

NELPG NEWS

No. 342
August 2024



The North Eastern Locomotive Preservation Group exists to foster interest in, and to preserve examples of, steam railway locomotives, rolling stock and other items of railway interest connected with the North East of England.

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

COVER PICTURES

Front: 2392 at Eller Beck on 10th June (John Hunt)
Back (top): 2392 shunts its train out of the carriage sidings at Grosmont and under the ex Falsgrave signal gantry on 28th July (John Hunt)
Back (bottom): on the same day the P3 heads the 16.30 from Grosmont to Pickering at Green End (John Hunt)

EDITORIAL

by John Hunt

2024 is proving to be a rather lean year, financially, with only the P3 earning any mileage income. It had been hoped that the K1 might return to Jacobite service in the latter part of the season but, as Paul Hutchinson reports, it is likely to be next year before the locomotive's overhaul is completed. Progress is being made on the Q6 cylinder, with machining taking place this month, but then it needs to be refitted to the engine, and how, where and when this will take place is yet to be resolved. Nevertheless it is still hoped that the Q6 will return to action this year.

This situation brings into sharp focus our financial husbandry. Over the years this has been excellent but because of the unexpectedly lower hire earnings and ongoing expenditure on the Q6, K1 and J72, our reserves are inevitably being eroded.

However, we are most fortunate that the membership, through supporting appeals, such as that for the Q6 cylinder, bequests, legacies and donations, is amazingly generous, for which the Board is truly grateful. It is earnestly hoped that members will carry on helping to keep our locomotives in action and in anticipation that 2025 will be a bonanza year!



2392, our only earner, enters Pickering with the diner on 13th June (John Hunt)

LOCOMOTIVE REPORT

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

P3 No. 2392

Issues with the safety valves have been resolved. The injector cones have been away, serviced and re-fitted. A new set of cones has been ordered from Davis and Metcalfe at a cost of £2,500.

The locomotive is once again in regular use, working the Pickering – Grosmont internal service, which involves two round trips from Pickering.

Q6 No. 63395

Following a very successful visit trip to Boro Foundry by Paul Hutchinson, Richard Pearson and Neal Woods on 16th July, the casting has been accepted and we can now confirm that machining of the casting will begin in August. Following the inspection we had a meeting to discuss how they will go about machining the casting, and following machining it will undergo a hydraulic test. The original estimate for machining was £9k but the scope of work has increased so we will receive an updated quote before any work begins, and our gut feeling is that the new quote will be in the region of £12-14k.

Work continues at Grosmont but there is a considerable amount of work to be done on cleaning parts, etc. prior to re-assembly. The tender brasses are back on site and the tender may be already back on its wheels again. The Loco Committee will direct the work necessary to get this engine back into traffic.



The scene at Boro Foundry on 16th July with, from the right, Paul Hutchinson, Richard Pearson and Neal Woods (Boro Foundry)

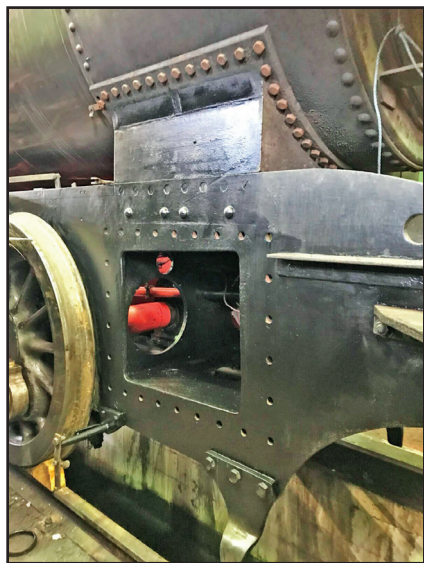


Another view of the cylinder casting awaiting machining (Boro Foundry)

Cylinder blanks have been manufactured to enable the Boro Foundry to carry out the hydraulic test.

The left-hand valve assembly has been cleaned and a start has been made on examining the valve rings and carriers.

A number of members, including John Robinson of the SVR, have commented that there is a mistake on the drawings for the Q6 cylinder drawing in the June NEWS. It won't go down well with those in the know, as the relief valves would not work well in the orientation shown. They should, of course, be shown at 6 o'clock not 12 o'clock!



