

N.E.L.P.G. NEWS

No 50



OCTOBER 1975

NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP

Chairman:-

I.L. Storey,
The Red House,
Hepscott,
MORPETH,
Northumberland.
Tel: Morpeth 3961.

Secretary:-

D. Hanson,
'Dorville',
Neville's Cross Bank,
DURHAM,
Co. Durham.
Tel: Durham 66573.

Membership Secretary:-

P. Robinson,
53 West Dene Drive,
NORTH SHIELDS,
Tyne and Wear.
Tel: N. Shields 70980.

Newsletter Editor:-

A.J. Scott,
26 Marlow Way,
Whickham,
NEWCASTLE UPON TYNE.
Tel: Whickham 884645.

NEWSLETTER No. 50 OCTOBER 1975

Dear Member,

The appearance of NELPG News No. 50 coincides happily with the opportunity to review what has been a memorable, if not rather hectic, summer. Most of the contents of this issue are concerned with the events of the past few months, the Stockton and Darlington 150th Anniversary celebrations and the last weeks of feverish preparations. Notably, we have included a four page section of photos of memorable events in the Group's past, especially the Shildon exhibition and cavalcade which we hope will keep alive for members some of the scenes at Shildon during that last week of August.

The long period of preparation and the succession of alternating hope and frustration which accompanied work on restoring our engines culminated in the gloriously sunny afternoon of Sunday 31st August when each of NELPG's locomotives steamed proudly before the estimated crowd of 250,000-300,000 between Shildon and Darlington. There is no doubt that both exhibition and cavalcade were a great success from the Group's point of view making the trials and tribulations of the preceding months (and indeed years) more than worth while.

The Group's success this summer has depended on what must surely be NELPG's greatest asset, a pool of loyal volunteer labour, many of whom have been prepared, in times of crisis, to work incredible hours, often in appalling conditions to get the engines into running order. All those of us who witnessed the superb turn-out of the Group's locomotives at Shildon and in the Cavalcade owe a debt of gratitude to this intrepid band of workers. Thanks are also due in no small measure to all of those members who assisted at Shildon Exhibition. For once, the appeals for assistance were over subscribed and, at times, the problem became one of finding enough jobs to keep volunteers occupied. Never a group to pass up an opportunity, the Sales Committee were thus able to ensure that the visiting public had every opportunity to buy NELPG's goods: -at one time we had as many as five sales stalls in operation. Nevertheless, the abundance of staff meant that there was adequate time for everyone to get a good look around the exhibition and find out what other organisations were up to. It was particularly pleasing to see so many new faces among those helping out, some members from quite far afield taking the opportunity to contribute to NELPG's operations.

Finally, a welcome to all those new members who joined NELPG as a result of our presence at Shildon and the other S&D celebrations. The committee hope that they will join in the Group's activities and thus help to ensure the preservation of North Eastern Steam.

LOCOMOTIVE REPORT -PART I- GROSMONT

Without doubt the sheer amount of work completed by the Loco. Dept during July and August will go down in the annals of the Group as one of our most incredible achievements. It is only after seeing the extent of the work covered by this report that the enormity of the task is realised. Thanks to all who assisted!

K1 2005 After the good performances put up by the K1 on the Battersby-Whitby line during June, 2005 returned to NYMR traffic during August before leaving Grosmont with 2238 and 2392 on Tuesday 19th August. 2005 was to

take part in the Darlington Locomotive Exhibition.

LMS Class 5 4767 Restoration of 4767 to its original livery was completed with just hours to spare before it was steamed for its movement to Shildon on Friday 22nd August. Bearing in mind that only 12 months was available to return the engine to working order and that about 80% of the work was carried out in difficult lighting conditions during evening working parties, the end result is far better than we had dared hope for and reflects great credit on its owner, Ian Storey, and all those members who assisted him in its restoration.

