

# NELPG NEWS

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

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

#### COVER PICTURES

Front: In its temporary BR livery, 65894, complete with typical shunting pole on the front, heads the goods train past Carter's House in Northdale on 4th November (Brian Nunn)

Back (top): Although the Group's long association with the locomotive is now a distant memory, members might be interested to see Blue Preter in action. Here it negotiates the sunlit snow in the Hope Valley, at Hathersage, with a Crewe – York excursion on 20th November (James Shuttleworth)

Back (bottom): Taking a break from masterminding the K1 overhaul, Paul Hutchinson took time to record the Northern Lights over Carnforth on 10th October.

# EDITORIAL

by John Hunt

In this issue, both Richard Wheeler and John Carr highlight the perhaps uncertain future that faces the Group, a concern echoed by the Financial Strategy Committee. Of course, these are not new concerns, but the current extent of expenditure, present and future, set against a shortfall in income, raises some uncomfortable questions. The P3 has earned around £40,000 this year when, had our other locomotives been running, would have equated to something like four or five times this amount. Both Richard and John recognise the shortfall and the means whereby it can be addressed, but John goes further by looking several years ahead to a possible scenario whereby we might not only earn more revenue but increase our volunteer workforce. Fanciful, maybe, but unless we do something, the future of the NELPG could look quite bleak. This is not being over dramatic or scare mongering, but the cost of steam locomotive repairs and overhauls has risen considerably, and our volunteer workforce is ageing to the extent that with the best will in the world, we will continue to lose experienced volunteers. If we cannot replace them, then the future does indeed look uncertain. If we want to keep our locomotives in action in the future, this would inevitably lead to greater cost by using contractors. So, when the P3 and Q6 come due for major overhaul again, do we put them on display for indefinite periods because we don't have the resources to overhaul them? Food for thought!

In the meantime, there is encouraging news on both the Q6 and K1, as both are in the final stages of repair and overhaul respectively, with the expectation that both will return to steam around Easter time. As reported elsewhere, there is much more work required on the P3 than was originally anticipated, and though steady progress is being made on the new firebox for the J72, completion of both is not now expected until early summer.

In conclusion, the Editor, on behalf of the Board and the Locomotive and Financial Strategy Committees, would like to thank all members for their support of the Group in 2024, and wish you all an enjoyable Christmas and, hopefully, a healthy and prosperous New Year.



*Complete with traditional shunting pole on the front buffer beam, 65894 heads the goods train at Abbots House, Goathland on 7th November (John Hunt)*

# LOCOMOTIVE REPORT

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

## P3 No. 2392

The P3 has completed 4,427 miles over the 2024 running season. It has, as always, been popular with footplate crews and visitors alike and notwithstanding some hiccups with the injectors, has delivered some good fault free running. The loco completed its last few running days at the start of November, operating the goods train, being temporarily put back into BR black as 65894, done with the aid of tape and vinyls.

*The P3 is now in the wheel drop shed at the MPD in anticipation of dropping out the centre and rear driving wheelsets (John Hunt)*



Now the nights are long and weather is cold, winter maintenance is now here, and the decision was taken to stop the engine as some serious mechanical work is now required.

A full mechanical examination showed up several issues. The main one being that some of the wheel sets have slightly more side to side play on the axle boxes than is desirable, and the centre driving wheel horn blocks have come loose on the frames. This will require the wheel sets to be removed from the frames and remedial work done. A plan is in place for this and by the time you read this work will have commenced.

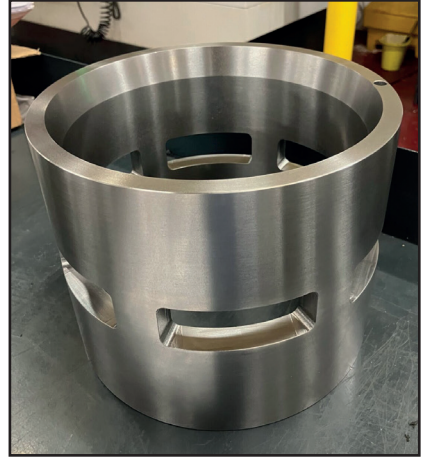
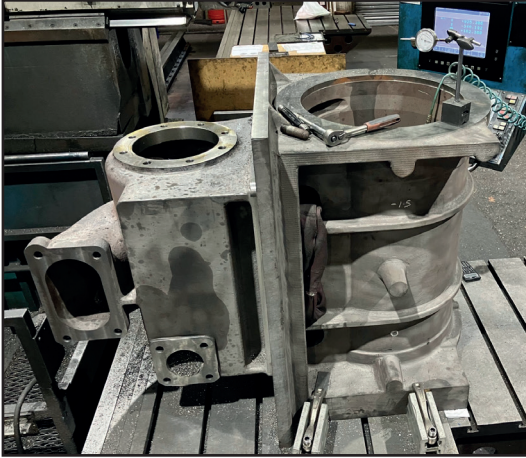
Other work includes a full piston and valve exam. This was started on Thursday 21st November, with the piston and valve covers removed to examine what can be seen of the rings and, as suspected, these require attention. Again, a plan is in place to tackle this work alongside the wheel set work and the usual winter exam tasks.

The new year will also see the paintwork on the locomotive touched up. The boiler barrel cladding is looking a touch shabby now and will benefit from a touch up, and the tender will be re-varnished to see the LNER livery brightened up and allow it to run through to the end of the engine's boiler ticket.

Again, thanks to everyone who has looked after the engine this year and to those who will likely be working on it this winter. In the same vein, we are always looking for new volunteers to come along and work at Grosmont. The locomotives will only turn a wheel in 2025 with the sweat and toil of volunteers, and you'll not find a more welcoming bunch sat round the stove with a brew on.

## Q6 No. 63395

Work is stepping up in preparation for the new cylinder to return. During November the cylinder was being machined and it is hoped that the job will be complete so that the finished item can be delivered to Grosmont before Christmas. It would then be the intention to fit the cylinder in the New Year. The new valve liners have also been machined.