*Left: the area where the new cylinder will be fitted cleaned up and painted.
Right: the left-hand front sand box back in place (both Ian Pearson)*

K1 No. 62005

Work on the K1’s overhaul continues with the following being achieved since the report in June’s NELPG NEWS:

Boiler

- 1. New manifold studs fitted (NELPG).
- 2. Safety valve and whistle bosses cleaned and greased (NELPG).
- 3. Barrel cleaned and painted (NELPG).
- 4. Refitting of palm stays and brackets completed (West Coast).
- 5. Concrete arch peg holes drilled and tapped, new pegs manufactured and fitted (WestCoast/ NELPG).
- 6. Crinolines refitted to barrel (NELPG).
- 7. Mud hole doors to throat plate profiled to new appetures (West Coast).



The new palm stays fitted on 8th June (Paul Hutchinson)

Loco frames

- 1. Smokebox saddle needle gunned (NELPG).
- 2. Painting and refitting of ancillary components progressed (NELPG).



The K1 tender being renbeeled on 26th June (Lizzie Fielding) and the tender with the left-hand frames in gloss and the new running plate over the rear bufferbeam (Paul Hutchinson)

Tender

1. Painting of wheelsets completed (NELPG).
2. Tender rewheeled (West Coast/NELPG).
3. Frames prepared and painted (NELPG). When painting the frames has been completed the springs will be refitted and the tank the filled to test for leaks following the extensive repairs carried out earlier in the overhaul.
4. Hand brake spindle and linkage removed for refurbishment (NELPG).
5. Right-hand front bottom step straightened (NELPG).
6. Worn outer edges to all front steps built up and fettled (West Coast).
7. Right-hand guard iron straightened (NELPG).
8. Bent running plate over rear buffer beam replaced (West Coast).
9. The remains of the defunct/corroded marker lamp conduit removed from between frames.

Loco wheelsets/tyres

1. Trailing coupled wheelset returned from Riley's with new tyre fitted and machined.
2. Countersinking of rivet holes progressed (NELPG). This is a slow process as we have to send the countersinking bit for sharpening every few holes.

There are two areas in particular where progress has been delayed. These are:

1. Manufacture and fitting of the new longitudinal stays, where finding a forge willing to manufacture these at a reasonable price has proved to be very difficult and time consuming. A solution has, however, now been found.
2. Machining the loco horn blocks, where the estimated contractor costs have been unaffordable. Again a solution has been found – we're doing them ourselves.

Many thanks to all who have worked on the K1 since the last report. However, while those who work on the overhaul are making steady progress we do need more help. If you would like to get involved Paul would be delighted to hear from you by text on 07964 988 551 or by e-mail at Paul.hutchinson62005@outlook.com.

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

Paul anticipates that the engine should be ready for traffic early next season. Darlington are looking for engines for next year so it may be possible to do some work between there and Bishop Auckland and onto the Weardale Railway, and a formal request has been received from the Aln Valley Railway for the K1 in June 2026.

J72 No. 69023

The new leak in the cylinder block has been found but is in a different place which could not be seen previously, as the other leak was so bad. If the cylinder was sent back to Cast Iron Welding for repair, it would again distort and need re-machining. This would probably lead to new larger bolts being required at a cost of some £500. It has therefore been decided to follow a precedent set with new cylinders for 5025 on the Strathspey Railway and to use brazing to put a bronze cap over the leak. Pro Fab Darlington will do the work, using the same brazing rods as were used for 5025 with the TIG system. The repair cost should be less than £300. Once done, the block will need to be split, a new sealing compound applied, hydraulically tested and go back in the frames.



*Caulking of the front tubeplate (left) and the front of the boiler barrel ring showing caulking (right)
(both Dave Pennock)*

The boiler is still waiting for the door plate to come back from Inverness. Work continues on refurbishing items off the loco. The damper and drain cock linkage has been refurbished with new ends being welded onto some of the links to enable new holes to be drilled. Work is progressing fitting as many items as possible like pipe work and the vacuum reservoir under the cab.

Dennis has been assessing the valve buckles and a contractor has been contacted with a view to progressing this over the next few weeks.

Work is now in progress for fabrication of the substantially 'new' inner firebox. The new flat tubeplate section has now been machined to provide a 7/8th inch thick tube nest area and the subsequent tapering down to 1/2 inch thick for the remaining firebox wall and seams. The flat plate is then to be 'formed' to provide the shape for this front end of the inner firebox. Caulking of the steel rivets and seams on the boiler barrel and outer firebox has also been undertaken.

The plan is now to complete the inner firebox, arrange an intermediate insurance examination of the boiler and inner firebox components prior to full assembly of the boiler. Watering of the boiler is expected late autumn with follow through for a hydraulic and on site steaming of the boiler.