T2 No. 2238 In the last report, progress on 2238 was very encouraging thanks to some determined efforts by working party members. Reassembly after passing the hydraulic test proceeded at a rapid pace and was completed on 26th July, when the chimney was at last refitted. The T2 looked like an engine again! Some hard work by the paint squad transformed the engine's appearance as the work neared completion. 2238 was steamed on the 27th July for the first time in nearly four years. As pressure slowly rose to blowing off point, several adjustments were made and finally the engine moved under her own steam; clouds of red dust laden steam made an unusual sight as the cylinder drain cocks were opened for the first time. Later they had to be dismantled and cleared of the accumulated dirt. A further steam test was carried out on 4th August for B.R. inspectors, after which the engine travelled light engine to Goathland. Unfortunately, the right hand intermediate axlebox was running warm as were the trailing boxes, although the latter was probably due to firebox heat. A further test was carried out a week later, with similar results but after further lubrication, the bearing slightly cooled enabling 2238 to work a passenger train.

2238 was next steamed along with 2005 for the move to Shildon on August 19th.

P3 No. 2392 As reported in the last MELPG News, the chances of 2392 appearing at Shildon were rapidly

diminishing during July, with the weeks flying by while we waited for the NYMR (who are responsible for the loco) to go ahead with repairs. Eventually the go-ahead decision was made but it left only the incredibly short time of 14 days to complete the work. By some quick thinking, cranes were hired immediately and the engine was lifted from its wheels on 2nd August. The remetalling of five bearings was speedily completed and after burning the midnight oil scraping the bearings in, the axleboxes were reassembled just in time for cranes to put the engine back on its wheels on 9th August. Only seven days now remained before its scheduled departure in steam. Bad luck struck when a spring which was away in Newcastle for repair was stolen, with many others, from the works of the repairer. It was believed that the only spare we had available would not fit. Furthermore, new side rod brasses had not materialised and the old ones had been damaged. During the next five days no work was undertaken by NYMR staff because of staff shortages and, as might be expected, morale was at a low ebb. With 48 hours left before departure, we were told by the NYMR that we would have to reassemble the P3 ourselves if we wanted to see it at Shildon. The position seemed hopeless but a small band of workers started work replacing the springs. Calculations showed that it was possible to fit the spare spring and it was duly assembled. The last day and few hours left saw a mass turn out by members and during a five hour period, the following work was completed:-

- 1) Four engine springs fitted.
- 2) Brake gear reassembled.
- 3) Piston valves, all covers, lubrication pipes etc fitted.
- 4) Engine and tender connected, pipes and brakes recoupled.
- 5) Eccentrics refitted and rest of motion ie side rods and connecting rods loaded into tender.
- 6) Pistons securely fastened for movement.

The plan was to tow 2392 to Thornaby in kit form and reassemble it there, if B.R. would agree. Phone calls to B.R. resulted in their complete cooperation. The movement was retimed for Tuesday 22nd August at 09.00

PART II -THE ROAD TO SHILDON

TUESDAY 19TH AUGUST proved to be a bad day. As scheduled, 2005, 2392 and 2238 left Grosvenor but although all the engines were suitably prepared and no excessive speeding took place, by the time Battersby was reached, both the P3 and the T2 had one hot axlebox each. Further lubrication was given but the position was no better when the engines reached Thornaby. Investigations revealed that the white metal had run on the T2 bearing and that on the P3 was little better.

2005 went on to the Darlington exhibition but the P3 and T2 were retained at Thornaby for repairs. We received the utmost assistance from the depot manager and within hours arrangements had been made for the repairs to be carried out, the agreement being that the Group would do all of the stripping down work while B.R. staff would operate the wheeldrops. With two engines to strip down and the P3 still in 'kit' form, frantic phone calls went out to all members with the news that working parties would take place every night until the job was finished. By the end of the Tuesday evening, the T2 was prepared for the drops.

WEDNESDAY By lunchtime, the offending axle had been removed and the bearing had been remetalled. The bearing was scraped in during the evening and the axlebox was reassembled on the axle. Work then started on the P3 which was completely stripped down ready for its turn on the wheeldrops. Further, as the new side rod brasses were still not available, it was decided to repair the old ones.

THURSDAY saw the T2 wheels replaced in the morning and the P3 moved onto the wheeldrops in the afternoon for the centre wheels to be removed. On stripping down the axlebox, a careful examination was made by the B.R. coppersmith, a real craftsman with 40 years steam experience, so as to ascertain the cause of failure. A careful study showed that failure had been caused by bad workmanship in the previous remetalting, in particular, imperfect cleaning and tinning of the brass before remetalting. The Senior Maintenance Foreman was of a similar opinion. On Thursday evening the T2's motion and

brake gear were refitted in preparation for a trial run the following day. Meanwhile, other members were pressing the repaired brasses into the P3 side rods.