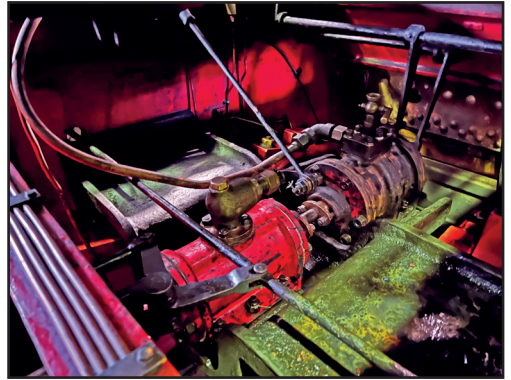
*Left: the new cylinder block undergoing machining. Right: one of the machined valve liners on 7th November (both Neal Woods)*

The left-hand side of the engine has been reassembled, this has included refitting the left-hand piston, crosshead and associated cotters. The new front cover has been fitted; this required some dressing up, but now resides on the front of the cylinder. The new relief valve is still to fit. The bump stops have been checked and are fine.

The steam reverser overhaul had been completed. New oil seals have been sourced, fitted and the rest of the reverser rebuilt. There are some fettling jobs required to complete the reverser but it is back between the frames, thanks to some strong backs from the NYMR MPD team for the help.



*The LH piston rod and crosshead refitted on 29th October (Ian Pearson)*



*Left: Bill Dobson (right) and David Collins work on the steam reverser on 5th November (Ian Pearson) Right: The steam reverser back between the frames on 27th November, showing the restricted space in which to manoeuvre a very heavy and unwieldy piece of equipment (John Hunt)*

The tender brake gear overhaul continues. The brake hangers have been dispatched to Darlington for the pads to be rebuilt with weld and then machined back to help reduce the brake blocks from flanging. These should be back at Grosmont shortly and then the brake gear can be reassembled and the tender will be about complete.

Outstanding tasks (other than the rather large lump of cast iron to fit) include sorting the air ministry joints, tender draw bar NDT and a good check over the rest of the engine to make sure there's nothing missed. There is a plan in place for the fitting of the cylinder and the hope is the Q6 will return to action in 2025, and I for one look forward to that day. It has been a big miss for all, I would like to thank everyone who has offered donations toward the cylinder appeal; without you we wouldn't be in the position we are in. I would also like to thank the regular Tuesday volunteers, without their unwavering enthusiasm, the jobs list would still be quite big, but they have chipped away at the task admirably and put us in a good place for 2025.

## **K1 No. 62005**

Work on the K1's overhaul continues at Carnforth where the following has been achieved since the report in October's NEWS:

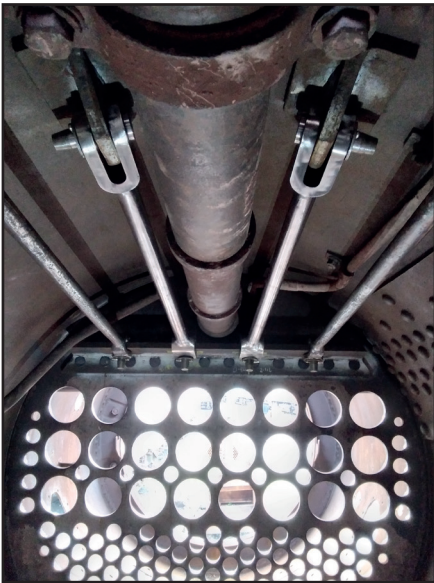
### **Boiler**

1. Boiler successfully trial fitted into frames and position of the new expansion brackets set (lift arranged and supervised by West Coast).
2. Pilot holes for expansion bracket studs drilled.



*Chris Henwood drilling an expansion bracket stud pilot hole on 17th October (Paul Hutchinson)*

3. Manufacture of the two inner front longitudinal stays completed by DPE Newton Aycliffe and fitted with new pins by NELPG. The outer front longitudinal stays have also been adjusted and normalised (by Stressweld of Wigan) and refitted with new pins.
4. Final cleaning and preparation of tube plates and boiler interior completed. This involved removing one very difficult to reach old roof stay – this alone required several attempts over several days.
5. ‘Nicks’ in front tube plate filled and fettled (West Coast).

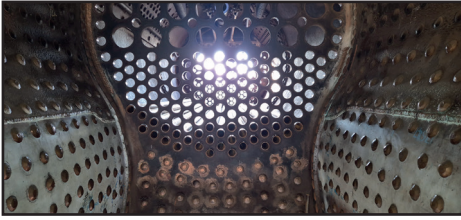


*Left: The new longitudinal stays in place with the new securing pins on 25th October (Paul Hutchinson)*



*Right: Kenny Morrison with the stubborn old roof stay (Angie Buxton)*

6. Boiler (inc all work carried out to date). Our boiler insurance company has inspected the boiler and is satisfied with all of the work carried out to date. We can now press on with the retubing.
7. Retubing commenced (by West Coast).



*The view from the firebox and looking towards the front tubeplate with the first of the small tubes in place on 25th November. All the small tubes were in place by the 27th and a start made on expanding them (Rowland Bingham)*

### **Loco frames**

1. Rear sections of trailing wheelset horn blocks machined (West Coast) and refitted. Bolt holes reamed and new fitted bolts (manufactured by DPE) fitted.
2. Rear (forward facing) faces of leading and driving wheelset horn blocks ground true and blued in.

### **Tender**

1. Descaling of the front drag box completed.
2. Front frame stretcher descaled and painted. Descaling of rear stretcher started.
3. Small crew locker bottom, rear and sides painted and locker refitted.
4. Other lockers and tender front prepared and primed.
5. Coal space doors removed for attention to hinges, inc new pins.
6. Built up brake table end journals normalised (by Stressweld).



*The refitted trailing wheelset horn blocks machined and refitted on 7th November (Paul Hutchinson)*

All of the above was carried out by NELPG except where stated.

