

# N.E.L.P.G. NEWS



**NO.184 JUN 1998**

## **EDITORIAL**

Some concerns have been expressed both at the Group's May Annual General Meeting and in the railway press about the future well being of the Group. However, members can be assured that the NELPG is very much alive and well.

The J27 and the Q7 had, by the middle of June, amassed no less than 3,676 miles between them, earning the Group over £17,000. This is a far cry from 1997 when the Q7 had not even turned a wheel by this time. The performance and availability of both locomotives has been improved by joint co-operation between NYMR staff and NELPG volunteers led by Clive Goult and Richard Pearson, and relationships between our two organisations are better than ever.

On the main line the A2 has put up some memorable performances in covering over 1,300 miles on the main line since the beginning of the year, thanks to the sterling efforts of Paul Hutchinson and his team. Not content with their achievements, they are set to return to the main line with Blue Peter in the autumn with another U.K. tour! In fact by the autumn the Group will be in the enviable - and unprecedented - position of having three locomotives available for main line running, and this may become reality if the NYMR's well advanced plans to run to Whitby come to fruition.

Financially, due to the excellent husbandry of Peter Robinson, the NELPG is in a very healthy position, enabling it to fund the KI and A2 overhauls without any qualms. It also means that we can afford, if necessary, to employ contractors to help our volunteers keep our locomotives in traffic and earning revenue.

Whilst these are the continuing success stones of the NELPG, the down side is undoubtedly the loss of ICI Wilton as a restoration base. Exhaustive efforts by members of the Committee, not least Colin Hatton, have failed as yet to find a satisfactory replacement. We therefore face the very real prospect of losing some of our Teesside workforce, though Fred Ramshaw is doing his best to ensure this doesn't happen. With Martin Lloyd's plans to improve Deviation Shed let us hope that we can encourage working members to reacquire the habit of working at Grosmont. With 60532, 62005, 65894 and 901 all expected to be based there in the autumn, that is as good a time as any to rediscover the attractions of this part of Yorkshire!

Finally, the Committee itself is in very good shape, especially now with new - or is it old? - faces Martin Lloyd and Dave Martin making enthusiastic and valuable contributions to the Group's well being. Yes, the Group is in good shape and going forward with confidence and belief.

## LOCOMOTIVE REPORT

### **J27 No. 65894**

Since arriving back on the NYMR from the Nene Valley Railway at the end of April, the J27 has covered 1,264 miles. Sadly, with No.29 not ready for traffic, it was not possible to re-enact the reopening train of 1st May 1973 which was worked by the J27, as P3 2392, piloting 29 from Grosmont to Pickering and back and conveying the Duchess of Kent. Perhaps this pairing might be possible in the autumn.

During its use on the NYMR a number of repairs have been carried out as follows:-

- LHS driving rod bush replaced with a new bush following reboring of the rod which was oval
- LHS knuckle joint pin replaced with a new pin following reboring of the rods
- broken RHS driving spring replaced
- seized sanding gear repaired
- brake ejector overhauled (previously the ejector would not maintain the train pipe vacuum)
- engine/tender water hose changed
- reconditioned safety valves fitted
- the engine and tender drawbar pins were in the wrong holes and have been swapped round

A significant development took place on Thursday 28th May, when in response to a request from the NYMR, the locomotive was tested on seven coaches (its previous agreed limit was six coaches). Driver John Hunt and Fireman Howard Smith were accompanied by the Group's CME Ian Storey, when in appallingly wet weather the J27 successfully worked its seven coach train to and from Pickering, despite the safety valves blowing off 15 pounds light at 165 psi! Since then reconditioned safety valves have been fitted and the locomotive will take seven coaches up the I in 49 quite comfortably. However, it has been mutually agreed with the NYMR that the normal load for the J27 will continue to be six coaches, but it will be permitted to handle

seven if required. The consensus view of NYMR drivers is that the J27 is now in the best condition that it has ever been in, due to the joint efforts of NYMR staff and NELPG volunteers.