*Dennis Paling taking measurements
of the J72 slide valve yolk
on 6th June (Colin Smith)*

The J72 overhaul is supported by



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

and by the



NATIONAL HERITAGE
MEMORIAL FUND

WORKING PARTIES

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

- Grosmont (P3 and Q6) on Tuesdays and Wednesdays, 09.00 to 17.00
- Hopetown Darlington to work on the J72, dates and times to be advised
- Carnforth (K1), Wednesday, Thursday, Friday and Saturday

The relevant contacts are as follows:

- Grosmont: Ian Pearson, 07956 119932
- Hopetown D'ton: Arthur Jenkins, ajenkins4468@gmail.com / 07960 093756 or Neal Woods, 07773 572659
- Carnforth: Paul Hutchinson, paul.hutchinson@nelpg.org.uk / text on 07964 988551

NELPG MEMBERS' ANNUAL DINER TRAIN – 19th OCTOBER 2024

The NELPG Annual Diner on the NYMR runs on Saturday 19th October this year. It will leave Grosmont at 12.30, running to Pickering, and arrive back at Grosmont at 15.15.

The cost per person is £52.50, being a reduction from the standard dining cost of £95. The NYMR Catering team has produced a tasty menu with multiple choices (see next page).

A booking form is enclosed with this issue of the NEWS, but if you have ANY allergy or intolerance concerning food or drinks, please advise Colin Foxton with your booking form. This will be communicated to the NYMR.

If you wish to dine on this year's special, please complete the booking form, indicating your choices, and send it, by e-mail, if possible, please, to colin.foxton@nelpg.org.uk, or, failing that, by post to Colin Foxton, NELPG Diner, 2, Sundew Court, Darlington, DL1 1AW. Please include an e-mail address, where available, for confirmation of your booking and for notification of any last-minute changes. Seats will be reserved only on receipt of payment. Payment by bank transfer to our Barclays account – sort code 20-62-09 – account number 40104442 – is preferred please, reference 'Diner 2024'. However, if you are unable to make a bank transfer, a cheque payable to NELPG will be accepted. Refunds will not be available if bookings are cancelled after 8th October. Bookings must be received no later than 18th September 2024.

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

**Refunds will not be available if bookings are cancelled after 8th October.
Bookings must be received no later than 18th September 2024.**

Table allocations will be issued after 12th October.
Any queries, please contact Colin Foxton, details as above.

Welcome drink – Bucks Fizz or orange juice

To Start

Homemade Leek & Potato Soup soup (v)

Black Pudding Stack

Baked in the oven topped with Apple & Melted Yorkshire Cheese

Sliced Smoked Duck Breast

Served cold, with a Bramble dressing

Main Course

Roast Topside of Local Beef

Served with Yorkshire pudding and home-made gravy

Chef's Home-made Fish Pie

*Succulent chunks of local fish in a creamy sauce, topped with
mashed potato and cheese*

Roasted Butternut Squash (v)

Stuffed with pine nuts and a vegetable medley

Served with seasonal Vegetables & Potatoes

Dessert

Trio of Desserts

Apple Crumble Tart, Winter Berry Cheesecake and Banoffee Pot

Cheese Board

*A selection of Cheeses served with Biscuits, Celery, Grapes,
Yorkshire Chutney*

Coffee & handmade chocolates

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

NYMR – NEW MUTUAL IMPROVEMENT CLASSROOM

The NYMR has announced the go-ahead for a new mutual improvement classroom to train the next generation of drivers and firemen.

The Railway has secured vital funding from North Yorkshire Council's UK Shared Prosperity Fund, enabling it to build a new Mutual Improvement Classroom (MIC) at Grosmont Motive Power Depot, which will be used to train the Railway's next generation of heritage locomotive drivers.

It will be the last surviving railway MIC in the world when it is completed by March 2025, and will replace the previous MIC, which closed in January 2023 due to water damage. Fortunately, since then, MIC classes continued both in person and on-line, thanks to the use of the Grosmont Crossing Club.

The UK Shared Prosperity Fund was a central pillar of the previous UK government's Levelling Up agenda, providing £2.6 billion of funding for local investment. The fund aims to improve pride in place and increase life chances across the UK, by investing in communities and places, supporting local business, and people and skills, and North Yorkshire Council has received an allocation of £16.9 million from the UK Shared Prosperity Fund to support programmes, projects and activities, until the end of March 2025.