Unfortunately four of the NELPG Carnforth regulars (Mike Bloomfield, Steve Gibson, Frank Hryniewicz and Les Harper) are currently unable to attend owing to various health related issues. While we wish them all a speedy recovery their absence is leaving a 30 hour per week gap in our volunteer input. If you can help to fill this, Paul would be delighted to hear from you by text on 07964 988 551 or by e-mail at Paul.hutchinson62005@outlook.com.

Carnforth 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.



The latest expectation for completing the J72 is late Spring early Summer 2025. The following summarises the main works in hand at the time of writing.

### **Boiler**

Northern Steam (NSEL) are progressing the inner firebox with a trial fit of the backplate, tubeplate and side / crown section and their fit to the inside face of the foundation ring. Above the inner firebox, acting as crown stays, are six steel longitudinal girder stays which in turn are pinned via links and eyes to the outer crown of the boiler. Following detailed examination these have been found to be in poor condition with corrosion to the tapped hole threads and wastage to the notched ends and sides. The notched ends clamp to the corners of the inner firebox crown plates. The girder stays will require either major refurbishment or renewal and a proposal is to be presented to our boiler insurer for approval to make good what has been found.



*One of the girder stays, pictured upside down, showing the extent of corrosion and, on the right, the badly wasted threads (all Dave Pennock)*

### **Cylinder**

A further weld repair has been undertaken on the cylinder casting but during a subsequent hydraulic test has shown a further leak. The localised weld repair did not prove to be successful and as a consequence, the cylinder is going back to Cast Iron Welding for further attention. Following this work it will be necessary to take a further skim off the mating face to rectify any distortion caused by the cast iron welding process.

### **Frames and body**

There is not much to report as the Hopetown volunteers have been busy with the Q6 brake gear and managing the machining of the Q6 block and associated components.

The slide bars have been removed from store, cleaned up, measured, filed to remove a little burring over at the edges, and cleaned, ready for fitting in the new year.

A local painter, Saragon Custom Paint, has been contracted to complete the painting of the locomotive and work preparing the surfaces and applying the paint has started. Painting preparation to the apple green areas is due to be completed by early December.



*Early stages in preparing the tank sides for a new coat of paint, lining and lettering on 25th November (Ed Bolam)*

## The J72 overhaul is supported by



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

and by the



NATIONAL HERITAGE  
MEMORIAL FUND

## 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](mailto:ajenkins4468@gmail.com) / 07960 093756 or Neal Woods, 07773 572659
- Carnforth: Paul Hutchinson, [paul.hutchinson@nelpg.org.uk](mailto:paul.hutchinson@nelpg.org.uk) / text on 07964 988551

# PATRON UPDATE AND FINANCIAL STRATEGY REPORT

by Dave Pennock

## Financial Strategy Committee (FSC) Update

The discussion points from the August 2024 FSC meeting regarding the shape and strategy of NELPG operations beyond 2025 were raised at the November 2024 Board meeting. To reiterate from the October News, the P3/J27 and Q6 10-year overhauls become due in 2027 and 2028 respectively. Whilst locomotive earnings in the 2025–2026 period will help in themselves, they are unlikely to provide sufficient cash reserves for these overhauls. Equally, the availability of key personnel and our wider volunteer base will need serious consideration.

The Board recognised the need to examine our funding and volunteer capability beyond 2025. It was no surprise to highlight our aging demographic and that many of us hold bus passes! The outcome is for the Locomotive Committee to examine the extent of works needed to complete each of the two forthcoming overhauls and prepare a budget for their funding requirements. Subject to what is reported by the Locomotive Committee in early 2025, decisions can then be made by the Board and the FSC regarding priorities for the future. Elsewhere in this News, John Carr highlights the need for more volunteers and possible initiatives to bring in new volunteers to support keeping our locomotives active.

## Patron Membership and 2025 Patron Visits

January is a time of membership renewal and inserted within this NEWS is a Membership renewal and Patron member application form. Currently we benefit from Patron giving, allowing for Gift Aid recovery, of around £2,300 per month. Doing the maths over a three-year period as an example, past Patron donations have generated over £85,000 to Group funds, so many thanks to everyone concerned.

As a NELPG member you can enhance this very worthwhile donation method by either converting from ordinary membership to becoming a Patron Member from only £5 per month or, if an existing Patron Member, increase your monthly contributions. As they say, every little helps and this regular income is most welcome in contributing to the ongoing works on K1, J72 and Q6.

By becoming a Patron member your giving is inclusive of the ordinary membership fee. In addition, Patrons are invited to two special NELPG visits during the year to places of heritage interest.

For 2025 the outline plan for Patron events remains around the Q6 and J72 returning to steam and, on one of their summer operating days, visiting the Stainmore Railway at Kirkby Stephen East. Reassembly of the Q6 is projected for early 2025 with a steaming later in the Spring. An update on these plans will be advised in the February 2025 News.

## Q6 ‘Chip in for a Cylinder’ appeal



*63395 shows off its simple lines as it reflects the late afternoon sun at Moorgates on 30 March 2023 (John Hunt)*

The Q6 ‘Chip in for a Cylinder’ appeal remains open and has some £67,000 allocated from direct giving, legacy allocation, and grants. The final figures for the completion of the project are not yet fully known so, if you can, please continue to give. Should the appeal funds exceed the amount directly incurred for the cylinder block renewal then any excess will be ring fenced and held specifically for any other work required to return the Q6 to traffic and keep her in steam.



### 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.
- Donate using our refreshed web page at [nelpg.org](http://nelpg.org) and press the orange Q6 Cylinder Appeal button taking you to <https://nelpg.org/q6-cylinder-appeal/>

# TREASURER'S REPORT

by Richard Wheeler

At the end of 2022, we had total current assets of just short of £732,000. By the end of 2023, that total had fallen to a little under £598,000. As we near the end of 2024, I have been attempting to forecast what the position might be at the end of this year, at the end of each quarter of 2025, and at the end of each of the following three years. The short-term is often difficult to forecast because one doesn't know exactly when the invoices will arrive for work already committed, such as the machining of the new cylinder block for the Q6, but we are likely to end the year with a balance of between £250,000 and £300,000. The first six months of 2025 will see a further significant decrease in our funds before we start to receive any income from the operation of our locomotives. They could even fall below £100,000, which we have always regarded as the minimum level of reserves to be held in case of unexpected expenditure.