The engine's final duty was on Monday **15th** June when, after working the 16.50 from Grosmont, it went to New Bridge yard, Pickering in readiness for transport to Embsay. Engine and tender were moved on the Wednesday and Thursday (see Embsay report). The locomotive is expected back on the NYMR in September.

### **T2 No. 2238**

In store in Deviation Shed.

### **K1 No. 62005**

Despite the optimism in the April NEWS, the overhaul is still not complete. However the unexpected cylinder problems outlined in the last issue have meant that ICI kindly agreed to an extension to our stay in No. 5 depot until the end of July, thanks to Colin Hatton's diplomacy.

The main outstanding areas are the valve gear and pistons. The cylinders have now been rebored by Ian Storey and newly cast heads were delivered on I 7th June and fitted to the piston rods on Monday 22nd June, followed by the new rings.

The injector cones have been overhauled by the makers, Metcalf's, and are now being refitted. The chimney needs aligning and bolting to the new smokebox. The cab is now finished, and the grate and ashpan hoppers doors require some remedial work before they are complete.

It is now predicted that the locomotive will be substantially complete before the end of July, after which it will be transported by road to the NYMR for steaming and trial running, hopefully to enter traffic before the end of the summer service.

## **Q7 No. 901**

The Q7 has been in regular use and by 15th June had covered no less than 2,412 miles! During this time the big ends have been shimmed up and the RH driving crankpin cotter changed. Also the LH trailing brake hanger pin has been renewed.

However, the locomotive came out of traffic prematurely on the afternoon of Sunday 15th June, when it was starring as 'Charlie the Coal Engine' during the NYMR's Thomas Weekend. The middle valve jammed causing a loss of beats and some minor damage to the rocker lever and the bolts supporting it on the spectacle plate which were stretched as a result. Subsequent examination that evening, when the valve was removed whilst the engine was still warm, showed that the valve cavity was excessively carboned up.

The excessive carbon has been removed and four new rings fitted to the front valve head in preparation for refitting. However, this has revealed further problems when attempting to reset the valves, centred on the taper of the valve rod. Remedial action is being taken to enable the locomotive to see out its last season with, hopefully, no recurrence of this particular problem. To assist in this aim, after consultation with the A4 Locomotive Society, a different superheated steam oil is being tried to try and reduce carboning. The Q7 was expected to be available for traffic again at the beginning of July.

Special thanks are due to NYMR staff who have put in 50 hours of voluntary time to help keep the Q7 in traffic, in particular Clive Goult, and to Maurice Johnson who has carried some essential repair work under contract.

## **J72 No. 69023**

In store inside Deviation shed.

## **A2 No, 60532 Blue Peter**

The Edinburgh - London run on 19th April proved that the repair to the lifting link on the middle engine was satisfactory and the oscillation through the reverser at speed no longer occurs. This trip was a satisfactory, if long, one

culminating in a triumphal late night arrival at the buffer stops of Kings Cross station. Unfortunately, during somewhat spirited running through the London suburbs some overheating of the centre eccentric occurred, though without any serious damage. The strap was removed, remetalled, machined and refitted whilst the locomotive and support coach were stabled at GNER's Bounds Green Train Care Depot.

Three weeks later the A2 was back in action working not from Kings Cross but a rather anticlimactic Finsbury Park to York. An uninspiring schedule meant rather lacklustre running up the ECML to Grantham, then a cross country ramble via Nottingham and Rotherham to reach York, without any problems with the locomotive.

After another three week gap the A2 was off again this time working the Group's own tour to Carlisle and back (see Railtour Report), with once again the locomotive performing impeccably and without any mechanical problems.