The total project cost is £600,000 and, thanks to Peter Best, a gifted donation of £250,000 has enabled the project to come to life. Peter Best, a former NYMR PLC chairman, was recently awarded a British Empire Medal (BEM) for his services to steam and heritage railways. The 69-year-old has bought and restored a total of 11 locomotives with his own money. He says that seeing young people on a train hauled by one of his locomotives gives him 'huge pleasure and pride'.

The new MIC at NYMR will house components from numerous models of locomotives. Most training tools in the collection are priceless, having been inherited or donated from long-lost MICs over time. The facility will also house over 100 technical books on all locomotive matters. Some of these books are over 150 years old, and are used in conjunction with IT equipment to enable the NYMR to present classes globally.

MICs originate from the early days of railways. As enginemens became more experienced, they would give up their time to educate colleagues who were rising through the grades on the footplate, starting as engine cleaners before progressing to firemen and to driver. This practice is now set to continue in a brand new, purpose built building.

J72 LIVERY BALLOT

We can only apologise for the absence of a voting slip in the June NEWS. This was due to unfortunate e-mail confusion. However, at least you will all have had time to make up your minds as to the livery you prefer!

The Locomotive Committee are concerned that the delay to the ballot may have the knock-on effect of painting needing to be done in cold conditions over the winter. They need to have a painting contractor appointed as soon as possible. To this end, the closing date for the ballot is to be Wednesday 4th September. The result will be announced by email and on the website www.nelpg.org on Friday 6th September. For those who do not have access to email or the internet, if you wish to be informed of the result at the same time, please enclose a stamped addressed envelope when you send your ballot form to the NELPG Registered Office. Please indicate your preferred livery option on the pull-out voting slip and return by post, or by e-mail.

The Board, by unanimous vote, recommends the retention of the BR Station pilot livery (Option 5) worn currently. This is a very attractive finish, sets 69023 apart from other small locomotives, and it is felt that it will lead to more requests for hire from heritage railways than other livery options.

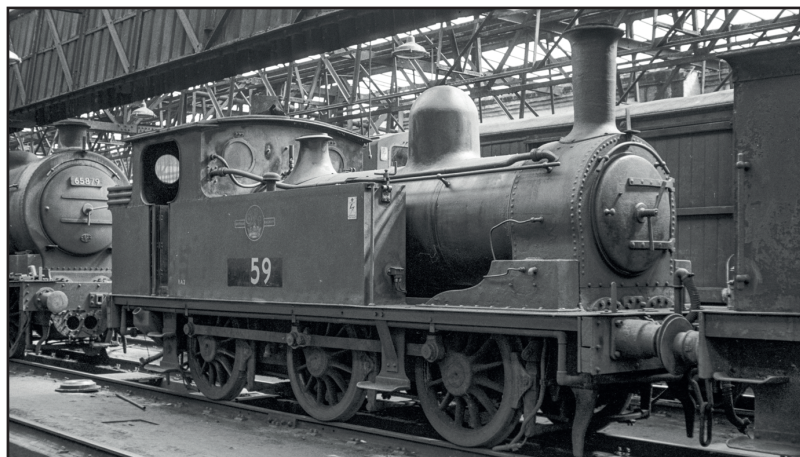
The five livery options are illustrated below thanks to Richard Pearson, the NELPG Archive and the Richard Barber Collection.



*Option 1 – unlined
BR black with early
emblem*



*Option 2 – unlined
BR black with later
emblem*



*Option 3 – unlined
BR black with
Departmental
No. 59*



*Option 4 – as
preserved by the
Ainsworth family*



*Option 5 – BR
station pilot livery*



J72 LIVERY BALLOT – VOTING SLIP

Return to: NELPG Ballot, 67 The Mount, York, YO24 1AX, or e-mail, as a scanned attachment, to membership@nelpg.org.uk with **J72 Livery Ballot** as the subject.

Return no later than: 7.30pm on Wednesday 4th September 2024

Returning Officer: Paul Jameson

Count: To take place immediately after closure of the ballot.

Results: To be announced by email and on the website www.nelpg.org on Friday 6th September 2024. If you do not have access to email or the internet and wish to be informed of the result at the same time, please include a self-addressed stamped envelope with your ballot form.

Validation: Please enter your membership number, name, address, email address (if applicable) and signature.

Membership Number	Name (please print)	Signature
Address		
E-mail Address (<i>if applicable – for acknowledgement of receipt</i>)		

Each livery option is illustrated in August (and June) News.