What can be done to improve this situation? The AGM earlier this year approved a motion to increase members' annual subscriptions in an effort to match the costs of administering the Group, so please do renew and remember to increase your payments if you subscribe by standing order. Please consider saving money for both you and the Group by taking advantage of the lower membership fee if you opt to receive NELPG NEWS electronically. If you are a UK taxpayer and have not already signed a Gift Aid form, please do so. It costs you nothing and you don't have to do anything other than complete the form. We recently received nearly £5,000 in respect of one year's subscriptions and donations (excluding Patron subscriptions), so this is an excellent source of 'money for nothing'.

In his Financial Strategy report, Dave Pennock appeals for more members to join the Patron scheme. We currently have 144 Patrons, 36 of whom are life members, subscribing between £5 and £50 per month. They will have contributed over £25,000 this year, on which we will be able to claim over £6,000 in Gift Aid. I would particularly encourage other life members to join the scheme. Many of you answered the call when the Group was short of funds many years ago and made a significant contribution. We need to rebuild our reserves over the next three to four years to put us in a position to fund the next overhauls of the Q6 and J27, so please give us your support once again.

## COPY DATE NELPG NEWS

The copy date for the February 2025 issue of NELPG NEWS is  
**Friday 17th January 2025.**

# MEMBERSHIP SECRETARY'S REPORT

by Michael Chyriwsky

It's membership renewal time again! Please take note of the fees, as they have increased after years of staunchly resisting the realities of inflation. Members under 18 do not pay but please e-mail me to confirm that you wish to continue your membership for another year. Also, please hang on to your membership card as I will not re-issue them unless you need a replacement. Just let me know if your card is lost or tatty and I'll put a new one in with the February NEWS. I wish you all a joyous Christmas and good luck in 2025.

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

- Mrs K. Wilcox from Malton
- Mr J. Wood from Malton
- Mr R. Wilcox-Wood from Malton
- Mr K. Rutkowski from Saltburn



## ARCHIVE CORNER

by Chris Lawson

### Contributions

Main archive activity this month has seen me finally provide a full set of back copies of NELPG News up to issue 328 (April 2022) to the British Library at Boston Spa. This followed a request last year for copies in accordance with the Legal Deposit Libraries Act 2003. This was only possible because of the number of duplicate copies held in the archive as a result of contributions from members over the years, so many thanks to all for those. Copies since issue 328 are now sent automatically to the British Library, and once the set has been fully catalogued and put on its shelves, (which I have been told may take some time), they will be publicly accessible ([www.bl.uk/visit](http://www.bl.uk/visit)). Other full sets are available at the NRM York Search Engine Library ([search.engine@railwaymuseum.org.uk](mailto:search.engine@railwaymuseum.org.uk)) and should soon be available on the NELPG website ([www.nelpg.org](http://www.nelpg.org)). As a result of this activity, I will also now be devoting more time to going through the boxes of archive material to properly catalogue their contents, and identify duplications and omissions, something that other demands on my time have let slip.

In terms of contributions during this latest period, they have been dominated by photographs, particularly from regular contributors Michael Denholm and Richard Stevens. In providing his, Richard has pointed out to me that I got in a muddle in my last report between prints and images when describing what photographic format was acceptable. I confusingly referred to digital prints and digital photos. These should of course have been simply to digital images to distinguish them from old style hard copy prints. All, of course, are acceptable and I am

grateful to Richard for pointing out my terminological failure. I will try and do better, starting below, but at least it proves someone is reading my articles!

Richard has sent a large number of colour digital images: two of 4767 on the NYMR in October 1976 and May 1977, one of 2238 with the Moorlander on 1st May 1977, seven of the K1 on the NYMR in 1978, 1984 and 1986, eight of the K1 during a photo charter at Hull Docks on 3rd June 2000, two of the K1 and Great Marquess at Larpool viaduct during the recreation of the Whitby Moors railtour on 20th/21st October 2007, thirteen of the K1 on the North East Explorer railtour on 10th May 2008, and, right up to date, ten colour digital images of 65894 on the Timeline Events photo charter on the NYMR on 4th and 6th November this year. From that last event, the archive has also received a colour digital image of 65894 in Newtondale with the photo charter goods train on 4th November by Brian Nunn (see front cover), and, from Peter W Robinson, five colour digital images of 65894 at Grosmont Station on 7th November 2024 with the NYMR goods train on shunting duties the day after the photo charter had finished.

Michael Denholm has also been busy and has sent a number of B&W digital images: 63395 at Ferrybridge in the early 1950s (a slightly different version of one originally from Richard Barber), 69023 at Gateshead in 1964, 62005 piloted by 3442 just north of Robin Hoods Bay with the Whitby Moors railtour on 6th March 1965, three of 63395 at South Pelaw with coal for Consett in 1966, 63395 descending Seaton Bank with 21T coal hoppers on 9th September 1967, 65894 standing outside Sunderland Shed on 10th September 1967, 65894 and 63395 in Thornaby roundhouse on 18th February 1970, 3395 in store at Grosmont tunnel in 1971, and 69023 leaving Dunnington in 1979 on the last day of steam operation on the Derwent Valley Railway.

To add to these, Arthur Jenkins has sent five B&W digital images (two by Dave Hill) of 63395 and 65894 in BR days at Sunderland shed, Pelaw, Percy Main, and Ryhope Grange, and Andy Glendenning (from a collection donated to the Wensleydale Railway) colour prints of 2005 standing outside Tunnel Cottages on 21st August 1983 and leaving Grosmont Tunnel on 23rd June 1984, 2392 on the bridge at Grosmont on 19th April 1987, 69023 leaving Grosmont tunnel with a Santa Special on 2nd December 2014, and 62005 with a Captain Cook Pullman headboard – undated and location unidentified.



