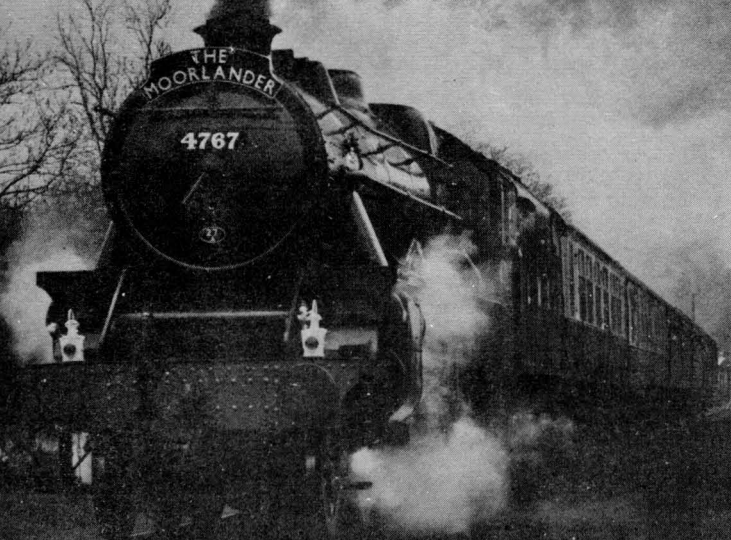


N.E.L.P.G. NEWS



Nº 67
OCTOBER 1978

NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP



Member of the Association of Railway
Preservation Societies

Registered Charity No. 261122

NELPG NEWS NO. 67 OCTOBER 1978

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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Shed: M.S.Burns, D.Hanson, P.E.Smith, J.Whitbread.

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

LNER Class K1 2-6-0 No.2005 (BR Class K1 No.62005) built 1949 donated 1972

ASSOCIATED LOCOMOTIVES

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

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

LMSR 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 Q7 No.63460) - owned by the N.R.M.

Opinions expressed in NELPG NEWS are not necessarily those of the Group as a whole. All rights are reserved.

Dear Member

1979 will probably be remembered as the first year in which the NELPG locomotives did no significant running on the NYMR. The reason for this, of course, is that we have only a limited number of volunteers available, and this year it was decided as a matter of policy to concentrate on building the new storage shed at Grosmont in the hopes of having our engines under at least a roof (even if the walls prove to be beyond our reach this year!) this winter. As reference to past locomotive reports will indicate, however, this has not been the entire story, and a feature of the year has been a frustrating inability on our part to get our engines in the shed to work on them (that is, the repair shed). NELPG are currently caring for half the ex-BR locomotives on the NYMR, if one includes the Q7 and Ian Storey's 4767, and thus all these locomotives are currently being denied use on the line because we cannot get maintenance work done on them. What is especially frustrating is the fact that this year we could have had 2005 and 2238 running despite the major effort we were making on the shed building programme.

As a result of the experiences outlined above, the Group's committee has recently discussed the possibility of putting the K1 (and the P3 when it returns from York) on the service agreement, but this possibility of doing so has been rejected. It is felt that we prefer to retain control of maintenance of the engines, whilst problems would also occur over the question of who would be responsible for maintenance work necessary for use of the engines on railtours. The present system does eliminate such difficulties and for this reason makes it worth persevering with it. It may be that if at some point in the future the Railway Inspectorate introduces, as has been speculated, some form of 'lifing' policy for superheater flue tubes, it will become necessary to ensure that our locos do a fairly high annual mileage, in order to make the investment in the tubes worthwhile, and it may be that under such circumstances we would have to transfer the relevant locos to the service agreement in order to maintain the necessary availability.

NEWSLETTER ADDRESS LABELS

Our thanks are due to those members who answered our appeal for help with addressing the magazine envelopes, but we have now been offered very favourable terms by the company who print the computer labels and have hence decided to continue with these.

THE Q7 APPEAL

We have very kindly been given a genuine A4 chimney cowling to sell in aid of this appeal. Offers are invited, in excess of £50, which should be sent to the secretary, Derek Hanson, by December 31st.

