

N.E.L.P.G. NEWS



JUNE 1978

No.65

NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP



Member of the Association of Railway
Preservation Societies.

Registered Charity No: 261122

NELPG NEWS No 65 JUNE 1978

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

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NELPG LOCOMOTIVES

*NER Class P3 0-6-0 No. 2392 (BR Class J27 No. 65894) built 1923 bought 1967.

*NER Class T2 0-8-0 No. 2238 (BR Class Q6 No. 63395) built 1918 bought 1968.

*LINER Class K1 2-6-0 No. 2005 (BR No. 62005) built 1948 donated 1972.

ASSOCIATED ENGINES

*NCB (ex LHR) 0-6-2T No. 29 (K 4263/04) -owned by the Lambton 29 Syndicate.

*NCB (ex LHR) 0-6-2T No. 5 (RS 3377/07) -owned by Mr & Mrs R. Jones.

*LINER Class 5 4-6-0 No. 4767 'George Stephenson' (BR 44767) -owned by I.L. Storey.

*NER Class T3 0-8-0 No. 901 (BR Class J7 No. 63460) -owned by the National Railway
Museum.

Dear member,

This edition of "NELPG NEWS" is rather late in reaching it's readership. We hope that you will forgive the delay, which has arisen from the committee's desire that the booking forms for our railtour should go firstly to our membership, hence giving them the first chance to book seats, and thus, hopefully ensuring that no NELPG member is disappointed. It is our hope that as many of you as possible will come along, enjoy the ride, and make the day into a great success.

Our annual railtour is an important source of income to the Group, and one which we can ill afford to lose. Equally important is our source of income from the mileage payments made to us by the NYMR in return for the use of our engines. Both may be threatened in the not too far distant future, at least for a time, following the recent boiler accident at the Didcot depot of the Great Western Society. It must be stressed that the locomotive involved was in no way unfit for service in the insurance company involved's opinion, and indeed it had recently passed successfully a boiler examination. The moral here is that one can never afford to be complacent in matters of loco maintenance. It is quite likely that as a result of this accident there will be a definite lifespan allocated to superheater flue tubes, and although no definite figures have been given it seems that a period of around ten years will be chosen. NELPG will escape fairly lightly at the moment if this ruling is applied since only the K1 will require urgent attention, the T2 having had new flue tubes fitted in 1975, and the P3 being unsuperheated. What this will mean in practice, however, is that our locomotives will have to run much higher annual mileages in the future if we are to cover the very high cost of these tubes over the life to be allocated to the tubes. This more than anything will test our ability to run and maintain our locomotives in the long term. Let us hope that our membership can rise to the challenge.

WORKING PARTIES

Thanks to 'Moorsline' and 'NELPG NEWS', there has been an increase in the number of active members in working parties held at Gosmont every Sunday. The work has frequently been found hard by newcomers, (and rumour has it that they were glad to be back at work on Sunday for the rest!) but the fruits of this hard work are now being realised. The work has varied from numerous tasks on the steam locomotives, keeping them in traffic, to assistance with storage shed construction, which is now gathering momentum. No special skills are required, just a pair of overalls and plenty of enthusiasm! At least ten volunteers are needed each Sunday, so if you want to join the team please come direct to Gosmont and ask for Maurice Burns, or John Whitbread, or give one of the following numbers a ring if you would like a lift, sharing petrol costs:

FROM: Newcastle/Sunderland	CONTACT: Ian Storey	PHONE: Morpeth 3961
Durham	Derek Hanson	Durham 66573
Hartlepool/Billingham	John Whitbread	Hartlepool 870520
Teesside	Maurice Burns	Eaglescliffe 780714
Loftus/Saltburn	John Pearson	Loftus 40320
Scarborough	Peter Wrigglesworth	Scar. 582366
York	John New	Wasingwold 310623

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SHED REPORT

Over the past six months a tremendous amount of voluntary work has gone into this shed project at Grosmont, but up to now very little visible progress has been apparent to the casual visitor, above ground level. That is now going to change. After weeks spent leveling the site, and digging foundation holes, the last of the main foundations were cast on May 6th. Now attention is being focussed on the assembly of the roof trusses, windows and roller door, and due to a great deal of preparatory work carried out in previous weeks this has been speedily completed. A repainting of all the steelwork was planned for the end of May with steelwork erection to follow in June. (STOP PRESS: The first roof trusses were in fact erected on June 11th)

This storage shed to hold five tender locomotives and two tank engines is being entirely built by volunteers- a challenging task. Many hands make light work is definitely the case, and if the work programme is to be maintained, large working parties are essential. Help with painting or erection of this shed (becoming known as the world's largest Meccano outfit) would be most welcome.