Following its subsequent appearance at the Doncaster Railfest on 6th and 7th June, the engine is now at Ian Storey's Hepscott workshop where it arrived by road on 16th June. Within 24 hours the superheater elements and the boiler doors were removed, and a start made on washing out the boiler. The new 2" tubes will be delivered on programme by Durham Tube at a cost of £3,000, a saving of £2,000 on the original budget. However, this is offset by the need to replace about 100 firebox rivets with patch screws, instead of the 60 originally planned, at an additional cost of about £1,500. Sam Foster, Halcrow Transmark's boiler inspector, was due to inspect the boiler with all the small tubes removed at the end of June.

Whilst the engine is at Hepscott the opportunity is being taken to investigate a recent problem of slight overheating of the LH big end bearing, as well as leaking foundation ring rivets to which access can be gained once the grate and its supports are removed.

The tender, now at New Bridge, also requires some work. In particular the tops of the brake hangers require rebushing, including providing a means of lubrication. The tender will remain at Pickering until the engine arrives back.

The mini overhaul is due for completion by the end of July, when the engine will be transported to New Bridge, reunited with its tender, and enter traffic on the NYMR.

--oo0oo--

## **WORKING PARTIES**

These take place every Sunday at Grosmont for work on the Q7 and the J27. Contact Clive Goult on 01642 473451 or Fred Ramshaw on 01740 621301.

And at Wilton every Sunday, as well as Monday and Thursday evenings for work on the Kl. Contact Paul Hutchinson on 01642 825880, Fred Ramshaw on 01740 621301 or Richard Pearson on 01642 475080.

--oo0oo--

## **THE J27 TO EMBSAY**

The J27 was moved by road from New Bridge, Pickering to Embsay, near Skipton on Wednesday and Thursday 17th and 18th June. The engine and tender were reconnected and a small working party headed by Richard Pearson on the Friday enabled the locomotive to be steamed. It then shunted some freight stock for the following day's gala events and made its first trip down the line to Bolton Abbey.

On the Saturday and the Sunday the .127, looking rather incongruous amongst the railway's varied collection of industrial tank locomotives, worked three

demonstration freight trains and a five coach passenger train over the four and a half mile line each day.

The engine is expected to see regular use on passenger trains most weekends, as well as some midweek dates, until September. Normal train services comprise five round trips from Emsay to Bolton Abbey, departing Emsay at 10.45, 12.15, 13.40, 15.05 and 16.25. For details ring 01756 794727. The line is a most attractive one, with an intermediate halt, a new passing loop, and a very smart new station at Bolton Abbey. The atmosphere is relaxed and the staff very friendly, ensuring a warm welcome. A visit is strongly recommended!

--oo0oo--

## **RAILTOUR REPORT**

The A2 successfully worked *The Heart of Midlothian* from Edinburgh - to London Kings Cross on Sunday 19th April, as the second half of a two day tour which used 60007 *Sir Nigel Gresley* from Nuneaton to Carlisle via Crewe and Shap the previous day. The train was filmed by the BBC Blue Peter TV programme, with special cameras fitted to *Blue Peter* to give first hand views of the motion at speed and in the cab.

On arrival in London the locomotive was stabled at GNER's Bounds Green Train Care Depot, after turning on the Ferme Park turntable, before working the final trip for Days Out on Sunday 10th May from London to York via Hitchin, Grantham and Nottingham. Sadly a triumphal departure from Kings Cross was not possible, since the train actually departed from Finsbury Park. After another competent performance, the A2 went on display in the National Railway Museum at York over the Whitsun Bank Holiday. Thanks are due to Paul Hutchinson (who just cant keep away from it!) and Eric Nott for manning the footplate over several days to answer questions and act as explainer to museum visitors



The railtour season came to a close on Saturday 30th May with the NELPG promoted *Wilton Enterprise* from the North East, with *Blue Peter* both ways over the Settle and Carlisle line. The headboard was intended as a 'thank you' to ICI for the Group's fourteen year tenure of No.5 depot. The A2 and its support coach ran light from the NRM to Skipton, calling in at Keighley for water, before working the nine coach special to Carlisle. Sadly, bookings for what had seemed at the outset to be most attractive day out, were not as high as had been expected and only 377 passengers were carried on the day, instead of the maximum of 550 that had been planned for in an eleven coach train. Hence the formation was reduced from 11 vehicles to 9.