*Left: 65894 on York North shed on 10th September 1963. Right: 63395 hides behind 90382 at Sunderland South Dock shed on 3rd September 1967 (photographers unknown; via Arthur Jenkins/NELPG Collection)*



*Left: 62005 rounds Beck Hole curve on 29th April 1984 (Richard Stevens). Right: 69023 leaves Dunnington with the last train on the Derwent Valley Railway in 1979 (photographer unknown; via Arthur Jenkins/NELPG Collection)*

From Allen Ferguson has come two Prescott Pickup postcards of a P3 (based on 2392) and T2 2238, and an NELPG Sales B&W print of the P3, No. 29, 2005 and 5428 lined up outside the original Grosmont repair shed in the mid-1970s, together with a large number of colour prints of 63395, 65894, 62005, 69023 and Q7 No. 901 on the NYMR between 1981 and 2016. Finally, Richard Barber has contributed one colour and two B&W digital images by John Boyes of 65894 on its way to Thornaby from NCB Philadelphia on 11th April 1969, and colour digital images of 69023 at Dunnington on the Derwent Valley Light Railway in 1977 and of 2005 passing the S&D crossing at Darlington with the North Eastern railtour on 29th May 1994.

Away from photographs, I have also been helping Paul Richardson, son of the late John Richardson, in going through the last few items of his father's extensive heritage transport collection. This has provided a number of further items relating to NELPG, mainly photographic slides, but also a number of items of interest to fellow railway archivists. These will be forwarded to them in due course to add to their own collections.

As ever, my thanks to them all for their contributions, they are really appreciated. 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](mailto:chris.lawson@nelpg.org.uk), or drop me a line at 67 The Mount, York YO24 1AX. I look forward to hearing from you.

## **40 years ago – December 1984 (from NELPG News No. 104)**

**Locomotives** – The T2 remained on display in Deviation Shed, while preparation of the Q7 for its boiler lift continued with freeing off the cab. The order for the machining of the flue tube ends had now been placed.



In spite of a major effort, the P3 did not make the NELPG Special on 28th October. Although the damaged journal had been repaired and bedded into the big end brass, a trial run on 23rd October revealed large air leaks in the train pipe vacuum system, and the valve gear appeared to lose a complete beat, then come back again. There was no warming of any brasses at Green End, but by Beck Hole the right-hand big end was picking up heat. So, a cautious return to Grosmont followed, with more gentle running in required. The valve gear problem was put down to a loose piston valve head which was tightened, all the pipework on the vacuum system checked for air leaks, steam leaks on the pipework corrected, and the cab repainted internally. Another steam test was carried out on 1st December, but the big end still ran warm and was to be taken down for further examination during December.

After its duty on the NELPG special on 28th October, the J72's boiler and tanks were drained to avoid frost damage. A replacement blower valve spindle was being machined and the piston and valve spindles had been repacked in readiness for the locomotive's use with the Santa Specials in December.

The MSC scheme at ICI Wilton had still not materialised because the three unions involved had not agreed to the salaries offered by the Manpower Services Commission, as these were lower than those offered by ICI. Ken Thompson was still working to find a solution however, and there was hope that the Scheme might start on 2nd January. In anticipation of that, the K1 tender was moved to Wilton on 24th October. Meanwhile, work on the locomotive continued apace. Sam Foster, the BR(E) boiler inspector examined the boiler on 25th October and confirmed a substantial amount of stay replacement to be required, along with copper lacings to fit and rivets to renew on the tubeplate flanges, one foundation rivet and one barrel rivet to renew, along with the bottom half of the smokebox. These did not come as a surprise, nor did the extensive list of work identified from the mechanical inspection, save for the need to rebore the cylinders and fit new heads and rings. Nothing on the list caused any practical problems however – just the cost and time the jobs would take. The aim was to carry out the overhaul in 6 to 8 months, because, with a remaining tube life of four years, the Group could not afford the locomotive to be idle.

As a consequence, Nigel Bill made an appeal for volunteer help at Wilton over the festive period so that the good rate of progress could be maintained. He cautioned though not to turn up unannounced, but to contact him first so he could plan out workforce availability, and also avoid any problems with ICI security staff.

44767 George Stephenson returned to Carnforth from Scotland via Glasgow and Shap on 27th October (the S&C was closed), dropping off Maude and some carriages in Glasgow on the way. On its return, a broken tender spring had to be replaced, along with a broken right hand piston ring. The problems with the exhaust steam injector were cured by fitting a new end to the delivery cone. Thus refreshed, the locomotive worked Cumbrian Mountain Expresses from Carnforth to Hellifield on 17th November, and Hellifield to Carnforth a week later. There were no definite plans for its next outings, but its boiler had been drained for winter, and a new set of superheater elements were to be fitted.

**Other news** – Apologies were given to those who had ordered slides of the Thames Clyde Express railtour as Kodak had belatedly advised they could not reproduce them. An alternative supplier had been found but there would be an inevitable delay in their supply ... A member asked about the origins of Joem's name. It is an amalgamation of the first names of Joseph Ainsworth, and his wife, Emmeline, the parents of the previous owner, Ron Ainsworth ... Notice was given of a grand Christmas Extravaganza at the December Social Meeting at The Ladle, with the traditional railwayana auction, food, drink and raffle, and slide auction – watching the slide show and bidding for the contents as it went along.

**News from the Line** – BR Thornaby boilermith, Joe Glass had carried out remedial work on the firebox of Antwerp to enable it operate Santa Specials between Pickering and Levisham, as well as on 80135. Following a successful hydraulic test, the latter's boiler was reunited with the frames on 26th November and pipework and fittings were being re-installed. No. 6619 had passed its relevant insurance exams and was expected to enter traffic, working Santa Specials from Grosmont on 22nd and 23rd December, ten years after rescue from Barry by Kevin Gould and his team. The valves of 45428 had been rebored and new heads and rings were being made.