Please indicate your preferred livery with an **X** (or **two** crosses for **joint** membership).
Junior members are not entitled to vote.

Livery options		Vote
Option 1	BR Black, Early Crest, 69023	
Option 2	BR Black, Late Crest, 69023	
Option 3	BR Black, Departmental No. 59	
Option 4	Original Preserved Green Livery, 69023 'JOEM', Lettered 'NORTH EASTERN'	
Option 5	BR Station Pilot Livery, BR and NER Crests, 69023	



For illustration purposes, one of the J72s – 68736 – acting as station pilot at York in 1960.

PATRON UPDATE AND FINANCIAL STRATEGY REPORT

by Dave Pennock

Patron Visits

The Patron visits planned for 2024 concluded on 2nd June with a visit to the Heaton Traincare Depot in Newcastle and the nearby Stephenson Railway Museum in North Tyneside.

The visit to Heaton hosted by NELPG member Robson Hewitson, who works at the depot, was enjoyed by all with a comprehensive walk around and talk through of Heaton's role in servicing the local and Inter-City train fleets. Of note during the tour was that the depot has retained its turntable and that it had been used in the recent past by Sir Nigel Gresley on a railtour to Newcastle. A thank you is offered to Robson for facilitating the Heaton event and convincing his manager to approve the NELPG visit.

In contrast the afternoon included for a steam train ride at the Stephenson Steam Railway Museum and the opportunity to view their varied collection of steam, diesel and electric locomotives. Historically their collection includes for Killingworth Colliery 'Billy', an 0-4-0 dating from around 1816 and billed as the world's third oldest surviving steam locomotive. Also on view was the Tyneside Electric Parcels Van from 1904 and Harton E4, a 1909 electric locomotive from the long-gone colliery railway in South Shields.



NELPG members flank Robson Hewitson at Heaton on 2nd June.



*Heaton scenes, clockwise from top left: a LNER Azuma, Northern 158871, two Trans Pennine Express class 802 Novas, the turntable, a LNER Hitachi Azuma and a TPE Nova, and Northern 156450 and 156423
(all pictures by Dave Pennock)*

Financial Strategy Committee Update (FSC)

The next FSC meeting is scheduled for Thursday 22nd August and in many ways will be a continuation of the April meeting examining the current present cash position and forecasts for the years ahead. The cash outgoings from our reserves are now significant to underwrite both the K1 and J72 overhauls and the Q6 cylinder replacement. Recent invoices include for K1 work at Carnforth the completed Q6 cylinder casting and continued progress with the J72 boiler.

The good news is that these projects are being funded from our current cash reserves built up from locomotive earnings, grants, donations and legacies. The value of the regular giving by members cannot be underestimated as these funds are being applied in time of need. Please continue to support our cause.

At the August meeting will be a review of the Q6 Cylinder Appeal, from donations, legacies, grants and Gift Aid. The appeal monies are approaching £67,000. It continues to amaze how the widespread affection for the Q6 has driven this scale of support and the keen desire to see her steam again. Donations are of course still welcome.

Ways to donate to the Q6 'Chip in for a Cylinder' appeal

- By making a direct BACS transfer to the NELPG bank account at Barclays Bank, Sort Code 20-62-09, Account number 40104442. Please use the reference 'Q6 Cylinder Appeal'.
- Via the Charities Aid Foundation web site at <https://www.cafonline.org/my-personal-giving/start-giving/donate-now>, pressing the 'Donate to a Charity' button, and then entering 'North Eastern Locomotive Preservation Group' in the search box. Press the Donate to this Charity button and follow the payment options provided. You can add special instructions for the donation e.g. Q6 Appeal and opt in for Gift Aid to be claimed as part of the donation.
- Postal donations, via cheque, can be made to NELPG Ltd, 11 Coventry Road, Durham, DH1 5XD.
- **Please note: the web page option to donate via PayPal using the new nelpg.org website is not currently available but is expected to be reinstated in the near future.**

EasyFundraising

Our registration with easyfundraising continues to contribute to Group funds Every penny counts. If you can, please sign up now. It takes two minutes and 4,300+ shops will donate to NELPG for free every time you shop with them using #easyfundraising.

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

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



MEMBERSHIP SECRETARY’S REPORT

by Michael Chyriwsky

Very little to report this time...