LOCOMOTIVE REPORT

K1 No. 2005 2-6-0

All the repairs necessary during the winter maintenance period were completed during April. The engine was used for the NYMR's 5th Anniversary Special on April 23rd and starred on BBC TV's "Look North" programme. Attention is to be given to a leak on the dome joint (which will involve the renewal of 22 studs) and the efficiency of the engines brake gear is to be examined. The engine awaits its turn on the repair shed pit.....after the railbus!

T2 No. 2238 0-8-0

A remetalled crosshead slipper, big end brasses, and new little end brasses were fitted during April. The engine was available for its advertised working on the enthusiast day in April but was not used, being used instead on May 1st. On this occasion the new bearings ran cool, but a serious fracture on the steam brake cylinder (situated under the cab) has been found which requires immediate attention. This cylinder has been removed to enable a full repair to be carried out, and at the time of writing is ready to be returned from the repairer.

P3 No. 2392 0-6-0

On display at the National Railway Museum, York.

97 No. 63460 0-8-0

This latest addition to the steam motive power potential arrived from the NRM on April 7th, under the care of NELPG. (See separate article) Currently stored at Coathland, the engine has been thoroughly re-greased, certain areas repainted, and the engine was cleaned for Enthusiast's Day. In order to comply

with the N.R.M. Agreement, and to avoid any deterioration, 63460 has now been completely sheeted over until the storage shed is complete.

CLASS 5 No. 4767 "GEORGE STEPHENSON" A-6-0

New pipework for the exhaust steam injector was recently tested in traffic and works very efficiently. The 'off beat' of 4767 when the engine is notched up (star of many recording tapes!) has now been cured following a visit to Grosfont of Bill Harvey (of "Green Arrow" fame, who has re-set the piston valves with excellent results. On two occasions now 4767 has worked seven coach specials and has now covered 400 miles in traffic this year.

K1 WEEK

Many members may have noticed that the paintwork on the K1, in particular the boiler top, is becoming very poor, due to standing outside exposed to frost, rain, and heat. (Oh for our shed!) Although we cannot afford any large amount of time to do a complete repaint (due to the need to utilize this particular summer for shed construction), with a pending railtour using 2005 later in the year, we have agreed to hold a 'K1 Week' at Grosfont from July 15th to 23rd. Apologies are due for the short notice, but we have only just received notice of a recommended paint supplier which has been kindly supplied by John B ellwood of the N.R.M. The correct shade of 'Apple Green' paint is very difficult to match, hence the need for correct specification.

Len Clarke, our cheerful chargehand painter will be organizer for the week and would be grateful for as much assistance as possible. Work to be undertaken will include, hopefully, repainting the boiler (after filling and undercoat) smokebox, and, if time permits, revarnishing of other parts.

A strict time limit of this one week is necessary on this job due to the need for volunteers on shed construction, but we hope, by having a determined effort, that 2005 will have that extra 'sparkle' when she works the railtour later in the year. Please let Maurice Burns know if you can attend for the week, or a few days, as accommodation is a problem.

REPLICA WORKS PLATES FOR SALE

The Group is now able to offer replica works plates in brass, supplied as CAST from the foundry, i.e. they will need polishing etc, for the Group's engines as follows:

1. Large cabside plates measuring 24" x 15" as carried by P3 2392 and T2 2238. The plates read "North Eastern Railway (1880. number in centre), and Darlington Works 188x". Price will be £15-20 each.

2. Smokebox worksplate as carried by our K1 2005. These plates, measuring 13" x 5½" are of the distinguished North British Locomotive Company Ltd., and are diamond-shaped. They will cost approximately £3 each.

Orders, which must be accompanied by a deposit of £15 for 2238 and 2392 plates, and £3 for 2005 plates, can be sent to Maurice Burns. Last date for orders is August 31st 1978.

11th ANNUAL GENERAL MEETING, MAY 19th 1978

As is customary, the AGM was held in Room 36 of the Central Station, Newcastle upon Tyne, and this year there was a slight drop in attendance, 42 members being present.