RAILWAY FILMS

We have been sent details of two railway film programmes to be shown at the Tyneside Film Theatre. On Sunday 15th October the Stephenson Locomotive Society are showing "Red For Danger"; tickets are £1.25. On Sunday November 26th the Railway Film Group is presenting "Union Pacific", "Pacific 2-3-1", "Snow", and "The Great Train Robbery (1903)". Tickets are 65p, available from the Tyneside Cinema and the Railway Film Group.

K1 2005

The repainting of 2005 has now been completed thanks to the efforts of Len Clarke who worked solidly for 3½ weeks during the summer, aided by too few members. The result, however, is superb, and the engine looks well turned out. The motion has also been polished and the buffers quartered. On the mechanical side, the loco brake gear overhaul has been completed, this work involving the straightening and rebushing of the brake hangers, renewal of worn pins, and the fitting of new brake blocks. The screw reverse has also been much improved. The B.R. boiler visual exam and mechanical exams were carried out on August 25th in readiness for the railtour. During the course of this examination, the B.R. inspectors insisted that 31 steel rivets (not to be confused with stays) that hold the tubeplate to the wrapper plate needed replacing with copper screwed lacings, due to their corrosion in the fire area. This repair, which was common practice on B.R. days, had not previously been carried out on the NYMR, so a cautious approach was necessary. Firstly copper bar for the repair had to be to a strict specification and was not readily available "off the shelf". However friends at Dinting Railway Centre put us in touch with "friends" at Loughborough who had some bar in stock. They very kindly agreed to sell sufficient bar for the repair, which was duly collected and delivered to Grosmont. At the same time we loaned Loughborough the K1's rocker bar pattern so that they could cast some new firebars for their two B1s - an example of how societies can benefit from close co-operation. At Grosmont, under the supervision of B.R. boilermith Joe Glass, work commenced on the removal of the old steel rivets, tapping the holes, screwing the copper bar and fitting each part. Finally the heads were formed using a windy hammer. These last two sentences don't really do justice to the hard work involved, and a word of thanks is due to all those members who took part, taking many days holiday to complete this work; including one volunteer who screwed all the copper bar during his work lunch hours. A total of 180 man-hours were spent in the K1's firebox. We must also thank Joe Glass and Kim Malyon for their assistance. Through doing this repair, normally carried out by a main works in B.R. days, ourselves, we have learnt yet another skill in keeping our engines in active service.

Subject to a satisfactory examination of the repair by the B.R. inspectors and a steam test, the engine will be in use on the two day Enthusiast Weekend on October 14th/15th, hauling, we believe, the Restaurant Car Express, and will, of course, be ready for its trip of the year on the NELPG's "Moorlander" railtour on October 22nd.

T2 No. 2238

Regrettably the repair to the steam brake cylinder was not satisfactory when subjected to a hydraulic test. Rather than spend more money in patching up the old cylinder, after satisfactory quotes were received for the making of a new wood pattern, casting, and machining, it was decided to go ahead and have a new cylinder made. Initially quotes indicated a total cost of almost £1,000, but by finding some sympathetic companies we hope to have a casting made and machined for about £300. The machining of the cylinder bore formed an interesting problem which has been resolved by help from Mike Satow and Locomotion Enterprises at Springwell Workshops.

Locomotion Enterprises are currently building a working replica of "Rocket" and by a remarkable coincidence the T2's steam brake cylinder, which is 8" diameter x 20" stroke, is the same as Rocket's two cylinders. A rig for machining the three cylinders was therefore devised. It was hoped to fit the new cylinder to the T2 in time for the Enthusiast's Weekend, but this will not now be possible now due to shortage of time.

P3 No. 2392

On display at the National Railway Museum, York.

Q7 No. 63460

In store at Goathland. This engine was the subject of an excellent article in the October edition of the "Railway Magazine" which ended with an appeal. Our sincere thanks go to Ken for this help towards the Q7 appeal. Donations towards our £3,00 target are still required and should be sent to:

The Treasurer, NELPG, Q7 Appeal, 53 West Dene Drive, N. Shields,
Tyne and Wear.