FRIDAY At 10am the T2 was taken for a trial run, towed by a diesel to Northallerton. The speed did not exceed 15mph but on arrival at Northallerton, the RHS trailing axlebox was found to be hot. Previously it had been thought that the trailing axleboxes became warm due to conduction of heat from the firebox but with the firebox cold, the real truth was revealed. The engine returned to Thornaby to have another set of wheels removed.

This seemed the final blow. Problems were made more desperate when it was learned that the only coppersmith finished work on the Friday evening for a weeks holiday, and the Rail 150 Exhibition opened in just 36 hours. A meeting took place with the Depot Manager and senior staff and by a miracle the coppersmith was persuaded to come into work on the Sunday. The shed staff were tremendous in our greatest hour of need. The P3's brass had been remetalled earlier in the day so by Friday evening, the axle was ready to be refitted and once again, the T2 springs and motion were stripped down, leading us to discover a broken hornstay. By 1am the following morning, this had been repaired.

SATURDAY saw the P3's side rods, connecting rods and eccentrics replaced, while the T2 returned to the wheeldrops to have its trailing axle removed.

SUNDAY The T2's brass was remetalled in the morning, scraped in during the afternoon and the wheels were replaced in the evening. We were become quite expert by now! Meanwhile, volunteers expecting to be working at Shildon were drafted to Thornaby where the P3's paint-work was given a much needed facelift by revarnishing the complete boiler and tender and repainting the smokebox. The transformation was incredible!

Lack of B.R. crews over the bank holiday period meant that immediate movement to Shildon was just not possible, so it was agreed with B.R. that both engines would have

a trial run on the Tuesday and if all was well, the move to Shildon would follow on the Wednesday morning. Monday was therefore declared a day-off enabling everyone to be present at the naming of George Stephenson.

TUESDAY The trial trip. This time, two trips were made to Eaglescliffe with no ill effects and everyone breathed a great sigh of relief. Late in the evening, the T2 was lit up, the idea being to tow the P3 which had not been steam tested since its big stripdown at Grosmont.

WEDNESDAY The sun shone, we were on our way at last. Frequent stops were made to check the bearings, many of them unscheduled as we described a circuitous route to avoid a derailed freight train at Eaglescliffe.

At last, we turned off the Bishop Auckland branch at Shildon station and headed up the S&D towards the works level crossing. As we crossed the road and entered the exhibition, crowds gathered round to see NELPG's prized locomotives. It was a dream come true.

SALES REPORT

'I wish it were all just starting again', said my wife, as we made our way down the yard at Shildon for the last time on the evening of the S&D Exhibition's final day. We clambered aboard the T2 to say goodnight to a couple of friends in the warmth of the cab, tried the whistle chain and the ensuing note echoed somewhat sadly across the yard in the gathering dusk.

It was certainly a week of memories and the climax of several of the engines getting up steam in readiness for the cavalcade on the morrow was unforgettable.

Looking at the cold, hard facts, we banked well over £1,000 as a result of much determined work by the many willing helpers on the main stand, on the locomotives and on the shuttle service and to estimate the enormous value of the service rendered to the Group as a result of their efforts is well nigh impossible.

Memories of our sales effort at Shildon will no doubt remain for many a year and I'm sure that all those involved had an enjoyable if exhausting week. Some of the techniques employed by the sales team were developed specially for the occasion and our experience will no doubt stand us in good stead in 2025 or whenever! In particular, the hurried acquisition of additional stocks from a wide range of sources kept one or two members continually employed in searching out supplies and the efforts of Mr Proud and his assistants in selling half a dozen different sales lines and handling the cash whilst struggling along the hot and crowded corridors of the Shildon Shuttle definitely rate an honourable mention.

It is usually unwise to single-out individuals for special mention but I make an exception in the case of two of our members, Bill Trenholm and Andrew Forsyth. Both live many miles outside the North East and I am sure that they provided a valuable inspiration, not to mention cheerful company, to the younger members, during their frequent and lengthy spells on duty. To these, and to all other helpers, my sincere thanks in making our efforts so successful.