One notable absentee was our Chairman, Ian Storey, who was unavoidably detained at home, and other apologies came from Chris Lawson, Peter Proud, John Richardson, Ken Saunders, and Peter Wrigglesworth, all of whom live relatively distant from Tyneside.

The formal part of the proceedings were dealt with expeditiously by John Hunt, who took the chair, and as most reports had appeared in the April Newsletter, these were received with comment, though one or two pieces of more up to date information were given by the officers concerned.

The Treasurer reported a healthy financial position and our three accounts are well in the 'black':

Ordinary Account: total £2,743.23

Sales Account: total £3,230.86

Loco Maintenance: total £1,408.81

In addition we have £3,450 worth of tubes and rocker bars in stock.

Current membership is about 270, which is rather down on 1977, but attempts are now being made to retain the membership of over 60 persons who have failed to renew in 1978.

The only motion discussed was one presented by the Committee relating to acceptance of the N.R.M. Q7 loco on the terms set out in the April Newsletter. This was agreed unanimously.

As has been the practice in recent years, the elections were not marked by any dissention or contention. In fact, all officers and Committee were re-elected except for John Richardson, who was relinquishing the Treasurership after ten years, and Peter Proud and Andy Scott, who are now living in remote parts of the country and isolated from the hub of activities in the North East. All were thanked by Alan Bowman on behalf of members for their services to the Group in the past- and of course, all will be continuing to help us as they are best able in the future.

Peter Robinson has now accepted the combined job of Treasurer and Membership Secretary, Roger Melton is Magazine Editor, and two newcomers to the Committee are Paul Smith and Dave Pennock.

In the 'Any Other Business' section the Secretary provided information on the proposed use of money derived from the W.B. Greenfield Legacy. This is to be used to purchase an NER station seat for positioning near the new storage shed, for a model of the K1 to complete our set of loco models, and for a box van body to house stores. Appropriate commemorative plates are to be attached to these items.

Our Railtour, in conjunction with the A4 Locomotive Society, on 22nd October 1978 was discussed and Andy Scott provided basic information (see separate item). There were also questions about any possible participation in the Liverpool and Manchester 150th Anniversary celebrations in 1980, but no official communications

had come to the Group and it was said that the occasion may be only a Midland/L.M.S. affair.

At the end of the AGM John Hunt launched the Q7 appeal and started the ball rolling by passing a donation to the Treasurer, followed by other officers and committee members. It was later announced that over £50 had been received (so we have only £2950 to go!). The usual raffle was held and Maurice Burns showed films of 1977 highlights, including the Q6 on an eight coach special on the N.Y.M.R., together with shots of the 1977 open day. So all ended happily, but perhaps the main point to come out, and one stressed by John Hunt, was the vital need to complete the construction of the storage shed this summer. So the call is 'everyone turn up on Sundays to get this job finished'.

'THE MOORLANDER'

Brief mention of NELPG's steam railtour for 1978 was made in the April and February Newsletters; arrangements have now been resolved and it is possible to give full details of what is possibly the most exciting railtour we have run.

This year's tour, 'The Moorlander', is being run jointly with the A4 Locomotive Preservation Society, and will take place on Sunday 22nd October. The proposal is to run a circular tour from Middlesbrough and Newcastle to Carlisle and then southwards via the Settle and Carlisle route to Leeds and back via Northallerton to Middlesbrough and Newcastle again. Two steam engines will be used for different parts of the tour, Class A4 No.4498, 'Sir Nigel Gresley' and our own Class K1 No. 2005.

This year, as many members will already know, BR have experimentally opened the Settle and Carlisle line for use by steam hauled specials, and 'The Moorlander' will be the last of this year's tours over the line. It will also be the only steam hauled tour of 1978 from the North East. To make the tour equally attractive to passengers from Teesside, Tyneside, and points in between, 2005 will work the train from Middlesbrough to Newcastle twice - at the beginning and the end of the journey. Thus passengers joining and leaving at Middlesbrough will travel behind 2005 in the morning to Newcastle whilst those boarding at Newcastle as the K1 hands over to diesel power in the morning will get the chance of steam haulage up the Durham coast in the evening. Your seat will be reserved at the same price no matter at which station you board or alight, so if you are a K1 fan it will be possible for you to board at Middlesbrough in the morning and leave at Newcastle in the evening, and hence experience a second steam hauled trip up the coast. The train will also stop to pick-up and set down at Stockton, Hartlepool, and Sunderland.