ENGINE CLEANERS REQUIRED!

Volunteers will be required at Thornaby MPD on Saturday afternoon October 21st to help polish 2005 ready for the railtour. All volunteers are asked to report to the foreman's office before entering the shed and not to wander over B.R. property unnecessarily. Please ask for Maurice Burns when you get to the locomotive. In addition, on Sunday anyone not travelling on the train, (few though that will be!) who is able to help is asked to go along to Thornaby on Sunday afternoon, after the K1 has returned from Newcastle, to help prepare the engine for its evening run. Once again, please report to the foreman's office after 2pm and in this instance ask for John Whitbread.

STORAGE SHED TAKES SHAPE.

All the steelwork columns were grouted in during August and the NYMR has assisted by making the site completely level, hiring contractors to do the work. Also 120 tons of stone has been spread on the site to give a sound, dry base on which to work during the winter when fixing the cladding and laying track. The track for the sidings is expected to be moved to the site on the Enthusiast's Weekend, forming a real freight train from Pickering! The NYMR are to organise specific days for laying these important sidings (to relieve shed congestion) and the Group have given the NYMR 100% backing that we will produce as many volunteers as possible on these appointed days. All volunteers please note! Track-laying is an excellent job for those colder autumn days!

WANTED URGENTLY

Scaffolding platform (made up of standard units if possible) approximately 15 feet long by 4 feet wide by 15 feet high. Any firm that would be willing to loan such a platform would make safe the fixing of the shed roof cladding. If any members know of such a company, please contact Maurice Burns.

ORDNANCE SURVEY MAPS

Recently the Ordnance Survey has introduced a new range of 1 : 250,000 (approx. 1 inch to 4 miles) maps which are named the ROUTEMASTER SERIES OF GREAT BRITAIN and are especially useful for the motorist. Nine maps will eventually cover the whole of Great Britain and five of these maps, which feature most of England, are already available at 95p per map. A leaflet describing these maps is enclosed with this issue of NELPG News and we can particularly recommend Sheet No. 5, Northern England, though this only extends as far North as Sunderland and Carlisle.

Copies of the Northern Routemaster Map, together with some of the 1 : 50,000 (approx. 1½ inches to 1 mile) maps covering the North-East and the ever-popular one inch to one mile North York Moors Tourist Map are available from the Group Sales Stall. The 1 : 50,000 maps cost £1.40 each and the newly revised tourist map is £1.20.

For some time the Group has held appointment as Retail Stockists of Ordnance Survey Maps and the full range of these maps is available from John Richardson, C/o Midland Bank Limited, 33 St. Nicholas Street, Scarborough, North Yorkshire, YO11 2HN. Please let John know if you want any of the Ordnance Survey Maps but are uncertain which number you require, as he has catalogues available.

Please help the funds of the Group by, whenever possible, purchasing your Ordnance Survey Maps through the Group.

BOOK REVIEW

DEREK HANSON

Steam Around Britain in the Seventies - L.A. Nixon. (Bradford Barton, £3.95)

Distinguishing features of this book are the informative and knowledgeable captions to the photographs, and the originality of some of the illustrations. I mention the latter point because so many publications contain hackneyed old familiars, and because with relatively few locomotives now in service, it is difficult to find anything new to show. As an example of what I mean, the photo of the P3 on its November 1971 goods workings in the snow is likely to be unfamiliar to most non-NELPG members, and the Q6 hauling a train in which the first coach was a Hull & Barnsley teak vehicle was quite new to me.

The title, however, is not altogether accurate, since quite a number of the photos date from the late sixties, and, of necessity, terminate in the mid-seventies. The other defect, perhaps, is a certain repetitiveness, evident for example in four shots of our K1 on the 1975 Whitby-Battersby workings, but since the K1 has not been among the locos most frequently publicised on such turns, perhaps this is only fair.

The photographer drew most of his preserved line material from the KWVR, The Torbay Steam Railway, and the NYMR, but also shows several other preserved standard and narrow gauge lines, together with locos at large on B.R. The S & D 150 movements to Shildon are deservedly well captured, but the photo that I remember most is of GWR 2-6-2T No. 4588 being coaled at Ashburton in 1971, just before this fine terminus to the DVR was unfortunately abandoned when roadworks entailed a terminus at Buckfastleigh.