Hard on the heels of Shildon, of course, came the exhibition at Stockton Station, which was looked after with superb efficiency by Chris Lawson, Roger and Angela Plane and a willing band of Teesside area members. Once again, a remarkable success was achieved, with over £500 being taken in $7\frac{1}{2}$ days. Chris even had the honour of presenting a copy of 'North Eastern Revival' to the Prime Minister, when Mr Wilson visited the exhibition in mid-week.

All in all, I believe that both exhibitions were a great success both for the Group as a whole and for those members actively assisting, with many new friendships being made and old acquaintances being renewed. The Group has made an important impression in several 'right places' not least with the general public, who must now realise that there is more to steam preservation than the 'Flying Scotsman' legend.

Elsewhere in this Newsletter are details of photographs and slides of the Cavalcade which are available from John Richardson and which provide a lasting, top quality and comprehensive souvenir of what must be the greatest steam event that this country has seen. I sincerely hope many members will take advantage of the special rates offered as I feel that they represent fine value and a wonderful memento.

A brand new sales list is enclosed, including several new items which have become available recently. Most importantly at this time of year, we now have available a series of greetings cards ideal for use at Christmas, although equally suitable for other occasions. The cards bear on the front a fine art colour lithograph of superb quality depicting a three quarter view of a locomotive. Subjects available are 5428 (in snowy surroundings), 2005, 2392, 4498, 92220 and 6000. Members may have seen these same lithos available as large size prints suitable for framing. The smaller reproductions on the cards are to the same high quality and represent very good value at 10p each. So order now for your Christmas Requirements.

A PICTORIAL RECORD OF THE S&D 150 STEAM CAVALCADE

Members of the Group may already have seen our advertisements in Railway World and Railway Magazine referring to the sets of Colour Slides, Black and White Photographs and Colour Prints of all of the locomotives actually taking part in the Cavalcade on Sunday 31st August. The colour slides have been taken by Valerie Burns, Trevor Ermel, Bryce Greenfield, John Hunt and Chris Lawson with John Hunt having taken the Black and White Photographs and the Colour Prints. All the sets offer a unique opportunity to acquire a record, in full, of THE event of 1975 and an order form is enclosed with this issue of NELPG News.

A reduction of £1.00 per set from the advertised prices is available to NELPG members only. Prices to members are therefore:-



1975 was eventful in that the K1 was allowed onto B.R. metals; here it heads into the setting sun near Comondale with the Group's successful special train returning from Whitby to Newcastle on 15th June. (Peter Robinson)



The K1 brings up the rear of the Group's own 'cavalcade' at Shildon on 31st August. It was preceded by 2392, 2238 and 4767 behind 'Locomotion'. (John Hunt)



4767 poses proudly at Shildon shortly after naming as 'GEORGE STEPHENSON' by William Whitelaw on 25th August. By the tender the NELPG Sales Team (4767 Division) sells some of the 2,000 plus 4767 First Day Covers sold during the exhibition.



Impressive line up at 3 a.m. on 31st August at Shildon Works. From left to right - 6960, 7752, 2392, 419, 41241, 2238, 92220, 4767 and 910.

(John Hunt)