At Grosmont, the NYMR Board had agreed to the installation of water treatment and thanked the Group for carrying out trials with the K1 and for providing the necessary drawings and much of the equipment for automatically treating the boiler feed water. The new shed pit was also to be extended 45 ft towards the coal dock, and it was hoped to make a start on the coaling plant in 1985. Priority was being given to laying the second siding into the carriage shed at Pickering and complete its lower walls. Work had also begun there on erecting the NER footbridge from the North Tyneside loop to span the platforms. Concrete waybeams were due to be installed on bridges 14 and 15 north of Levisham and additional sidings laid at New Bridge.

**And finally...** It was strongly rumoured that the Group's Chairman (Maurice Burns) and Newsletter Editor (John Hunt) were diesel driver training on the NYMR. Whatever next!



## DRHQ

The Army was on site at the end of November, concentrating on laying the new running line between the NR Bishop Auckland line and the 1861 shed (see photo). There is no further progress on laying track to the 1861 shed.



*The 1861 shed on 14th November with the newly laid running line on the extreme left (Dave Pennock)*

# MYSTERY PICTURE

Arthur Jenkins advises that Mr Peter Vout, a NELPG member has solved the mystery of the location of the ungated crossing. It was on the branch line from Washington station to the F pit and crossed Village Lane at a place called Brandy Row, as shown in the photograph. He has even been able to identify the loco as RSHN 7339 built in 1947 which came from Whitburn in 1966 and was scrapped in 1970. Thanks to Peter for some good information.



## Your locomotives need YOU!

by John Carr

There is a sense of déjà vu around in NELPG at present. We have four locomotives in our care that we hope will still be enjoyed as living memories of the North Eastern Railway and its successors. As befits their age, each of them has parts that require repair or renewal. Steam locomotives are no longer cheap to maintain and operate, indeed they probably never were! When they were in main-line service there were ample supplies of materials for their maintenance and, arguably more important, a skilled labour force to attend to them.

The columns of NELPG NEWS show 2024 was not the best of years for NELPG and its engines. Our main earner, the K1, did not turn a wheel. In Darlington, our team were occupied for much of their time preparing to move the J72 from Hopetown Carriage Works to the 1861 shed built by the S&DR. The building passed through various uses as part of the North Road Locomotive Works to be included in the new Hopetown Darlington railway themed leisure attraction. It is now home to NELPG and the Darlington Railway Preservation Society. The Q6 spent 2024 in Deviation shed, completion of its repair and overhaul is now anticipated in Spring 2025. So, the J27 was our flagbearer in 2024, putting in long stints on the NYMR. But the centenarian was hiding its frailties as inspections showed following its withdrawal for winter maintenance. 65894 will be out of traffic into the Spring whilst the defects are rectified. Hence 2025 will start without our four locos ready and able to play their part in celebrating the S&D's bicentenary year. We anticipate that there is a good chance they will all be back by the actual bicentenary on 27th September but that depends on having the skilled labour, both volunteers and contracted, to work at Grosmont, Darlington and Carnforth.

2025 will be a year of great opportunity to celebrate railway preservation. NELPG as possibly the most experienced group in terms of its mix of volunteer led restoration and operation on both mainline and heritage railways must not hide its lights under bushels. It may be well into the year before our locomotives join in but that is a perverse opportunity in demonstrating the need for support, financially and more volunteer input in all of our Charity's activities. We must increase our membership, particularly amongst those that can assist with our engineering activities. But not only engineers, there are opportunities to help in all aspects of NELPG activities.

I have a vision. Looking ahead a few years, let's say we're in Deviation shed. A working party of skilled volunteers, assisted by some of our younger members, is preparing the Q6 to return to traffic on its next 10-year boiler 'ticket' after a thorough overhaul that started in 2028. There is a sales stand with donation box that carries an attractive selection of NELPG, and other goods designed to appeal to all in the family group, not just the railway enthusiast. At the stand are a couple of longstanding members who cannot attend regularly but manage to spend a few days a year at Grosmont explaining to visitors the work being carried out on the locos at present, the history of the Group, and our future plans. As well as hosting visitors, they look after transactions at the sales stand.

Meanwhile, out on the line, the K1, fresh from winter maintenance before returning to Fort William, heads up the bank with the LNERCA teak set. The LNER Coach Association is one of the groups we work closely with and a mixed team of NELPG and LNERCA members works through the train explaining preservation work and ambitions to the passengers and managing sales from a counter in the brake or buffet. This work is essential to ensure that visitors don't imagine that everything they see on the Moors is owned and operated by the NYMR. In a sense it is providing for NELPG and LNERCA a 'shop window' that complements the railway's own outlets, where, of course, another member of the LNERCA publicity and marketing team will have negotiated terms for selling NELPG items to those who don't visit Deviation shed.

At the 1861 shed in Darlington, the story is much the same except that the train on the exhibition line may not have NELPG motive power and rather more attention is given to displays telling the story of NELPG and its locomotives. The hosting and selling rosters include a good number of volunteers who can only spare a few days in the year to help NELPG.

A few weeks on, the K1, having completed its running in on the Moors, will head a railtour to Scotland, perhaps visiting our friends at the Scottish RPS in Bo'ness. In due course it will spend the season at Fort William. The explaining and selling roles are just as necessary on railtours and, subject to agreement, during the K1's stays at Fort William.

The first part of my challenge for 2025 is to encourage readers of NELPG NEWS to volunteer for a list of those prepared to be called upon at reasonable notice for the hosting and selling roles. No special skills are necessary, training in the use of card machines only takes a few minutes and there's plenty of information available on NELPG and its locomotives. If you can help please e-mail me on [john.carr@nelpg.org.uk](mailto:john.carr@nelpg.org.uk).

My challenge then continues to build a publicity and marketing team that can extend the ‘reach’ of NELPG at both local and national levels, building from the excellent work that is being done largely by folk whose main tasks in NELPG are either engineering, IT including the website or wider aspects of administration. I’ve not mentioned Model Railway Exhibitions and other shows, but it would be good to have a flying squad able to arrange for us to take an exhibition and sales stand to suitable shows when required.