The quality of the photos is uniformly good, but NELPG members will no doubt object to the writer's comment that the Q6 "because of its long coupled wheelbase, is unlikely to be seen in regular service on NYMR metals in the future." For all that, the book is certainly worth a close look.

"THE BISHOP TREACY"

N BILL & D PENNOCK.

On Saturday 30th September 1978, two special steam-hauled trains were run on the Settle and Carlisle line, stopping at Appleby in order for the passengers to attend a memorial service for the late, Right Reverend Eric Teacy, MBE, LL.D., former Lord Bishop of Wakefield.

The train starting at Halifax was titled "The Bishop Treacy", and the second train coming from London was titled "The Lord Bishop". Both of these specials were organised by British Rail and the Steam Locomotive Operators Association (SLOA).

It was for "The Bishop Treacy" that SLOA asked NELPG if we could provide two of our members to act as Stewards on the train and at the memorial service, and we both duly volunteered.

To arrive at Halifax in time for an 8.30 am departure meant an early morning start from Durham, and it was a great relief to find a cafe open opposite Halifax Station, where a hearty breakfast was consumed, which was to prove very beneficial during the very long day ahead.

Our train pulled into Halifax Station composed of 13 First Class coaches, including two former ECML Pullman cars, hauled by a class 40 diesel loco and it was also being banked by a second loco of this class, due to the very steep gradient encountered coming into the station. We boarded the train and found our allocated coaches, which were an adjoining First Class Open (FO) and a First Class Corridor (FK).

In each coach we found a folder containing our instructions for the day, and literature to be given to each passenger on boarding, informing them of the programme of events for the day. Our passengers were boarding at Wakefield, Leeds and Keighley, but unfortunately the seat numbering of the FO was different from that of the tickets, so the first technical hitch of the day was encountered, with people sitting in seats which they rightly thought were theirs but in fact were not. However, the ever resourceful Dave soon sorted this problem out and the passengers were guided to their correct seats, where they settled down in readiness for a very memorable day.

On arrival at Leeds our first steam loco of the day, 92220 'Evening Star' was awaiting us and quickly coupled onto the train, drawing the 13 coaches out of Leeds to the great appreciation of the many photographers and tape-recordists thronging Leeds Station. We were given a spirited performance to Hellifield, where the train stopped for water, and to allow those travelling on the train to photograph it, along with 4472 'Flying Scotsman' which was waiting at Hellifield for the 'Lord Bishop' special.

After leaving Hellifield, 'Evening Star' faced a 15 mile climb of 1 in 100 from Settle Junction, over Ribbleshead to Blea Moor Tunnel. Although the performance given on this stretch was awe-inspiring in both sight and sound to

All proceeds from the sale of items on this list will go towards the repair, restoration or maintenance of the Group's four locomotives:-

N.E.R. Class P3 0-6-0 No.2392 (B.R. Class J27 No.65894)
 N.E.R. Class T2 0-8-0 No.2238 (B.R. Class Q6 No.63395)
 N.E.R. Class T3 0-8-0 No.901 (B.R. Class Q7 No.63460)*
 L.N.E.R. Class K1 2-6-0 No.2005 (B.R. Class K1 No.62005)

*On loan from the National Railway Museum, York.

...which are usually on display or in action on the North Yorkshire Moors Rly.

GREETINGS CARDS (with envelopes) 10p each

2392 (Grosmont).....2005 (Grosmont).....5428 (Eller Beck in snow).....

4498 (Philadelphia)..... (All in colour and with 'Greetings' inside).

1979 RAILWAY CALENDERS

'DENNIS' railway calender, 6 views @ 52p

'DALESMAN' railway calender, 11 views @ 88p

CAP BADGES

L.N.E.R. Enginemens' cap badge @ 45p each

N.E.L.P.G. MEMBER'S BADGE

Chrome surround and letters 'NELPG', dark blue enamel background, with pin fixing

ENAMEL BADGES Side view, pin fixing. 36p each.