The high point of the tour, however, will be the steam hauled journey behind 'Sir Nigel Gresley' via the Midland Railway's splendidly scenic route from Carlisle, over Ais Gill to Settle and Leeds. A trip over this route behind steam must be one of the ultimate experiences for the British railway enthusiast. The sight and sound of the engine as the gradients are surmounted, the incredible engineering displayed in immense viaducts and tunnels, and the fabulous scenery as the line passes from valley to valley as it crosses the Pennines, make this trip a must for everyone.

Full details of the arrangements are given on the booking form enclosed with this Newsletter. A second booking form is enclosed for you to pass on to a friend. If you can use more booking forms or can display a poster, please contact Roger Melton, who will gladly make publicity material available. As

usual, we can only afford so much publicity, and rely on the help of members to spread the word as much as possible.

The future of railtours from the North East involving the Group's engines is, as usual, a little hazy, and projects for forthcoming years depend on future BR policy, and, to a great extent on the continued success of the tour tours we operate now. This year, as ever, the proposed railtour represents very good value for money, with two engines and an exciting route, for less than £10, so book now, and, better still, persuade your friends to come too!

TRAIN 9X31, 7th April 1978

J. L. NEW

Monday April 3rd saw four members again heading for the York Museum to work on an engine in the Leeman Road annexe. The purpose of this trip, however, was not to work on the P3, but as a preliminary to acquiring the N.R.M.'s Q7 on loan for restoration by ourselves. The work of the night was concerned with checking and filling the lubricators, and ensuring that all the other fittings were secure before the journey north as part of train 9X31 on Friday April 7th. That this task was necessary was proven by the fact that the oil boxes were contaminated by water, and one oil feed pipe was very loose.

Friday soon came, and a dull frosty morning it was as I reported to the annexe to begin a day with the Q7. She had been moved into the locomotive yard near to the museum, and stood in the company of two brake vans and D5500, the N.R.M.'s preserved class 31 diesel, which was also on its way north to the NYMR, and was due to haul the train. Having checked the Q7 again and warmed up the class 31 we were ready to depart promptly at the booked time of 08:40. Although I had intended to ride on 63460 the warmth of the brake-van prevailed. As we rolled up the main line to Tollerton (our first scheduled stop) photographers were much in evidence, one getting the contrast, on cine, between a pre-grouping steam loco, one of BR's first diesel locomotives, and an HST (one of four seen before Tollerton) on test as we passed York Yard North signal box.

Tollerton was reached on time, and a quick check of the axleboxes revealed no signs of any overheating, so we set off once more for Tees-Yard, where the crews were to be changed and the locomotives inspected. On slowing for the approach to Tees-Yard, after an uneventful run, squeaks could be heard from 63460, and on examination in the yard it was found that the two L/H leading axleboxes were running warm. As a precaution the trimmings in all the oil boxes were checked, and the boxes topped up before the next leg of the journey. Whilst in what was in fact Thornaby shed the pair were the centre of attraction and several familiar faces were to be seen, including that of our new driver, an NYMR driver himself, and more photographers.

As we departed from Thornaby the Q7 was hauled through the middle of the shed, in keeping with the best NELPG tradition, and out through Middlesborough to the Esk Valley line. The day having warmed up slightly, Irrode on the engine from Thornaby, and was surprised to find that it rode better than the brake-van. We were stopped in the suburbs of Middlesborough, having lost our allotted path on the single line because of a ten minute delay leaving Thornaby, which illustrates the precise schedule demanded of even a 25 mph freight train. On restarting we roared up the bank through Ormsby and Nunthorpe and realised what the full value of the class 31 will be to the NYMR. On arrival at Battersby D5500 ran round and we awaited the arrival of two DMUs, which, on arrival, gave

the rare sight of three trains in Battersby station. A check here of the axle boxes revealed that they had cooled considerably, due to the fresh supply of oil.

Glaidsdale was the last stop before Grosmont and we had here a half hour wait to cross the DMU, which the 31's crew were booked to catch back to Thornaby! The short run from here to Grosmont passed all too quickly, and the 47 had arrived at last on the NYMR -albeit two hours late on the day- after ten years of negotiating.

