galas & Events that took place from 1973 to 2023. 65 locos on view, re-live the last 50 years.</p> <p>DISC 1 & DISC 2 - Brief History of the line (Disc 1) 1973 -2009</p> <ul style="list-style-type: none"> * Great line-side Shots, Atmospheric Shed Scenes, recreating days when steam was king, inc 3A4s & V2 Green Arrow raising steam. Best Gala ! From 2008 * Footplate Rides on A2 Blue Peter, A4 60007 + 45212, 75014, 60163, 80135 etc * Station scenes, Signal Box action, Classic Cars, many visiting locos on view 			<p>50th ANNIVERSARY OF THE North Yorkshire Moors Railway Pickering ~ Grosmont 1973 ~ 2023</p>	
				
<p>DISC 3 - 2010 -2020 - Decade in detail, visiting locos, 60103, 46100,60009, 6023 etc, superb lineside shots, stations etc. A great deal to see for everyone.</p> <p>DISC 4 - 2 Popular Events - Vintage Vehicle & War Weekends + Interviews. Music, Classic Vehicles, Loco Action shots inc 60103, 46100, NYMR Personnel Interviews, Shed Scenes from the Classic Vintage Vehicle Weekend.</p>			<p>Some of the best action from the past 50 years Galas, Events etc, 4 Discs in this Special Pack makes a fantastic gift for any enthusiast !</p>	
<p>Remastered NYMR DVD, 50th Ann © 2023 By GB Productions & Ian Wolstencroft Produced : Kingston Studios (Hull) Cover Pictures : John Hunt - Gordon McCulloch</p>		<p>Narration : Rob Haywood Filmed : Graham Briggs & GB Team & Ian Wolstencroft, Yorkshire TV "Railway People" Ian Wolstencroft tel 07434 040391</p>		

The DVD is a four-disc special pack produced by Ian Wolstencroft, long standing stalwart of the NYMR's Hull Area Group, and Kingston Studios in Hull. (The Editor has given many shows to the Hull Group over the years, and each time the money raised at the meeting has been donated to the NELPG.)

The cost of the four-disc DVD is £15 (£17 plus P&P) but, importantly, the NELPG will receive £6 for every DVD sold to NELPG members!

To obtain a copy, send your order, together with a cheque for £17 payable to Ian Wolstencroft, your address and indicate that you are a NELPG member, to Ian Wolstencroft, 55 Kirklands Road, Hull, HU5 5AX.

If you want further information, or wish to enquire about alternative ways to pay, please contact Ian, either by email on iwolstencroft@iwolstencroft.karoo.co.uk or by telephone, either mobile 07434 040391 or home 01482 504381.

NOTICE OF SPECIAL GENERAL MEETING

A Special General Meeting (SGM) will be held, including a postal ballot in advance, on Friday 19th January 2024 at 7.30pm at the Railway Athletic (RA) Club, Brinkburn Road, Darlington DL3 9LF. This is the formal notice. A quorum of 30 members will be required. The meeting will consider the motion set out below. Members planning to attend the meeting should not submit a ballot paper – their votes will be counted at the meeting. The ballot process allows members who cannot be present to exercise their vote.

A ballot paper, including the P3 Livery ballot, is included with this copy of the NEWS, to allow postal/email voting. The ballot closes at 7.30pm on Tuesday 16th January 2024, and ballot papers received after that time will not be counted.

You can ask questions before you cast your vote. Email (or ask someone on your behalf) your questions to: membership@nelpg.org.uk with the subject of SGM Ballot Question. Questions must be submitted by 7.30pm on Friday 5th January 2024, at the latest.

1. Q6 Cylinder Replacement

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

Explanatory Note

The Q6 right hand cylinder failed earlier this year and a new casting is required. Costs for a pattern, casting, machining, and fitting are estimated to cost up to £80,000, including contingency. Donations amounting to some £40,000 have already been received at the time of writing. Our Articles of Association (amended by Special Motion) and Schedule of Authority limit the expenditure level which can be approved by the Board to £50,000, so members are asked to approve the greater amount.

R. Marshall
Company Secretary

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COPY DATE NELPG NEWS

The copy date for the February 2024 issue of NELPG NEWS is
Friday 19th January 2024.

P3/J27 LIVERY BALLOT

At their meeting on 18th October 2023 the Trustees received a request for a livery ballot for the P3/J27 and decided that a ballot should be held because:

- The current LNER livery has been very well received by both members and the public.
- The six-month period for which the LNER livery is currently approved only gives two weeks in September, four in October and a few Santa specials for the LNER livery to be seen before a repaint is due in March 2024.
- The money to be spent on a repaint back into BR livery could be better used in the Q6 cylinder fund and would certainly be better to be seen to be used for that purpose rather than for a repaint costing £4,000 to £6,000.
- Vynils and water-based paint could be used at low cost to put the engine back into BR livery temporarily for any photo charters.

The two liveries are illustrated below:



Current LNER Livery



BR Livery

Members are asked to complete the P3 / J27 Livery ballot paper enclosed as a loose leaf insert, including the Q6 expenditure SGM motion ballot, in this magazine. Junior members are not entitled to vote. Joint members have two votes and can mark their preference(s) with two crosses.