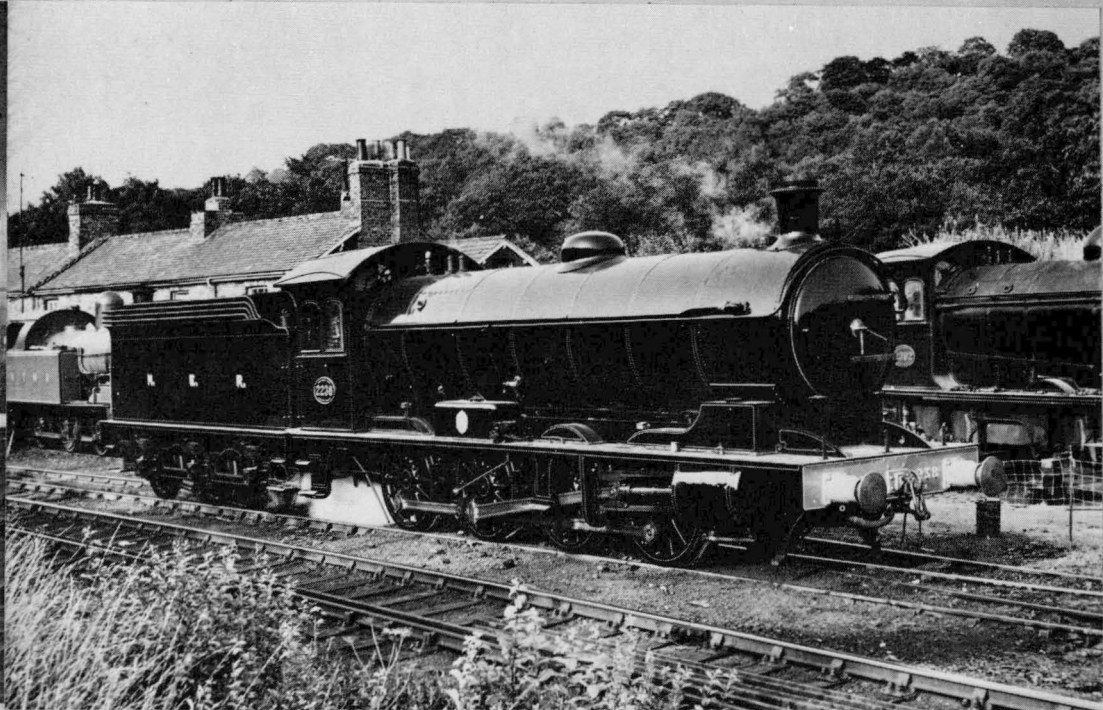
The P3 stands at Grosmont on the occasion of its inaugural run on the N.Y.M.R. on 25th October 1971. In No.2 platform stand the T2 (as Q6 No.3395), the Group's LNER van, and Nos.29 and 5. (John Hunt)



On 1st May 1973 the P3 had the honour of hauling the Royal Train conveying the Duchess of Kent from Grosmont to Pickering, following the official opening of the N.Y.M.R. The 7 coach train is seen here at Eller Beck. (Maurice Burns)



The Q6 leaves Grosmont in preparation for the special trains to mark the Fifth Anniversary of the Group on 20th November 1971. This was the last time that the Q6 was to run for nearly four years. (John Hunt)



The T2 in exhibition condition at Grosmont on 4th August when it travelled under its own steam for the first time since the top picture was taken. Note the condition of the P3, less than three weeks before Shildon! (John Hunt)

Set of 35 Colour Slides	-	£6.00
Set of 35 Colour Prints	-	£6.00
Set of 35 B & W Prints	-	£3.00

For full details please consult the order form enclosed. Send your order to John Richardson as soon as possible in order that your requirements may be dealt with as soon as possible. Within a few days of order forms being issued, orders for well over 100 sets have been received and these include requests from as far away as the United States and Australia.

Maurice Burns and Chris Lawson took cine films of the Cavalcade and, by the time this issue of the Newsletter reaches you, it is hoped that details of a cine record of the event will be available from John Richardson at Harrogate. (Please send S.A.E. for details.)

S & D 150 ROUNDUP

MAURICE BURNS

The Stockton and Darlington Railway Anniversary Celebrations are now all over but we can reflect on a momentous period in the Group's history which is unlikely ever to be repeated. For the Group's committee the celebrations have been the climax of three year's preparations and careful planning and although we had major unforeseen problems with our engines on the road to Shildon we did, in the end, achieve everything we set out to do as the following notes will confirm.

Having made very good use of the K1 on the B.R. Battersby to Whitby line steam specials, the engine took part in the Darlington Locomotive Exhibition from Tuesday 19th August to Friday 22nd. The engine had been in traffic the previous weekend and we have to thank our Darlington members for cleaning the engine up to the standard of the other exhibits. The K1 had moved from Grosmont with 2238 and 2392; the move being described in detail in the loco report.

Thus it was that on the opening of the Shildon exhibition, only 2005 and 4767 were on display, with 2238 and 2392 in pieces at Thornaby.

2005 was part of the static display and occupied a position at the back of the large wagon shop whilst 4767 occupied a place of prominence in the yard, awaiting its naming ceremony. Because of the absence of 2238, the Severn Valley Railway's 43106, another Darlington Built engine, deputised on the Shildon Shuttle passenger train.