2392..... 2238..... 2005..... 4767..... 5428.....1247.....

5..... 29..... 63460..... 4472..... 4498.....

STEAM RECORDINGS ON CASSETTE TAPES Produced by Alan Vitty. £2.45 each.

'NORTH EASTERN REVIVAL'- produced by the Group in conjunction with Alan Vitty & Peter Haig. Sounds of the Group's locos, plus 4767, at work on the NYMR and BR. Running time 66 mins. Stereo.

AV1 The Ravensglass & Eskdale Railway. Sounds on the footplate, & from the lineside of all the line's engines

AV2 North East Steam. Classes Q6,A1,B1,J27, & K1 at work on B.R. at Hesledon, Blackhall, York, Laisterdyke & Bedlington. Also features K1, P3 & Lambton tanks on the NYMR.

AV3 Steam North. Classes J27,Q6,K1 in Co. Durham, class 5 & 9F in Lancashire, A4 in Scotland & 'Flying Scotsman' on the Waverley route. Also 'Jubilee' & 'Britannia' classes in the Pennines.

AV4 Steam North Again. A round up of preserved steam on the Esk Valley line, NYMR, Lakeside & Haverthwaite Rly., & K.W.V.R.

COLOUR POSTCARDS (PRESCOTT PICKUP)

ONLY 5p EACH, OR 10 FOR 45p.

North Eastern Railway P3 Class 0-6-0 No.790	.....
London & North Eastern Railway Q6 Class 0-8-0 No.3395	.....
L.N.E.R. A4 Class Pacific No.4498 'SIR NIGEL GRESLEY'	.....
Great Western Railway 'Castle' Class 4-6-0 No.4079 'PENDENNIS CASTLE'	.....
London & North Western Railway No.531 'LADY OF THE LAKE'	.....
Southern Railway 'West Country' Class Pacific No.21C123 'BLACKMORE VALE'	.....
British Railways 9F Class 2-10-0 No.92220 'EVENING STAR'	.....
London, Midland & Scottish Railway 7P Pacific No.6221 'QUEEN ELIZABETH'	.....
Great North of Scotland Railway F Class 4-4-0 No.49 'GORDON HIGHLANDER'	.....
L.N.E.R. D11 Class 4-4-0 No.5506 'BUTLER HENDERSON'	.....
G.W.R. Collett 0-6-0 No.3205 (Preserved on S.V.R.).	.....
Midland Railway 'Johnson Spinner' 4-2-2 No.21	.....
Somerset & Dorset Railway 4-4-0 No.77 (Blue livery)	.....
G.W.R. 'Castle' class 4-6-0 No.4073 'CAERPHILLY CASTLE'	.....
Caledonian Railway 4-2-2 No.123	.....
Southern Railway 'King Arthur' Class 4-6-0 No.783 'SIR GILLEMERE'	.....
B.R. 'King' Class 4-6-0 No.6000 'KING GEORGE V'	.....
M.R. 'Compound' 4-4-0 No.1000	.....
Lancashire & Yorkshire Railway 'Coal Tank' 2-4-2T No.1008	.....
M.R. 'Single' 2-2-2 No.33 (Green livery).	.....
Great Central Railway 11F Class 4-4-0 No.506 'BUTLER HENDERSON'	.....
S.R. 'Schools' Class 4-4-0 No.928 'STOWE'	.....
London & South Western Railway T3 Class No. 563	.....
B.R. 'Battle of Britain' Class 4-6-2 No.34051 'WINSTON CHURCHILL'	.....
G.W.R. 4-4-0 No.3440 'CITY OF TRURO'	.....
G.W.R. 'Castle' Class 4-6-0 No.7029 'CLUN CASTLE'	.....
G.W.R. 'King' Class 4-6-0 No.6018 'KING HENRY VI'	.....
Snowdon Mountain Railway 0-4-2T No.4 'SNOWDEN'	.....
Listowel & Ballybunion Railway 0-3-0 Twin No.1	.....
Talyllyn Railway 0-4-2T No.1 'PAL-Y-LLYN'	.....
Ffestiniog Railway Fairlie articulated locomotive No.3 'EARL OF HERIQUETH'	.....
Isle of Man Railway 2-4-0 No.8 'FEVELLA'	.....
Welshpool & Llanfair Railway No.2 'COURTESY' (ex. G.W.R. No.323)	.....
L.N.E.R. A3 Class Pacific No.4472 'FLYING SCOTSMAN' (as built)	.....
L.N.E.R. A3 Class Pacific No.4472 'FLYING SCOTSMAN' (with 2 tenders)	.....
L.N.E.R. A3 Class Pacific No.4472 'FLYING SCOTSMAN' at Kingswear (not F-F)	.....