New member welcomed to the Group since the last NELPG NEWS is:

- Mr M. Griffiths from Darlington



DRHQ

DRHQ went live to the public on 16th July. John Carr said that the preview day had exceeded his expectations. A visit is very much a day out with a difference rather than a visit to a railway museum, so it remains to be seen how well this works. At present there is nothing in the main attraction about NELPG but steps are being taken to address this.



RICHARD PEARSON

Richard Pearson is no longer working for the A1 Trust and started working for the NYMR in the MPD at Grosmont as Projects and Planning Engineer on Monday 22nd July. We wish him all the best in his new challenge.

ARCHIVE CORNER

by Chris Lawson

Contributions

More photographs from our regular contributors. Michael Denholm has provided ones of 65894 descending from Silksworth at Ryhope on 9th June 1967, 62005 piloted by 3442 The Great Marquess passing milepost 18 near Hawsker with the Whitby Moors railtour on 6th March 1965, and 63395 heading east through Pelaw on 8th April 1967, whilst Ian McInnes, via Richard Barber, has provided more photographs of 69023 near Goathland and at Grosmont during NELPG 25 with the Old Gentleman's Saloon from the 1970 Railway Children film which visited from the KWVR in 1991 and from John Boyes of the T2, P3 and K1 at Nunthorpe on 22nd December 1975 on their return to the NYMR from Thornaby and S&D 150.

Other than photographs, John Bursell has sent the archive a copy of The Scots Magazine for June 1988 with a main article on West Highland Steam, telling the early story of how, what we now know as The Jacobite, started, featuring 2005 and the late Richard Campbell (and lots of Black Fives!)

As ever, my thanks to them all 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, while the special Q7 week at the end of July saw the tender brake tables painted and refitted, the boiler cladding and lagging removed for storage and painting the boiler started. The locomotive was expected to be moved to the centre road in Deviation Shed shortly and become the Group's main restoration project at Grosmont.

Work on re-assembling the P3, continued apace, and a static steam test was passed on 19th July. A static test because the front piston valve ring was found to have come outside the ring when the locomotive was moved on 17th June during the boiler installation and would have broken the ring had movement continued. Detailed investigation found that the liners were effectively short by half an inch each. Why was not clear, but with the original broad rings it presumably did not matter. To correct the problem, the new heads were modified, new rings delivered on 24th July and then fitted during the rest of the week. In the meantime, Len Clarke and Adrian Lee prepared the P3 for repainting, and, by 28th July, had repainted the locomotive above the running plate. There was still though a major problem with a badly leaking tender. Temporary repairs were considered to enable the P3 to be available for the August traffic, but the NYMR

shedmaster reckoned he could manage with 62005 and 45428 with Antwerp on standby and recommended that a thorough job be carried out on the tender. Some £260 worth of steel plate was being used for repairs and it was hoped that running in would be done at the end of August, prior to an official return to traffic on 1st September.

The J72 was in regular use during July and August as Grosmont station pilot. Its boiler ticket was due to run out on 8th September, and a hydraulic test and possible retube would be required.

The K1 had run 4,000 miles on the NYMR in the previous two months, with minimum maintenance. Injectors continued to be a troublesome problem, largely down to the use of untreated water containing considerable solids. These got trapped under the clacks allowing the steam to leak and cut the seats. Six new clacks had been manufactured and the clack seat cutters and guides overhauled. The plan was for the locomotive to work 18 days from a Sunday to Wednesday, then have Thursday and Friday out of steam for any running maintenance, Saturday for cleaning out sediment from the boiler, before returning to traffic on the Sunday for another 18-day cycle.

Other news – The main news was the announcement of an offer from ICI at Wilton, Middlesbrough to house the K1 for its major boiler repairs. This followed groundwork by Dick Holmes, Dave Lewis and Alan Ramsey, NELPG members who worked at ICI. However, ICI management had wanted to know whether the Group had considered a suitable Manpower Services Commission (MSC) scheme to aid restoration projects. It had, but Grosmont was not considered a suitable location. The ICI location though, in easy reach of Teesside and in a traditionally heavy engineering area, was a different prospect. The MSC Community programme had been identified as the one most suitable for our restoration work, involving unemployed adults who have time served trades, working for 12 months on a project that would not otherwise be tackled. A mechanical overhaul of the K1 seemed ideal. While consideration of the possibilities was being pursued with ICI, the MSC and NELPG, arrangements were being made for the move of the K1 to Wilton for the boiler overhaul to begin on 1st October regardless. In order to meet ICI security arrangements, all potential working party volunteers needed to be on the ICI volunteer list by 7th September, following which a session was to be arranged for ICI identity cards to be issued and a safety briefing carried out.