On completion, the ballot paper should be returned by post at the Registered Office (67 The Mount, York, YO24 1AX), marked NELPG Ballot. Alternatively, it can be sent by email, as a scanned attachment to membership@nelpg.org.uk with 'NELPG Ballot' as the subject. The ballot closes at 7.30pm on Tuesday 16th January 2024, and ballot papers received after that time will not be counted.

The result of the ballot will be announced in the February 2024 NELPG NEWS.

FORTHCOMING EVENTS

NELPG Social meetings

None.

Other NELPG events

December 2023

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

January 2024

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

February 2024

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

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

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

December 2023

2-3, 9-10, 16-17, 23-24 – Santa Specials.

February 2024

10-18 February 2024 – half term running.

Other events

December 2023

13 – *Transport of the Isle of Man*, by Ian McInnes. (12 noon). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP. Admission £3.

14 – *A Newcomer's view of the ECML*, by David Allen. (7pm). NERA Zoom meeting, pre-registration required via NERA website (ner.org.uk).

19 – *Steam today in Germany*, by David Birtle. (2pm). SLS Teesside – Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF.

21 – *BR Steam 1947 to date, part II*, by David Allinson. (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD.

January 2024

10 – *The Covid years – on the lineside*, by Dave Birtle. (12 noon). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP. Admission £3.

12 – *Too many Cooks – an overview of GER locomotive design, part 2, 1882–1923*, by George Falkner, GE Society. (6.30 for a 7pm start). SLS Newcastle, Newcastle Arts Centre, 67 Westgate Road, NE1 1SG.

16 – *Photographs from the NYMR Archive*, by Ian McInnes. (2pm). SLS Teesside – Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF.

18 – *Photography of Ian S Carr*, by Dave Dunn. (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD.

18 – *The Kewick Railway – A North Yorkshire Hidden Gem*, by Hugh Fenwick. (7pm). NERA Zoom meeting, pre-registration required via NERA website (ner.org.uk).

26 – *An afternoon with Jim Sedgwick*, by Richard Barber and Sam Woods (2pm). NYMR Northallerton Area Group, The Village Inn, Water End, Brompton, Northallerton, DL6 2RL.

26 – *2022 Scanning*, by David Warren. (7pm). NYMR Teesside Area Group, Settlement Hub, Union Street, Middlesbrough.

February 2024

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

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

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

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

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

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

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

NRM York

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

NRM Locomotion

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

Hopetown Darlington

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

A1 Trust

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



Yorkshire Wildlife Trust

Discovering Fen Bog

A landscape with the power to change

What a view! Take a moment to enjoy this magnificent landscape – where the summits of Tom Cross Rigg and Crag Stone Rigg beautifully frame our Fen Bog reserve. Marvel at the spring songs of upland birds or appreciate our heritage from days gone by with the cloud-like puff of a passing steam train on the North Yorkshire Moors Railway.

Fen Bog carpets the valley that lies at the watershed between two moorland streams. It is a mix of ombrotrophic and minerotrophic bog – meaning that in some areas the main source of water is from rainfall and in others it is from watercourses and springs. These mixed conditions support a wide range of species, including plants that grow in acid soils like sphagnum moss, as well as those found in more alkaline soils such as broad-leaved cottongrass and black bog-rush.

The sphagnum moss on the surface of the bog works like a sponge, holding vast amounts of water. This saturation prevents plants rotting – so instead of releasing carbon dioxide back into the atmosphere, they safely lock it away. Peatlands such as Fen Bog are an incredibly important natural climate solution, and help us in the fight against the climate emergency.

Wildlife wonders

With the arrival of spring, the haunting call of curlews can be heard echoing around the landscape. Butterflies and dragonflies are abundant in the summer months, with majestic golden-ringed and the locally uncommon keeled skimmer dragonflies and large heath butterflies hovering over the bog. You might also see other butterflies like small pearl-bordered fritillaries and green hairstreaks on the drier heath, and birds like whinchat, wheatear and willow warbler on the surrounding moorland, who all come here to breed.



No dogs are allowed on the reserve. Thank you for helping us protect Yorkshire's wildlife.

North Yorkshire Moors Railway



A floating railway

Fen Bog provided a major obstacle to the construction of the Whitby and Pickering Railway during the 1830s. The solution was to drive tree trunks into the bog and overlay them with heather bound in sheep fleeces, so the railway could travel safely over the wet peat. This original construction is still used today.



Sheep graze the moors

Part of the team

You may spot sheep grazing on the reserve – they are helping us manage the land by eating thick patches of grass, giving more fragile plants room to grow.

Curlew



PHOTOGRAPH BY JOHN



White bog sedge

Home to rare beauties

Fen Bog is home to a number of sedges that are rarities in this locality including bog sedge, white bog sedge and slender sedge.

ywt.org.uk



Fen Bog was gifted to Yorkshire Wildlife Trust in 1964 by Air Marshall Sir John Baldwin and Major CL Baldwin.

LAND OF IRON



North York Moors National Park



David Ross Foundation

Yorkshire Wildlife Trust is registered in England no. 400650 and is a registered charity no. 238007. Registered Office: 3 St George's Place, York, YO1 2SA