The official opening of the exhibition on Monday 24th dawned bright and clear and 4767 was the scene of great activity as volunteers strove to polish it to an exhibition finish. A final wash down in soap and water was carried out as the nameplates and curtains were fitted and all was ready. At the opening ceremony, speeches were made by Mr G. Brecknell; Shildon Works Manager, Mr J. Thatchell; Chairman of the S&D 150 Joint Committee, Lord Downe, President of the Joint Committee before the Rt. Hon. William Whitelaw declared the exhibition officially open. The official party then moved to the platform in front of 4767 where Mr Whitelaw unveiled the gleaming 'George Stephenson' nameplate. (Captain Manisty of the ARPS started the proceedings by introducing Maurice who was then called upon to introduce Mr Whitelaw and ask him to perform the naming -but he's too shy to mention that -Ed.) Under the nameplate is a commemorative plaque reading 'This locomotive was named by the Rt Hon. William Whitelaw CH, MC, MP at Shildon on August 25th 1975, to commemorate the 150th Anniversary of the Stockton and Darlington Railway.'

Captain Manisty in a speech paid tribute to the excellent work of NELPG and the other preservation societies without whose help there would have been no exhibition at all. John Wigston (artist of the S&D 'Locomotion' poster) presented Mr Whitelaw with a painting of the engine on behalf of Ian Storey and the Group. Finally, Ian thanked Mr Whitelaw for naming his engine and for making the day such a splendid occasion. The naming ceremony was shown on national TV the same evening and the local radio station 'Radio Cleveland' which was being broadcast live from the exhibition was virtually taken over by Group officials with interviews

on all aspects of railway preservation. Thinking of the two engines lying in pieces at Thornaby, we could certainly explain all the problems!

On the Tuesday, the Shildon Shuttle was worked by 'George Stephenson' deputising for Raveningham Hall, which was also suffering from overheating problems on its maiden post-restoration journey. Later in the day news reached Shildon of the successful trial runs of 2238 and 2392 and that they would travel to the exhibition the following morning. Thus on Wednesday, 2238 arrived at Shildon with 2392 in tow to find 4767 again working the shuttle service. At long last all the engines were together and the loco team who were on the point of exhaustion were able -well almost- to relax. The sales department meanwhile summoned all of its man (and woman) power and ensured that visitors to each of the engines were received on the footplate or alongside the engine by representatives armed with badges, postcards, first day covers etc. etc.

The P3 was given a steam test after arrival and was found to be alright so arrangements were made to use 2238 on the shuttle service on the Friday and 2392 on the final Saturday, to complete a hat-trick for the Group! Both engines performed these duties without trouble; indeed the turns proved most useful for running-in the axlebox bearings.

On Saturday evening after the closure of the exhibition, the exhibition and sales stall were completely dismantled and removed from the site. It took a borrowed van and about five cars to take all of the gear and the job was completed, leaving an empty site in well under an hour! Whilst the exhibition materials were being dispersed to numerous points in Co. Durham and Tyneside, the scene at the exhibition turned into one reminiscent of small hours cleaning sessions at Rose Grove, Buxton and the like in the latter days of B.R. steam. 32 engines were simultaneously being prepared for the following days activities. Many of the engines in the wagon shop were moved out by everyone simply pushing, whilst others outside were being lit up to raise steam.

The friendship amongst the different societies from so many parts of the country was second to none, with much joking and leg-pulling about colours, liveries, designs, etc -all taken in the right spirit and creating a tremendously friendly atmosphere. When is the next big exhibition? everyone was asking -gluttons for punishment, railway enthusiasts! By midnight, the bustle of activity had not ceased and cameras continued to record the floodlit scene.

Sunday morning, August 31st -a day that will be remembered along time in railway preservation circles. Thirty two engines in steam ready for the Cavalcade and 300,000 people to watch. Every engine was being carefully polished, and oiled. Our own volunteers had their hands full with four engines to prepare. This was indeed a proud day for the Group. There was no doubt that it made all the work worthwhile to see Ian's and NELPG's engines all in steam together for the first time. Our line up was 4767 'George Stephenson' followed by 2238, 2392 and 2005. Their running order was 3,4,5 and 6 following the Locomotion replica and the NCB Austerity tank -symbolic of the contribution made to steam loco development by the colliery wagonways in the early days of locomotion.