At the eleventh hour came the suggestion that the train be double headed south from Carlisle with 60007 Sir Nigel Gresley, at no extra cost to the Group. Unfortunately the decision came too late to make the most of this unique spectacle, but Herculean efforts were made by Committee members, and particularly Colin and Miriam Hatton to get last minute passengers. Due to their efforts, a tour that looked like making a small loss, eventually covered its costs, vindicating the decision to run at a time when cancellation was perhaps an easier option. Local radio appearances and a special 'cheap' fare from Garsdale to Carlisle and back advertised at the last minute in the Dales, paid dividends as well.

In the event passengers who did travel were treated to a really splendid day out, with fine weather to admire the S&C scenery, and a record breaking run from Appleby to Garsdale, surmounting Ais Gill summit at 63 m.p.h., though with two pacifies on I I coaches it won't go into the purists' record books! After coming off the train at Skipton, the two locomotives and their support coaches continued to RFS at Doncaster (the Works) before being moved to the International Railport on Friday 5th June.

The Group plans to promote a tour with 60532 from the North East on Saturday 17th October embracing the ECML and the WCML and the counties of Yorkshire, Durham, Northumberland, Cumbria and Lancashire in the same trip. The train would pick up at Newcastle, Durham, Darlington, Northallerton and York. with 60532 taking the train northbound from York to Lamesley Junction, Norwood Junction, Hexham, Haltwhistle (photo stop requested) and Carlisle, where there would be a break of around one and half hours. The A2 would then continue southbound over Shap to Lancaster and



Another view of 65894 and 901 shunting at the north end of Grosmont station on 13th May 1998; in the foreground is the connection with the Esk Valley branch (John Hunt)



65894 heads the North Yorkshire Pullman past Moorgates on the evening of 16th May 1968 (John Hunt)



New Committee member Martin Lloyd takes a break from working on the superheater elements of the K1 at ICI Wilton on 14th May 1998 (Colin Smith)



60532 Blue Peter makes a smokey exit from Potters Bar tunnel with the Days Out train from London to York on 10th May 1968 (John Hunt)



60007 Sir Nigel Gresley pilots 60532 Blue Peter across Ais Gill viaduct at 63 m.p.h. with the Group's *Wilton Enterprise* railtour on 30th May 1998 (John Hunt)



At Carlisle Upperby on 30th May 1998 'retiring' EWS steam inspectors Kevin Ieek (left) and Peter Kirk (right) were presented with a framed Stirling Departure print., as the A2 and A4 support crews look on (John Hunt)



60532 Blue Peter stands in steam outside the south hall of the National Railway Museum. York on 29th May 1998 (John Hunt)



60007 Sir Nigel Gresley. 60532 Blue Peter and 4468 Mallard await the crowds at Doncaster International Railport on the morning of 6th June 1998 (John Hunt)

Preston. Here the train would be diesel hauled back to Newcastle via Copy Pit, Leeds and York, while the A2 and its support coach would continue to the Crewe Heritage Centre.

Fares for this tour, *The North Briton*, once again using West Coast coaches from Carnforth with on board refreshments, would be the same as those on the 30th May *Wilton Enterprise* i.e. £68 first class and £47 standard class. A booking form is included with this copy of the NEWS. Members wishing to participate in this tour are advised to send the completed booking form, together with a SAE to:- NELPG Enterprises Ltd., 57 Millview Drive, Tynemouth, Tyne and Wear, NE30 2QD as soon as possible.