My current ‘to do’ list will be returned to in the next NELPG NEWS. It is to identify good prospects for an expanded sales range. I’m doing market research to see what works for other groups and whether there are ideas that we can adopt and adapt. One idea I will mention here, however.

Way back in my Middleton Railway Trust Days, the late lamented Hunslet Engine Company overhauled Flying Scotsman. The MRT Hon. President, John Allcock, MD of HEC, had some lengths of boiler tube salvaged, descaled and cut up for mounting in plastic bases. One of these has been a very useful desk tidy for me for over 50 years. History repeats itself and the National Railway Museum is selling, at scary prices, sections of tubes, still dirty and unmounted, extracted during 60103’s last overhaul. As far as I can see, they’ve not been cleaned, and they’re not mounted. Would there be a market for reasonably priced souvenir tube sections from NELPG locos? If you think there would be please e-mail [john.carr@nelpg.org.uk](mailto:john.carr@nelpg.org.uk).

Please don’t hesitate to send me any other ideas you may have, for sales items, membership drives (particularly to attract younger members) or anything else you think could get us members, money or both. Updating the famous first world war recruiting slogan:



## Your locomotives need YOU!

Contact: [john.carr@nelpg.org.uk](mailto:john.carr@nelpg.org.uk)

# J27 ON THE PICK-UP GOODS TRAIN

by John Hunt

Over three days at the beginning of November, Time Line Events organised photographic charters with the J27 on the NYMR's goods train. These had previously been arranged for March but for various reasons had to be postponed until this November. However, there was a slight problem to overcome first. TLE wanted the J27 in weathered BR livery! This meant a quick, though temporary, change. This was achieved by masking the red lining with black tape and the front buffer beam, cab and tender sides with pre-printed black vinyl sheets affixed by Vaseline. A spare three link freight coupling and wooden shunting pole on the front buffer beam, transformed the locomotive's appearance and drew much favourable comment.

The relivery was undertaken in the running shed at Grosmont, with thanks to Richard Pearson, Ian Pearson, Robson Hewitson, Adrian Dennis, Andrew Jeffery, Nick Simpson and new volunteers James Ward and Robin Wilcox-Wood. Thanks are also due to the Railway's Wagon Group for making the goods train available, and Martyn Cannings and his colleagues for enabling three P-Way vehicles to be included in the consist.

The whole length of the line was covered over the three days and on the first and third days the J27 was turned at Pickering. There were around 40 participants, including a party from Germany, but whilst the planned itinerary was adhered to, the weather was absolutely dire! The only exception was late on the Wednesday afternoon when the sun did eventually appear, albeit briefly, but a late running dining train robbed the photographers of probably their best picture!

The charters realised around £2,000 for the NELPG, and this was augmented by some of the proceeds from a generous collection from the participants. Thanks are due to all the NYMR operating staff who enabled the charters to run.



*Left: 65894 heads south from Levisham on 4th November (John Hunt). Right, is turned at Pickering by fireman Peter James (nearest the camera) and Andrew Jeffery, with help from Richard de Sadeleer and Zeta Bade (Peter Backhouse)*

On the Thursday the J27 took the goods train back to Levisham, then the three P-Way wagons to New Bridge, before going to Pickering to be turned again to facilitate winter maintenance.

Hopefully, our locomotives will be used on future such charters. They have great benefits in that they provide income to the Railway at a time when little or no operating revenue is being earned, give operating staff very useful, out of the ordinary, and varied experience, and gives the Railway useful publicity.



*Left: on its way to Pickering, 65894 approaches Hunting Bridge (Peer Backhouse). Right: approaches Levisham on the way back on the same day (John Hunt)*



## CHRISTMAS IS NEARLY HERE...

There are plenty of 2025 calendars and packs of Christmas cards for sale, please all rush at once to order them.

I also have stocks of the J27/P3 centenary book for sale. A well written history with plenty of photos and printed on nice glossy paper. Definitely worth reading if you haven't got one already.

There are five of the J27/P3 glass ornaments left which are looking for homes. They show off quite well with a light source underneath. Anyone interested in one of these can contact me and arrangements could be made regarding delivery to save postage etc.

Orders could be collected at the 1861 shed social meeting on 13th December. When ordering please advise how you wish to receive it.

Payment in advance to NELPG account 40104442, sort code 20-62-09 or cash/cheque on the day.

Please send orders (and remittance if using cheques) to Arthur Jenkins, 14 Deerness Heights, Brandon, Co. Durham, DH7 8TQ or to 07960 093756, 0191 378 9819, or e-mail [ajenkins4468@gmail.com](mailto:ajenkins4468@gmail.com).




### Price list

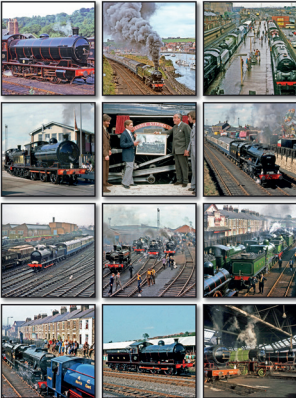
- 2025 Calendars – £7.00 (the same as last year)  
(£9.00 by post)
- Cards alone – 1 pack £4.50 (£6.50 by post)
- Cards alone – 2 packs £9.00 (£11.00 by post)

### Package deals

- One calendar plus 1 pack of 5 cards – £10.50  
(£12.50 by post)
- One calendar plus 2 packs of 5 cards – £14.00  
(£16.50 by post)



**NORTH EASTERN LOCOMOTIVE  
PRESERVATION GROUP**



**2025 Calendar**  
REMEMBERING S&DR 150 IN 1975



# SOCIAL MEETINGS

At the social evening on 8th November. Ted Parker gave us a very entertaining show in the form of three excellent videos. Everyone was very appreciative and would recommend them. If there is a chance to get Ted back in the future for a re-show we would certainly invite him and as many as possible to join us.