Elsewhere, the Autumn railtour had had to be re-arranged for 22nd September, and 44767 replaced by Black Five 5407 between Kilmarnock and Hellifield – 44767 had been requested by BR to remain at Fort William until 1985. The train would now comprise the SLOA set of first-class open coaches and start at York and pick up at Darlington, Durham and Newcastle. The fare remained the same at £21 ... The members Autumn Pullman Dining special to be hauled by the P3 was confirmed for 28th October with 55 seats available and a lunch menu at £6 a head ... Following careful consideration by the Committee, the proposal to discontinue the Durham meetings and hold all 1984/85 meetings at The Ladle on Ladgate Lane in Middlesbrough had been confirmed.

News from the Line – 80135 had been withdrawn again for further boiler work, and the great re-steaming of 6619, now resplendent in unlined BR black, was still imminent. 30841 was now a kit of parts, and No 62 had been transferred to a private site in the south. At Grosmont, the new ashpit by Deviation Shed was now in use, its completion being thanks to help from working members of the Severn Valley Railway. A water supply was being extended to the pit and Deviation Shed. Along the main line grease lubricators were being checked and more may be installed. The BR weedkilling train visited on 8th June.

And finally... The lunch menu for the Autumn Pullman Dining special was to be based on that provided on a special train run in connection with the launch of the MV Arani on Tyneside on 26th June 1965.



1861 SHED OPEN DAYS

Following the move from the Carriage Works to the 1861 Shed, thanks to the efforts of the volunteer team at Darlington in getting established in our new premises, we are now able to restart the programme of on-site Open Days. They will be held on the first Saturday of each month from 10am to 3pm, starting from 7th September. This will be a special Members Open Day when light refreshments will also be available. The team look forward to seeing you that day and showing you the facilities now available in the 1861 Shed, along with progress on the mechanical overhaul of the J72. The DRPS part of the building will also be open to view.

To get to the 1861 Shed from North Road, go up Bonomi Way past the A1 Trust new building (which will also be open on the first and third Saturday of the month), straight across the mini roundabouts onto Whessoe Road and you will see the 1861 Shed ahead of you on the left-hand side as Whessoe Road curves to the right. The entrance is through the green gates on the left almost where the rail crossing into Darlington Works was originally located. There is limited car parking and the entrance door is in the far corner on the left at the end of the marked car parking spaces.



TERRY NEWMAN

Congratulations to Terry who has been awarded the honour of Life President of the NYMR. This reflects over 50 years service to the railway and the knowledge and support he has given to the next generation of footplate staff.

OBITUARY

DEREK SHORTEN



Derek Shorten, on the right, assisting Martin Pearson in removing small tubes from the J27 at No. 5 Depot, ICI Wilton on 27th May 1993. Derek worked at ICI Wilton and with his love of steam, following retirement, he joined the NELPG as a working volunteer (David Pearson)

Long serving NELPG volunteer Derek Shorten has passed away, aged 91.

He was born 26th January 1933 in Guisborough, where he was brought up, a true Yorkshireman and a gentleman with a strong moral compass. What he didn't know about Guisborough and the surrounding hills and area simply wasn't worth knowing. He could also strike up a conversation with anybody anywhere about anything.

Derek left school at 14 and got a job delivering telegrams for two weeks before starting an apprenticeship in bricklaying and plastering. Derek was very proud of his National Service in the Catering Corp during the mid-1950's but it was during his time stationed at Brancepeth Camp that he met Ethel on a blind date and they were married in 1957 at Spennymoor, before Ethel sadly passed away in 2011. Following his National Service, Derek got a job at ICI Wilton digging a trench to Skinningrove before being taken on there as a Process Worker in 1956 where he remained for 33 years until he retired in 1989.

Derek had lots of hobbies and pastimes, including doing jigsaws and crosswords, long distance walking, usually for charity, and country music. However, his favourite hobby was steam and

traction engines. He loved the smells, the sounds and coming home from a Traction Engine Rally with soot in his hair. He was a long-time member and supporter of the NELPG, as well as SLUG (Saltburn Line Users Group) and helped restore the K1 and the Blue Peter, starting at the shed in Wilton as well as Grosmont and more recently at Darlington.

He enjoyed travelling on the NYMR but travelled on 14th May for the last time. We know this because Derek had kept a diary every day since 1986, usually a steam railway diary which his family bought him for Christmas.