--ooOoo--

## FLYING THE FLAG by Doug Landau

Blue Peter continues to maraud the West Coast record books for steam performance and on 21st March 1998 demolished its own record on Beattock set up almost exactly a year earlier. But firstly Grayrigg and Shap. Here there is some 'form' available from the preservation era making an objective comparison with the competition possible. The performances below, none recorded earlier than 1995, are ranked on the basis of time, with rankings on the basis of highest average horsepower shown in parenthesis.-

GRAYRIGG	Mileposts 13 - 26	13.0 miles		
3011.96 46229 12/516/560# (1)	12m 19s	79-47 5	63.3mph	2325/2900
21.03.98 60532 10/360/385 (6)	12m 22s	73-59	63.1mph	1870/2405
02 10.95 71000 11/401/429 (2)	12m 25s	58.5-61	62.8mph	2225/2750
29 11.97 60532 13/480/520 (3)	12m 29s	81 5-47	62.6mph	2045/2585
03 10 95 46229 11/406/443	12m 54s	60-46	60.5mph	1985/2465

**SHAP****Mileposts 31.5 - 37.25 5.75 miles**

21.03.98 60532 10/360/385	5m 34s	74.5-54	62 0mph	2220/2725 (2)
02.10.95 71000 11/401/429	6m 29s	59-51.5	53.8mph	2300/2700 (3)
03.10.95 46229 11/406/443	Gm 48s	54-41.5	50 7mph	2150/2485 (4)
19 10 96 46229 11/395/428	6m 58s	44-50.5	49 5mph	2475/2795 (1)
30.09.96 60007 11/403/431	7m 30s	60-36	46 0mph	1670/1930 (6)
08.03.97 60007 10/363/390	7m 42s	65-30	44.8mph	1380/1645 (8)
30.11.96 46229 11/516/560#	8m 39s	42-34 5	39 9mph	2210/2450 (5)
29 11.97 60532 13/480/520	9m 03s	64-30	38 1mph	1430/1665 (7)

All of the above performances on Grayrigg by 46229, 60532 and 71000 are records in comparison to anything recorded in the heyday of West Coast steam, and likewise the first four listed on Shap. Clearly the operating conditions and spirit of endeavour currently enjoyed by main line steam are rewriting the record books on routes both home and away. A record is not therefore especially significant simply because it is made on foreign territory.

Blue Peter's two efforts on Beattock have nevertheless certainly set the cat amongst the West Coast pigeons. 46229's epic from Barton to Carlisle in November 1996 was not followed by anything comparable north of the border, so to gain some perspective of these performances it is necessary to look further back into the everyday work of the 1950s. Time is again the ranking basis.

**BEATTOCK****Mileposts 39.75 - 49.75 10 miles**

16 11 36 6201 7/225/230	9m 31s	80-56	63 0mph	1 860/2950 (5)
21 03 98 60532 10/360/385	10m 05s	73-51 5	59 5mph	2550/3000 ( 1)
1957 46229 8/264/280	10m 29s	63-54	57 2mph	2100/2500(4)
22 03 97 60532 11/410/445	11m45s	64-43 5	51 1 mph	2375/2730 (2)
1950s 46241 11/382/405	12m 54s	71-37	46 5mph	1870/2140 (9)
1950s 46241 11/351/375	13m 00s	53-39	46 2mph	1935/2200(7)
1950s 46224 13/444/475	13m 03s	62-39	46 0mph	2280/2550 (3)
1950s 46222 10/351/375	14m 37s	53-39	41 0mph	1825/2050 (10)
1950s 46232 14/473/510	15m 17s	58-27	39 3mph	1960/2150 (8)
26 02 39 6234 20/604/610	16m 30s	60-31	36 4mph	2100/2285 (6)
1954 71000 15/465/510	17m 32s	58-27	34 2mph	1700/1885 ( 11 )

Blue Peter here displays power from 7% to nearly 20% in advance of anything recorded in ordinary service, of which the performance by 46224 is but little short of the best standards achieved anywhere during that era. It is equally in advance too, of anything recorded by an A2 in those times now past. such performance margins are typical of what many preserved

locomotives have achieved out on the main line, particularly so in the case of the larger engines.