Once on the NYMR, D5500's first duty was to shunt the stock and then take the 47 up to Goathland for storage until its new home, the storage shed, is completed and restoration work can begin. As I was waiting to catch the train home, a quick glance back through the tunnel to the loco shed revealed 4767 heading south again and wearing "smoke deflectors" as a result of appearing in a cigarette commercial. Then it was back up the Esk Valley to Middlesbrough and on to Darlington by DMUs, and thence behind a Deltic to York to complete a memorable day.

STEAM VERSUS DIESEL ON THE NYMR: THE GREAT DEBATE

The Editorial published in the last edition of NALPC NEWS has excited a great deal of comment from members. This month we print two articles received from members on the subject, one for the policy adopted, one against.

THE RAILWAY'S VIEW

DEREK HANSON

As recent material in our newsletter indicates, there are strong views held about the possible increased use of diesel power on the NYMR and the consequences for NALPC and other steam locomotive owners.

One point ought to be made clear at the outset. The fact that there are now two main line diesel locomotives on the NYMR with a third possibly coming soon does not necessarily indicate that there will be more diesel operated services. The Feasibility Study made it clear that in order to ensure regular operation of existing diesel services, there ought to be reserve locos and/or diesel units available as stand-bys.

A second point is that diesel services help to lengthen the working lives of steam locomotives, and from a NALPC point of view, when we have all the responsibility of maintenance and servicing, use of our locos at weekends or for peak and special services is enough to cope with. We certainly could not cope with keeping engines in service week in and week out.

It has also to be remembered that the NYMR does not own any of the diesel locos on the line. The future of D5032 after September 1978 is uncertain, and there is no certainty that the class 31 will be a permanent asset either. If D1048 comes, this will only be for a limited period of time, so if one takes into consideration the difficulties of DMU maintenance also, it is clear that future dieselisation of the NYMR is extremely unlikely anyway.

The evidence that is available indicates that visitors do come for the scenery, but that the attraction of steam locos is also a major factor. It is interesting to observe the difference between the one through steam working to Pickering and the diesel turns in terms of the number of passengers carried. Whether mid-week through steam workings in the peak season would attract an increase in visitors remains to be seen, but seems to deserve some research for next year. Figures do show that nearly all passengers boarding at Pickering book

through to Grosmont to have a steam ride for the final part of the trip, whereas a higher proportion of passengers booking at Grosmont just go as far as Goathland. (of course this could indicate a need to have steam at the northern end to induce passengers from Pickering to have round trips.)

In terms of costing, we know only that fuel costs are lowest for DMUs, rather higher for diesel locos, and a good deal higher for steam locos, but we do not yet have an accurate idea of the relative costs of maintenance and for wear and tear on the track. When present fact-finding exercises are completed, we may find rather less difference in operating costs between the three types than is commonly supposed.

How long it will be possible to keep the DMU sets operational is not known, but some NYMR opinion favours their replacement with diesel loco hauled trains, but this would require two locos operating every day in the peak season, and if the DMU sets were sold, the railway would certainly need a further set of BR mark 1 coaches which, at the moment seem to be unobtainable in good condition. As far as steam is concerned, NYMR policy is to keep a small fleet of service locos maintained to a good standard rather than stockpile large locos which are expensive to run and maintain, and which tend to end up "in store" at the end of a headshunt. This means that there may be less variety of motive power on the NYMR than on other preserved lines- a disincentive for the visiting enthusiast- but on the other hand, the NYMR may be in a rather better position to pay for major repairs than some other lines -last year for example, £4000 was allocated to the Deferred Maintenance Fund. The problem facing owners of locos under Historic Agreements, however (and this applies to NELPG) will be in financing heavy repairs out of the mileage payments.

It is for this reason that the present policies of the NYMR may be justified. If locos Nos. 5, 29, 1247, 31 and possibly 20 and 47, and later 6619 are able to do the bread and butter work, then 2005, 2238, and 2392 (together with 4767 and 63460) can be restricted to more limited uses and thus, hopefully, the time when major repairs are due can be deferred.