NORTH YORKSHIRE MOORS RAILWAY COLOUR POSTCARDS

5p EACH, OR 5 FOR 20p.

Class 5 4-6-0 No.5428 'ERIC TREACY' pounds up to Goathland station with a passenger train on a beautiful summers afternoon	.....
Q6 Class 0-8-0 No.3395 stands at Goathland station, sparkling in the evening sunshine	.....
Ex. Lambton tank No.5 heads a passenger train across the open moorland near Moorgates with a train for Eller Beck	.....
K1 Class 2-6-0 No.2035 poses outside the motive power depot at Grosmont after restoration to apple green livery	.....
M.E.R. Class P3 0-6-0 No.2392 eases out of Grosmont station with a passenger train. Large size postcard, used on front of 'Railway World'	.....

COLOUR PRINTS OF THE S. & D. CAVALCADE

Set of 36 postcard prints depicting each loco in the Cavalcade @ £7.00

BLACK & WHITE PRINTS OF THE S. & D. CAVALCADE

Set of 36 postcard prints depicting each loco in the Cavalcade @ £4.00

COLOUR SLIDES

ONLY 10p EACH, OR 5 FOR 35p!!

5. 3395 rounds the curve at Beckhole on a members' train
7. Portrait of the Q6 in sparkling livery at Grosmont
13. Fully restored to apple green livery, 2005 poses at Grosmont
15. 2005 and 5 double head a five coach train at Green End
16. The K1 makes a determined assault on the slippery gradient at Deviation
18. 2005 eases out of Goathland station. Several preserved freight wagons in the background
20. 2005 rounds the tight curve at Darnholme at the head of four coaches
21. 2005 and 5 double head a 5 coach train on the straight stretch near Green End
22. 29, producing a fine exhaust, sweeps round the curve at Beckhole
23. A newly painted P3 climbs past Green End with a members' train
24. In the low evening sunshine, 2392 crosses the bridge at Moorgates with the last train of the day for Eller Beck
25. 2392 at Darnholme with the 'North Eastern' special
27. An autumn shot of 2392 in a golden landscape near Moorgates
28. 2392 and 29 ease the Royal train into Grosmont on 1st May 1973
29. The Royal train near Moorgates
30. With 29 now leading, the same train at New Bridge on the return trip
31. 5 rounds Darnholme curve with a NELFC special
32. On a brilliant winters morning, 5 leaves Levisham with a mixed train, a scene rarely witnessed by visitors to the line
33. 5428 'ERIC TREACY' at Pickering on a weedkilling train
34. 5428 at Tyseley, her previous home, with 2 other preserved locos
36. A rare action shot of 'MIRVALE' on empty stock at Goathland
38. 44767, in B.R. service, near Giggleswick
40. 3395 comes round the curve at Darnholme with a Goathland train
41. 2392, immaculate after repainting, runs round at Grosmont
42. 29 draws into Goathland station beneath a subsiding exhaust
43. The crossing gates open and 3395 backs on to her train at Grosmont
44. 2392 rounds the curve at Beckhole with suburban stock
45. 5, polished to perfection, takes a breather in the sunshine at Grosmont
46. A rare shot of 'SALMON' in green livery in action at Goathland
47. 2392 thunders up the last few yards to Goathland station
48. 'EUSTACE FORTH', newly painted, in steam at Goathland
49. The rural railway exemplified; 29 crosses the river at Goathland
50. A superb shot of 29 running round at Goathland
51. Classic portrait of 2392 at Grosmont
52. Fine exhaust from 29 on a crowded train at Green End
53. 3395 and 5 pose together at Goathland

SLIDE SETS (3 slides) NOW ONLY 30p EACH!