At lunchtime, engines started to move from the works yard to form an orderly queue in the half mile stretch between works and station. The assembled locos made an awesome sight as they stood in line awaiting departure time.

By 2pm, the grandstands which stretched for over a mile along the railway from Shildon were full to capacity and the lineside all the way to Heighington and beyond was crowded with people. All 32 engines simultaneously blew their whistles at 2pm to mark the start and Locomotion moved off, followed every two minutes by a further locomotive. Everyone clapped and cheered as each exhibit passed and, needless to say, every historic movement was captured by the multitude of cameras and tape recorders.

At Heighington, all the smaller engines were shunted into a siding (later to return to Shildon) while the larger engines proceeded to Darlington where more vast crowds had gathered. With the first engines in the cavalcade being Locomotion and the NCB saddle tank, from Heighington to Darlington the cavalcade was led by the NELPG engines, 4767 at the front proudly displaying its NELPG headboard!

At Darlington the engines were marshalled for the homeward journey, our engines being first away with 4767 coupled to 2238 and 2392 coupled to 2005. Most of the other engines dispersed down the main line during the night.

On Monday everyone was back at their jobs to recover from the ordeals of the previous weeks! It seemed strange as the post stopped coming, the phone stopped ringing and there were no problems needing to be sorted out.

The Cavalcade didn't mark the end of the celebrations, far from it. During every Sunday in September there were main line steam runs between Newcastle and Sheffield. Despite problems with hot-boxes on 4498 'Sir Nigel Gresley' and 4771 'Green Arrow', the tours were well patronised and produced some marvellous sights. 4472 'Flying Scotsman' was to be seen on a number of occasions and was in great form. One trip brought Class B1 No. 1306 'Mayflower' and 'Green Arrow' double headed on a 15 coach special to Newcastle - a fine sight.

Stockton's celebrations started on 20th September and lasted until Saturday 27th - 150 years to the day since Locomotion's historic inaugural trip.

4767 had made its way to the NYMR a few days after the cavalcade but 2005, 2392 and 2238 were retained at Thornaby to take part in the 'Stars of the Cavalcade' historic locomotive exhibition at Stockton railway station, alongside 'Flying Scotsman' and 'Sir Nigel Gresley'. The engines were towed from Thornaby to Stockton on the evening of Friday 20th September and were polished up prior to the opening of the exhibition the next day.

Steps were positioned alongside 2238 so that the public could look around the cab and inspect the firebox which was illuminated. As at Shildon, a member of the Group was on hand in the cab to answer questions and provide badges, postcards and c.

On Saturday 27th, the Duke of Edinburgh officially opened the Darlington North Road Museum and the National Railway Museum at York. Later in the day he visited Preston Park, Eaglescliffe, through which runs a portion of the original trackbed of the S&DR, to see the 'Royal Pageant'. The closing scene was quite incredible as the original 'Locomotion', belching black smoke, was pulled by steel cable from a stationary steam traction engine along a specially laid track in front of the stage!

Closing the celebrations, a grand dinner was held in Stockton not far from the site of the similar event in 1825. Notable among the guests on this occasion were Lord Shinwell (now 91 years of age) and Harold Macmillan. Many speeches were made but the most memorable was that of Mr Macmillan who received a standing ovation.

Finally, I must express the grateful thanks of the committee to all our members for their help, in so many different ways, during the past 12 months. At times the problems seemed endless but in the end our plans were realised. Thanks to everyone.

Some of the letters of thanks received by the Group:-

Dear Sir,

As the shouting and tumult cease, we wanted to write to you immediately to express our very warm thanks for the enormous support which your organisation has provided to the activities for celebrating the 150th Anniversary of the Stockton and Darlington Railway. This operation could only have been possible through co-operation from very many people and organisations and this has been unstintingly forthcoming.

I know that many people in your organisation have made

contributions to the success of your and our endeavours and perhaps you could express our thanks to all the people who have been involved.

Yours Sincerely, L.S. Wilson, Commercial Manager of the Stockton & Darlington 150th Anniversary Joint Committee.

Dear Sir,

Very many thanks for your tremendous support at Shildon and Stockton. An epic set of celebrations.

Well done 'George Stephenson' and NELPG.