Given the limited Beattock 'form available under preservation, it is necessary to look further afield to gain some perspective on Blue Peter's brilliant record performance. It can be said at once that efforts involving DBHPs in the 2350-2550 range are very rare *for durations as long as ten minutes*. Here is a list ranked by indicated horsepower and drawbar horsepower in parenthesis:-

<del>26.02.39</del>	6234	20/604/610	60.0	2700*	3165	100	Wreay-Penrith (1)
30.11.96	46229	12/516/560#	64.9	2460	3050	9.8	Grayrigg (4)
21.03.98	60532	10/360/385	59.5	2559	3000	10.1	Beattock (3)
27.02.93	46229	13/565/585#	50.5	2650	2960	10.7	S&C Northbound(2)
02.10.95	71000	11/401/429	62.8	2225	2750	12.4	Grayrigg (7)
22.03.97	60532	11/410/455	51.5	2375	2730	11.6	Beattock (5)
03.10.95	46229	11/406/443	62.4	2190	2700	10.3	Grayrigg (8)
13.09.84	46229	14/504/535	49.5	2360	2660	10.9	S&C Northbound (6)

NOTES.

# Class 47 in train for heating purposes. Non assistance verified

\* Derived from official DBHP figures corrected for constant speed on level track. Full check calculations based on the available data produce an almost identical result.

Clearly, for efforts of this duration Blue Peter is in the thick of the front runners. For shorter durations from 3 to 5 minutes, which are representative of absolute maxima, there is a longish hut as yet incompletely researched list, mainly, but not exclusively, from the preservation era. The effort on 21st March finds 60532 with 2640 EDBHP/3145 IHP in 7th place behind six Duchess efforts of up to 3050 EDBHP/3560 IHP. The next nearest contender, after more Duchess efforts, is 71000 in 11th place with 2700 EDBHP/3050

For some time to come Blue Peter would seem to have a clear field, though there is talk of a Merchant Navy heading north later this year. The runs by 60532 described above, together with the two tremendous southbound climbs of Shap, would represent something of a challenge to any contender, and they are among the creme de la creme of many wonderful performances by preserved steam. There are, of course, two additions to the relatively short list of even time runs achieved in the preservation era -

21 03 08 00532 10/300/385	Carlisle-Milepost 58	58.0 miles	53m51s	64.5mph
	Barton - Carlisle	85.5 miles	80m30s	63.7mph



## **A WORD FROM THE SECRETARY by Colin Hatton**

I am pleased to report that John Hunt has agreed to be our Chairman. John, like Maurice, is an early member of the Group, being one of the founder members studying at Newcastle University. John is extremely well known in railway preservation circles, and is particularly strong on main line detail, having been our SLOA, then MSLOA, representative for many years. Whilst John's photographic expertise is also well known to all, perhaps less well known is the fact that he has been a fireman then driver on the NYMR for 25 years, where he takes particular delight in driving NELPG locomotives.

I can also report that, in accordance with our Articles, Dave Martin has agreed to join the Committee as a co-opted member. Members may recall that Dave was a Committee member until a few years ago and during that time of service he was responsible for many of the ideas associated with fund raising for the Blue Peter Appeal. Later, along with Steve Alder, he steered us through to being a Limited Company. Dave is particularly keen to see the Group in a strong position as we approach the Millennium and will look at Lottery bids, marketing the Group, and so on.