It should not be forgotten, either, that in 1976 when the drought precluded steam services through to Pickering, the NYMR was entirely dependent on diesel power, and because its resources at that time were so limited it had to hire DMU sets and locos from BR- and it was such heavy unbudgetted expenditure which contributed significantly to that years deficit. To have available sufficient diesel power to cover all the Goathland-Pickering workings at the peak season in case of a recurrence of such conditions is surely essential, particularly in view of the problems associated with oil-firing steam locos.

The NYMR is more than an enthusiasts railway and could never exist in its present form as such. It is now a major tourist attraction and benefits enormously from its association with the National Park and other public bodies such as the Tourist Boards, in terms of the numbers of visitors attracted to the line (as well as from other directly linked economic factors such as grant aid). As a consequence it has to become "professional" in the best sense of that term, by which I mean having the resources to run, in an efficient way, the timetabled services. It seems to the writer that some provision of diesel motive power is vital if the thousands of visitors coming for a ride can expect one irrespective of weather, season or specific conditions. Such motive power should be secondary to steam, certainly, but it should be there.

For someone who is not a "professional" but an enthusiast like myself, then it seems to me that the steam I enjoy on the NYMR is, to some extent at least, subsidised and even based on the LMU and diesel services which have helped to keep the whole 18 mile line viable. In NELPG we have had the slogan "Sales Preserve Steam". Would it be too much of a heresy to have a second- "Diesels Preserve Steam"?

THE STEAM ENTHUSIAST'S VIEW

KEN SAUNDERS

It is right and proper that the attention of the Group's membership should have been drawn to the increasing dependence on the diesel-engine hauled train on the NYMR, as it was in the April 1978 issue of NELPG News. This trend, should it be allowed to be further developed, will in my view considerably lessen the interest of members and potential members in the tasks of restoration and maintenance of the Group's locomotives, and any such trend ought to be resisted at a very early stage.

One sees the day approaching when the locomotives associated with the group are steamed only on "High Days and Holidays"; a view which may seem, on the face of it, alarmist but which is nevertheless the ultimate situation should the present trend continue unchallenged.

It is a sad fact of the railway preservation scene (and this applies particularly to the NYMR) that a high percentage of passengers visit the line and travel on trains merely as something to do and fill in their leisure time. So long as they see steam locos standing about in various stages of restoration their passing interest is satisfied. To see a loco in steam is an added bonus but by no means an essential part of their expectations; conversations with many of the passengers from behind the bar or the corridor trolley reinforce this point. Indeed I recall one occasion when the organiser of a visiting party pointed out to me that the NYMR were wasting money in running those "old engines when diesels are so much cheaper to run"! It was a sobering thought! Up front the P3 was doing great things approaching Beckhole bridge; in earlier times I had spent much time studying the sections of the line where the power and majesty of steam locos in action, and one's deep affection for a particular loco could best be demonstrated, hoping that this would bring more passengers to the line. That organiser, a gentleman who lays on trips to railways all over the country, brought home to me the knowledge that my erstwhile and strongly held views on this topic would have to be re-thought.

How, then, does one, or the Group for that matter, halt and/or reverse this trend away from steam and towards diesel hauled trains? The group is utterly dependent upon the NYMR for somewhere to exercise its locos, and the closeness of the ties between the two organisations are such that a break is virtually impossible. (Since the Group's locomotives are based on arguably the finest preserved line in the country in both economic and scenic terms I would not give any support to such a proposal)

The NYMR appears to have, on the surface at least, the upper hand in any negotiations regarding the use of the Group's locos on the line, and this position (if it exists at all) can only be rectified if more of the senior members of the Group actively seek and hold and use power in the counsels of the NYMR. A stronger voice in those counsels might well put forward the proposal of a minimum mileage clause in the loco hire agreement, or perhaps even for each loco in the Group's ownership or care. A purely speculative proposal at this stage, I admit, but one which our 1978 committee might find worthy of further consideration.

Finally the editorial comment drew attention to the need for sustaining the interest of the volunteer worker, and the impending arrival of the 47 highlights this need. During the 1973/4 close season I recall being involved in organising a steam-up for No.5 and the cast of the then Darlington Theatre pantomime cast. The day was, in some ways, pantomime itself, but it served to remind me that getting one of the Group's locos in steam at a time when volunteer interest was flagging was a certain way of reviving the missing worker's involvement and interest. Our locos must be in use regularly to encourage people to work on them, and policies or publicity put forward by the NYMR propounding decreased usage of steam must be strongly resisted immediately.