A programme has been put together, as follows:

- 13 Dec 2024 Richard Barber: *Let No Engine Rest*
- 10 Jan 2025 Members Pictures: either memory stick or slides  
(please let Arthur Jenkins know if slides)
- 14 Feb 2025 Chris Nettleton: *Steam from Kings Cross to York*
- 14 March 2025 Ken Hodgson: *Shildon 1975*
- 11 April 2025 David Fraser: *Tyneside Electrics*
- 9 May 2025 Ed Orwin: *Tyne Improvements Commission*

These meetings are being held in the 1861 shed at Hopetown, starting at 7pm. There is a recommended entry fee of £2 per person to cover expenses. Teas and coffees will be available to order on signing in, to be served at the half time break; biscuits will also be available. There will be a raffle and NELPG sales items will be on sale. However, this is a cash only event.

Please come along, have an enjoyable evening's entertainment and see what is going on inside the 1861 building.

## 58 YEARS ON

by Michael Denholm

On 28th October, 'Sunderland' Dave Johnson and myself visited The Bridge Hotel, Newcastle, 58 years to the day since the inaugural meeting of the NELPG. I handed a NELPG 2025 calendar over to 'mine host' (can't remember his name after pints of Osset, Rat, Vocation and Two Brothers Breweries' products) as I do each year.



*'Sunderland' Dave Johnson (left) and Michael Denholm in the Bridge Hotel on 28th October.*

# FORTHCOMING EVENTS

## NELPG Events

### December 2024

7 – Open Day at 1861 Shed, Darlington.

10 – Financial Strategy Committee (3.30pm for 4pm). 14 New Walk Terrace, York, YO10 4BG

13 – Social meeting: *Let No Engine Rest* by Richard Barber. 1861 Shed, Darlington. (7pm).

£2 charge to include tea or coffee and biscuits.

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

### January 2025

4 – Open Day at 1861 Shed, Darlington.

10 – Social meeting: Members Pictures. 1861 Shed, Darlington (7pm). £2 charge to include tea or coffee and biscuits.

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

### February 2025

1 – Open Day at 1861 Shed, Darlington.

14 – Social meeting: *Steam from Kings Cross to York* by Chris Nettleton (7pm). £2 charge to include tea or coffee and biscuits.

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

Board meetings are subject to short notice change, so members wishing to participate in any meeting should contact the Secretary ([colin.foxton@nelpg.org.uk](mailto:colin.foxton@nelpg.org.uk)) to confirm the date and link details. The Locomotive Committee meets on an ad hoc basis.

## NYMR (details at [www.nymr.co.uk](http://www.nymr.co.uk))

### December 2024

1, 7, 8, 14, 15, 21-24 December – Santa Specials, but from Pickering only.

## Other events

### December 2024

2 – *All Change! An LNER route that became part of the London Underground System* by Phil Eldridge (2pm). Hartlepool Railway Enthusiasts Group, Central Hub, Hartlepool Library. £2 charge for room and refreshments.

6 – *Lost Stations between Stockton and Redcar* by Michael Thompson (7pm). SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ.

11 – *Up the Mountains, on Shed and All Day by the Lineside* by Dave Birtle (12 noon). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP. Admission £3.

12 – *A Newcomer Experiences North-Eastern Weekends* by David Allen (7pm). NERA Zoom meeting; pre-registration required via NERA website ([ner.org.uk](http://ner.org.uk)).

17 – *Rails across the North Riding (Part 3)* by Richard Barber (2pm). SLS Teesside, Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF.

19 – *South of the Himalaya (Steam in the 1990s on the Indian sub-Continent)* by Barry Burns (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD. Donation £3.

## January 2025

3 – *Speaker and subject to be advised* (7pm). SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ.

8 – *Highland Railway Part II* by Bill Jagger (12 noon). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP. Admission £4. Details: [yorkareagroup.org.uk](http://yorkareagroup.org.uk)

9 – *Deltics on Parade – Photographs of English Electric's finest between Kings Cross and Berwick* by Trevor Ermel (1.30 for a 2pm start). SLS Newcastle, Newcastle Arts Centre, 67 Westgate Road, NE1 1SG.

16 – *The Photography of Eric Wilson* by David Dunn (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD. Donation £3.

16 – *Chaldron Wagons* by David Williamson (7pm). NERA Zoom meeting; pre-registration required via NERA website ([ner.org.uk](http://ner.org.uk)).

21 – *Speaker and subject to be advised* (2pm). SLS Teesside, Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF. Details: [stephensonloco.org.uk/meetings](http://stephensonloco.org.uk/meetings)

## February 2025

7 – *Speaker and subject to be advised* (7pm). SLS Teesside, Newport Community Hub, Union Street, Middlesbrough, TS1 5NQ. Details: [stephensonloco.org.uk/meetings](http://stephensonloco.org.uk/meetings)

12 – *Darlington Railway Preservation Society* [to confirm] (12 noon). NYMR YAG, St Lawrence Church Hall, 14-16 Lawrence Street, York YO10 3WP. Admission £4. Details: [yorkareagroup.org.uk](http://yorkareagroup.org.uk)

18 – *Speaker and subject to be advised* (2pm). SLS Teesside, Langdon Square Community Centre, Coulby Newham, Middlesbrough, TS8 0TF. Details: [stephensonloco.org.uk/meetings](http://stephensonloco.org.uk/meetings)

20 – *Steam and Diesel in the Northern Fells* by Ian Pilkington (7pm). RCTS Darlington, Darlington Cricket Club, South Terrace, Darlington, DL1 5JD. Donation £3.

20 – *Speaker and subject to be advised* (7pm). NERA Zoom meeting; pre-registration required via NERA website ([ner.org.uk](http://ner.org.uk)).

## NRM York

Open 7 days a week from 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](http://www.railwaymuseum.org.uk).

## NRM Locomotion

Open 7 days a week from 10.00 to 17.00 (summer), 10.00 to 16.00 (winter). Prebooked tickets not required. Details at [www.locomotion.org.uk](http://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](http://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](http://www.a1steam.com).