At the May AGM some concern was expressed regarding the future of the Group, particularly with the loss of ICI Wilton, but also with the gradual decline over recent years in the number of working members attending ICI and Grosmont. Gordon Wells is currently preparing an article on ICI Wilton, in which he will show this decline. Richard Pearson is also concerned at the difficulty in getting members to Grosmont to maintain our engines and, perhaps rightly, queries whether we should be contemplating future overhauls if we cannot maintain them without continually placing the burden on the same people. Similarly, on the matter of Locomotive Managers, at the moment the Q7, .127 and A2 are covered by Clive Goult, Richard Pearson and Paul Hutchinson respectively, while for some time now the KI overhaul has also been looked after by Richard and Paul, quite an onerous responsibility. Any future proposals to overhaul the Q6 and the Group's support coach will require someone - ideally *not* one of the above! - to assume overall responsibility for the work.

Arising from these comments which came out of the informal discussion after the AGM, it is proposed to hold an informal open forum at Middlesbrough Municipal Golf Club, Ladgate Lane on the evening of Monday 7th September, when we will lay on a buffet and, hopefully, an extra portion of chips for Dave Donegan! Please come along and bring your ideas with you.

On a brighter note, our decision to run *The Wilton Enterprise* railtour was fully justified, as last minute bookings enabled us to cover our costs and make something out of the tour. It was yet another superb day for which the efforts of Paul Hutchinson and all who make these runs possible, deserve our thanks. It is a pleasure to be on the train to see so many satisfied and happy patrons. If you were unable to travel on the train, please note that two lineside pictures are available (taken by David Warren and John Hunt) from me at the attractive price of £8.00. Our Train Manager Dave Pennock reminds me that the recent superb record breaking runs by Blue Peter enhance the image of the Group in the eyes of the railway world, and the next trip always seems to be better than the last. We are therefore at a loss to fully understand why this train didn't fill and generate some well deserved revenue for the Group. Any ideas?

For some time now we have talked about training - or the lack of it - and even though we are all volunteers, we are conscious of our shortfalls in this areas. Fred Ramshaw has taken on board the task of organising Mutual Improvement Classes (MICs) and I am glad to say there was a good turn out at the Golf Club on 15th June to hear Terry Newman and Paul Hutchinson get the 'show on the road with talks on the responsibilities of Responsible Officers and Fitness to Run examinations respectively. Fred promises further MICs including one to be given by the NYMR's Chief Inspector, Keith Gays. on footplate matters including boiler management. This will be a particularly good class as it is part of the very successful series of weekly courses held on the NYMR each year, and is essential listening for all those who work on the locomotives. Members are urged to attend and should ring Fred Ramshaw to ascertain the date and time of the next MIC. An added bonus is that they provide an opportunity to keep the working volunteers together whilst we [continue](#) to strive to find alternative accommodation to ICI Wilton.

## MEMBERS' LUNCHEON SPECIAL ON THE NYMR

It is planned to run another members' luncheon special on the NYMR in the autumn. The provisional date is Saturday 31st October 1998, and confirmation of the date, together with details of the menu and a booking form will be included in the August NEWS.

--oo0oo--

## LETTERS

Dear Editor,

I would be grateful if you could convey my thanks to all members who took the trouble to write following my resignation as Chairman and from the NELPG Board. The views expressed from armchair and working members, were all written from the heart and very moving.

For anyone who wishes to keep in touch please note my new address which is 'Riverside', Teesbank Avenue, Eaglescliffe, Cleveland, TS16 9A Y, telephone 01642 780794.

Best regards to all,

Maurice Burns

--ooOoo--

*The following letter has been sent to Steam Railway by the Group's Vice President in response to letters published recently in that magazine.*



## **NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP**

*A Company Limited by guarantee registered in England and Wales No. 2370979.  
Registered Charity No. 1002017 V.A.T. Reg. No. 602118591  
Registered Office: 57 Millview Drive. Tynemouth NE30 2QD*

**Ian  
Storey  
Hepscot  
Morpeth**

26 June 1998

Dear Sir

Following letters in your Jun issue, as Vice President, and former Chairman of the North Eastern Locomotive Preservation Group, I am writing to you so that through the pages of your magazine, I can assure your readers that our group is in a very strong and healthy position.