- A - 2005 at Grosmont, Green End (with No.5) and Whitby
B - 3395 at Grosmont, Darnholme and Elter Beck
C - 2392 at Grosmont, Goathland and Beckhole
D - 5428 at Grosmont, 29 at Green End, and 5 at Levisham

S.&D. 150th Anniversary Cavalcade. £7.00

Set of 35 colour slides 2" sq. 35mm Kodachrome duplicates made by Kodak featuring each locomotive in the cavalcade

RAILWAY BOOKS

Paperbacks:

Waggonways & Early Railways of Northumberland/C.R.Warn. £1.00

Main Line Railways of Northumberland/C.R.Warn. 90p

Rural Branch Lines of Northumberland/C.R.Warn. 75p

Railways of the Northumberland Coalfield/C.R.Warn. 90p

N.E.L.P.G. Locomotive Histories: 20p each, or set of three 50p.

No.1 2392..... No.2 2005..... No.3 2238.....

Hardbacks:

The Bowes Railway/C.Mountford. £3.50 (£2.70 softback)

East Coast Main Line Steam since 1925/K.Hoole. £3.95

North East Branch Lines since 1925/K.Hoole. £4.95

West Coast Border Steam/Peter Robinson. £2.50

ORDNANCE SURVEY MAPS

1:50,000 scale. Still available at £1.15!

88 Tyneside..... 93 Teesside and Darlington.....

1" to 1 mile scale @ £1.20

North Yorkshire Moors Tourist Map.....

1:250,000 scale, NEW 'Routemaster' series @ 95p

5 Northern England.....

N.E.L.P.G. POSTER @ 30p EACH

24"x 16" poster incorporating B & W picture of 2238 used on the front of NELPG NEWS NO.58, with orange lettering and surround

TO ORDER; enter the items required in the spaces provided. Send this order form, with your remittance (made payable to 'N.E.L.P.G. Sales'), which should include the following amounts for postage & packing - 15p on orders up to £1, 30p on orders up to £5 (orders over £5, post free) - to this address:- N.E.L.P.G. Sales, 21 Front Street, Daisy Hill, Sacriston, County Durham DH7 6BL

Please supply to the following address:

.....I enclose remittance of:

both passengers and photographers, (who were out in their hundreds on the lineside) 'Evening Star' was unable to keep up with its booked timings and arrival at Dent for another photo-stop was 20 minutes late. But with time for photos out back here and at Garsdale, our next stop, and with some fast running down from Ais Gill, we arrived virtually on time at Appleby.

Between Skipton and Hellifield all the Stewards attended a meeting with Mr. D. Whelan, Divisional Manager of the London Midland Region, who outlined our duties of crowd control at both the photo-stops and the Memorial Service, where a crowd approaching 2,000 was expected. Our arrival at Appleby was just over an hour prior to the service, and after ensuring that everyone had alighted from the train before it was taken to the sidings, all the Stewards assembled to be shown their duties at the service. The service was being held in the yard to the south of the station and enclosures had been erected for the passengers of each train, the general public, and photographers. We were all taken down to the site by the Chief Steward, Mr D. Auty, who was to give us our positions. When he asked for two strong volunteers we both stepped forward, and found ourselves responsible for assisting Mrs Treacy and members of her family down from the 'Lord Bishop' train. This was to be done by placing a set of steps against her coach once it had stopped at the site, and assisting her down them. This was to prove a critical moment in the operations as they were a very steep set of steps with a drop of six feet from the coach doorway down to the ground, and if the elderly lady was to tumble down these it would have been very embarrassing for all concerned, so NELPG once more found its members at the forefront.

Next to call at Appleby were the 'up' and 'down' daytime Glasgow - Nottingham trains, both remnants of the "Thames-Clyde Express" which ceased in 1975 and which provided so much material for Eric Treacey's camera. Many of their passengers looked inquisitively at the busy station yard of this usually quiet country town.