Derek also loved traction engines and summers were spent visiting traction engine rallies around the country at Malton, Duncombe Park and Dorset, though he also travelled abroad to Ireland, Norway, the Isle of Man and also to Dordrecht in Holland for the biannual steam festival which included steam engines, steam cars and steam boats, as well as fairground organs which Derek loved, especially if it was a Wurlitzer.

The family would like to thank all the good friends and neighbours who supported Derek in his later years and helped him stay independently in his home. For noticing if his blinds weren't open, for doing his shopping during covid and for running Derek to the doctor and the hospital at short notice when his family weren't in Guisborough. For also picking the apples, baking a pie with them and bringing them back for Derek. Derek helped others all his life and did appreciate it when it was reciprocated when he needed it most.

— John Wrigley (on behalf of the family)

I frequently worked with Derek during my early hands-on days within Deviation shed on Sundays as that was the when working parties took place. Derek was always a cheerful guy with a smile on his face and very happy to undertake whatever task he was given. Sadly over the last few years his mobility was compromised although he would still come up to the Deviation shed in his motorised wheelchair. Shows the determination he had to keep some form of interest in his hobby. A pleasure to be with and very sad at his departure.

— Bryan Orange

Sad news, as Derek was a dedicated hard worker at Deviation shed with our weekly workforce and also a regular at Hoptown until health problems got the better of him a few years ago. He was a great lover of Steam locomotives and Traction engines. Grosmont was his second home and he really enjoyed travelling to Darlington later where, when he was unable to do the heavy work, he made the brews.

— Ian Pearson

FORTHCOMING EVENTS

NELPG Social Meetings

None.

Other NELPG Events

August 2024

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

22 – Financial Strategy Committee. 5pm for 5.30. 67 The Mount, York, YO24 1AX

September 2024

7 – Members Open Day at Hopetown 1861 Shed 10am – 3pm, Light refreshments available.

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

October 2024

5 – Open Day at 1861 Shed 10am – 3pm.

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

19 – NELPG Diner on NYMR

Board meetings are subject to short notice change, so members wishing to participate in any meeting should contact the Company Secretary (colin.foxton@nelpg.org.uk) to confirm the date and link details.

The Locomotive Committee meets on an ad hoc basis. Meeting details from Roy Marshall (roy.marshall@nelpg.org.uk).

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

September 2024

6 – 15: Heritage Open Days

26 – 29: Annual Steam Gala

October 2024

12–13: Through the Decades – Cancelled

Other events

August

None

September

2 – *My Brush with Steam* by Colin Hatton (2pm). Hartlepool Railway Enthusiasts Group – Central Hub, Hartlepool Library.

13 – *Anything but passengers*. North East photographs by local enthusiast Chris Lee (6.30 for a 7pm start). SLS Newcastle, Newcastle Arts Centre, 67 Westgate Road, NE1 1SG.

17 – *Gateshead Shed and Works* by David Dunn. (7pm). SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ.

October

4 – *Colonel Stephens – the Man and his Railway* by Ken Bayliss (2pm). SLS Teesside – Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF.

9 – *North Eastern Steam in the 1960s* by John Hunt. (12 noon). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP. Admission £3.

11 – *A photographic journey during one man's career on the railways in the UK from 1944–1977. Part 1 of 3, 1944–1961.* Photos by Alan Clothier and from his collection presented by Malcolm Paul. (6.30 for a 7pm start). SLS Newcastle, Newcastle Arts Centre, 67 Westgate Road, NE1 1SG.

15 – *The Summit Tunnel Fire* by Alan Halfpenny (7pm). SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ.

NRM York

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

NRM Locomotion

Open 7 days a week – 10.00 to 17.00 (summer), 10.00 to 16.00 (winter). Prebooked tickets not required. Details at www.locomotion.org.uk.

Hopetown, Darlington

Free entry to site, including North Road Station Museum, Darlington Locomotive Works, and The Stores but free ticket required. Prebooking online advised. Term time open Tuesday to Sunday 10.00 to 17.00; School holidays open Monday to Sunday 10.00 to 17.00. Last entry 16.00. Details and booking at www.hopetowndarlington.co.uk.

A1 Trust

Open days at Darlington Locomotive Works, Bonami Road, on the first and third Saturdays of each month from 10am to 3pm. Details at www.a1steam.com.

COPY DATE NELPG NEWS

The copy date for the October 2024 issue of NELPG NEWS is
Friday 20th September 2024.