Press on! -Peter Manisty, Chairman, Association of Railway Preservation Societies.

Dear Sir,

Now it is all over, we can reflect upon the greatest steam rail show ever staged, with our own thoughts and memories. Mine is working with such a grand group of people, who arrived with engines not knowing exactly what was going to happen, but eager and willing to make it a success.

May I thank you for your co-operation, enthusiasm and services and say what a pleasure it was to work with you and wish you, your society and your locomotives a successful future.

Yours Sincerely, George Hinchcliffe -Flying Scotsman Enterprises

'50 ISSUES ON' -A PERSONAL VIEW OF NELPG BY 'GUILLEMOT'

'A 600 word review of NELPG and its activities please', the Newsletter Editor asked -'Impossible!' was my first reaction. But then I started to browse through some of those early Newsletters and my mind was cast back.....

To that first meeting and the decision to purchase a J27 rather than a Q6 'because it was cheaper'.

To the excitement and passionate commitment -leading, perhaps not surprisingly, to the occasional clash of personalities. To efforts to purchase the engine, the birth of the sales department with raffles of railwayana, the first steam guides and the regular monthly reports from the Treasurer -his measured tones 'The fund now stands'

To the end of B.R. steam in the North East -a sad occasion blessed with glorious weather , crowds of enthusiasts and the Blue Star special.

To the successful purchase of 65894, the launch of the Q6 appeal and the first awful realization of our lifetime commitment. To the crisis over the New Year of 1967 caused by the sale of 63395 to Bolckow's for scrap -frantic telephone calls, meetings and a final narrow decision to try and save 63395 -a decision amply rewarded by the success of the appeal only four months later.

To the continuing crises -homes for the engines, spare parts, to acquire, work to be done, people to do it and the seemingly never ending struggle to raise the cash needed to meet the never ending stream of bills.

To the first tentative steps of the NYMR and our increasing involvement in their scheme, culminating in that never to be forgotten day when the Q6, newly delivered from Thornaby, made its first trip up the bank from Grosmont and at once showed the preservation world that the NYMR meant business.

To the completion of the P3 in its NER livery and its inaugural run on the NYMR in 1971, followed by the fifth anniversary specials with both our locomotives at work in the first snows of winter.

To the donation of the K1 to the Group -recognition of our past successes and faith in our ability -and the night spent photographing it on its journey northwards from Leeds to Thornaby for restoration.

To its completion and another special train on the NYMR, and then more recently to the Stockton and Darlington celebrations, still fresh in all our minds.

But finally and most importantly to people, those dozens of personalities without whom NELPG would have achieved nothing.

Yes it should be possible to put that in 600 words but I'm glad I don't have to predict the contents of NELPG NEWS No. 100!

LATE ITEMS

With B.R.'s kind permission, the P3, T2 and K1 will remain at Thornaby until the end of the year. Working parties will be held every Monday during this period to carry out vital maintenance work before the NYMR's 1976 season. All members with permits are urgently requested to come along and assist. Phone Maurice Burns for details: 0642 780794.

To complete the Group's film of the Shildon Cavalcade, film of the Locomotion replica in action is urgently required. Preferably film should be in Super 8 or Standard 8. If you can help please contact the Secretary or M. Burns.

Two chances for far away members to see the NELPG's highly acclaimed slide show: Weds 12th November, NYMR-Hull Area Group meeting, Derringham Primary School, Priory Rd, Hull at 7.30pm and Thurs. 20th November, SLS Meeting, Lyonsdown Church Hall, Lyonsdown, New Barnet, Herts, also at 7.30pm. NELPG Members will be welcome at both shows.

FUTURE MEETINGS

Friday November 14th in Room 36, Central Station, Newcastle
7.30pm, 'S&D Reflections' Sound cine film by Maurice Burns of this years celebrations together with the fine black and white film of the 1925 Cavalcade. Also a slide show of 'the other side' of Shildon, the background and the less publicised aspects. Added together, this will be a great show.

Friday December 12th in the Bridge Hotel, Newcastle, 7.30
The traditional Christmas meeting, food, slide and relic auction (Bring along your old relics!) film show, etc., etc., Come along for a convivial pre Christmas get-together.

COVER PHOTOS of the scene at Shildon on the morning of Sunday 31st August by J.R.P. Hunt.