We are one of the oldest locomotive preservation societies in the country and consequently have a good, loyal, hard core volunteer force. This year, our thirty second, will perhaps be our most successful in that we hope to have three operational main line locomotives available whilst hopefully claiming another first as we now start the required midi overhaul of *'Blue Peter'* to extend its main line certificate for a further three years.

*(Recent main line runs have thrilled Patrons and delighted line side viewers)*

Earlier this year we answered an emergency call from "The Nene Valley Railway" for the loan of our J27 whilst on the North Yorkshire Moors Railway by mid June, we have already achieved fifty per cent of our allocated mileage due to the excellent performances and high availability of our engines. The loss of our ICI Wilton is of course a major blow but we do have irons in the fire, although these will not materialise in the short term. Consequently, we are organising a series of training activities which is intended to keep our Teesside group together. Also it should not be forgotten that NELPG has its own facilities at Grosmont where we continue to maintain our fleet.

Our contribution to railway preservation has been immense and will continue to be so.

Yours faithfully

**I S Storey  
Vice Present NELPG**

## **DONCASTER RAILFEST**

The weekend of Saturday 6th and Sunday 7th June 1998 duly saw an exhibition at the new International Railport just south of Doncaster motive power depot. The star attractions were 4468 *Mallard*, celebrating the 60th anniversary of its record breaking 126 mph run, 60532 *Blue Peter*, celebrating its 50th birthday, and 60007 *Sir Nigel Gresley*. Also present were EWS class 60 diesel 60022, class 58 58050 and, notably, the brand new class 66 66001 .

Over 8,000 people visited the event, with long queues to inspect the footplates of the three steam locomotives; Paul Hutchinson claims that the longest queues were always for Blue Peter, which along with 60007, was in light steam. As the event was regarded as a big success, there are plans for a bigger and better event in the year 2000.

After the event, Blue Peter was taken by road to Ian Storey's works at Hepscott, the tender to New Bridge at Pickering, and the support coach to the East Lancs Railway. The A4 also went to the NYMR where it entered traffic on 19th June; it will remain on the railway until the middle of October.

--oo0oo--

## **STOCKTON AND DARLINGTON 2000**

Plans are afoot to celebrate the 175th anniversary of the opening of the Stockton and Darlington Railway in 1825, and there is talk of a cavalcade similar to the unforgettable event in 1975. Hopefully the NELPG will be involved in any event in the year 2000 - it would be wholly appropriate if 65894, 62005 and 2238 could appear in steam, just as they did 25 years ago! A pipe dream? Perhaps not.

## **FORTHCOMING EVENTS**

Saturday 3rd and Sunday 4th October 1998 **NYMR AUTUMN STEAM GALA - LNER WEEKEND.** It is suggested that this years gala has a LNER theme with the following locomotives in action: 60007, 60532, 62005, 901, 65894 - and 29!

Saturday 17th October 1998 **THE NORTH BRITON - BLUE PETER ON THE MAIN LINE.** 60532 York - ECML - Hexham - Carlisle - WCML -Preston. See text for details.

Saturday 31st October 1998 **MEMBERS' LUNCHEON SPECIAL ON THE NYMR** (*provisional*)

--oo0oo--

## **COVER PICTURES**

Front: On several occasions this year both 901 and 65894 have been in use on the NYMR on the same day. One such instance was 13th May when both locomotives are pictured at Grosmont.

Back (top): 60532 Blue Peter, its smokebox carrying a Blue Peter TV serial headboard, crosses Byker bridge on the approach to Newcastle with the Days Out *Heart of Midlothian* tour from Edinburgh to London on 19th April.

Back (bottom): On the same day, Blue Peter lays its Durham ghost as it sweeps effortlessly, New Zealand chime whistle blowing, over the viaduct, with Durham Cathedral prominent (All John Hunt).