After a brief lull "The Lord Bishop" arrived behind 'Flying Scotsman'. Whilst its passengers alighted, 4472 departed light engine bound for Carlisle. This was to enable turning and servicing to be carried out. 'Evening Star' was quickly substituted and upon being given the all-clear slowly reversed its train. On arrival adjacent to the site Mrs Treacy and family were able to gain direct access to the Memorial Service. With NELPG assistance the VIP guests made light work of those steep steps. With Eric's 'last' engine providing a backcloth for the service, the assembled crowd paid tribute to the "Railway Bishop".

After the service Mrs Treacy unveiled a plaque on Appleby Station in memory of her husband and his work. She then boarded the 'Lord Bishop' special and once more travelled behind 'Evening Star' on its journey to Armthwaite. At this point, as Stewards, we were grateful of some spare time before our return journey and went into the town centre for refreshment.

In the reverse direction 'The Lord Bishop' was to be hauled from Armthwaite to Hellifield behind Merchant Navy Pacific 35028 'Clan Line'. Hence, on returning to Appleby Station we felt that a photograph of its departure was a must. As expected 35028 arrived to pick up passengers for the return journey and at this point the crew took the opportunity to fill up with water from a specially provided road tanker, and to trim the coal.

Departure from Appleby was swift and sure, the evening sun catching the pacific as she pulled away, making our photos that much better.

'The Bishop Treacy', our own train, was the next to enter the station, hauled by 'Flying Scotsman'. Soon the carriages were filled and we had the right of way. Our climb to Ais Gill summit was steady rather than spectacular but once over the top the A3 readily accelerated and showed her paces through Garsdale and Dent. The many evening photographers were able to capture Scotsman in the last of the day's sunshine, a fine sight.

Soon we were into Blea Moor Tunnel and there were problems in the restaurant car - no lighting! The unfortunate diners were truly in the dark about the menu! Candles were quickly obtained and the emergency overcame. Nigel, however, had worse problems. Not only was his carriage lighting defective, but the steam heating was not working. Cold, and in the dark, his passengers just had to grin and bear it.

After a short stop at Ribbleshead we continued our descent from Ais Gill arriving at Hellifield well behind time. This late arrival lost us our path into Leeds and we had to wait for a following express to pass before we could exchange engines. Then, with 'Glan Line' in charge we proceeded to Leeds behind our final steam engine of the day. After reversal at Leeds our train retraced the morning route from Halifax behind a class 40 diesel locomotive.

Halifax Station seemed rather cold at 11.15 pm and we both felt rather tired after a long day. The prospect of a two-hour car journey back to Durham chilled us even further, but somehow, after the warmth shown to Eric Treacy we wouldn't have swapped our places on that train.

NEWS FROM THE LINE

The proposed timetable for 1979 was released for comment in the early part of August and is now finalised. A new feature for next year is the introduction of four steam departures from Pickering during the month of August on every day except Saturdays, there being two through steam workings on these days. The early and late season diesel services remain much as now while the Monday to Friday services will include eight departures from each end of the line with a mixture of steam and diesel workings. One notable feature is the regular hourly departure from Pickering and Grosmont so that passengers will have less to understand. It is said that 1979 will show a significant increase in the proportion of steam haulage on the NYMR, and the General Manager has indicated that it is his intention to increase this still further in future years.

The winter work programme this year once more involves a considerable amount of resleeping between Grosmont and Goathland, together with a number of other locations on the line. Levisham loop is to be extended to hold a ten coach train and two locomotives, and High Mill level crossing is to an open crossing with flashing lights. Permanent way trains from Pickering will be hauled by D1048 'Western Lady'. Footplate access will be strictly controlled and a raffle will be held on the outward journey the winner of which will be able to ride on the footplate on the way back.

SALES REPORT

A sales list and order form is enclosed with this newsletter. New items include the NELPG Poster and Member's Badge, and the high quality 1979 railway calenders from Dalesman and Dennis. Items now in very short supply are the colour slide, black and white print, and colour print sets of the Shildon cavalcade.

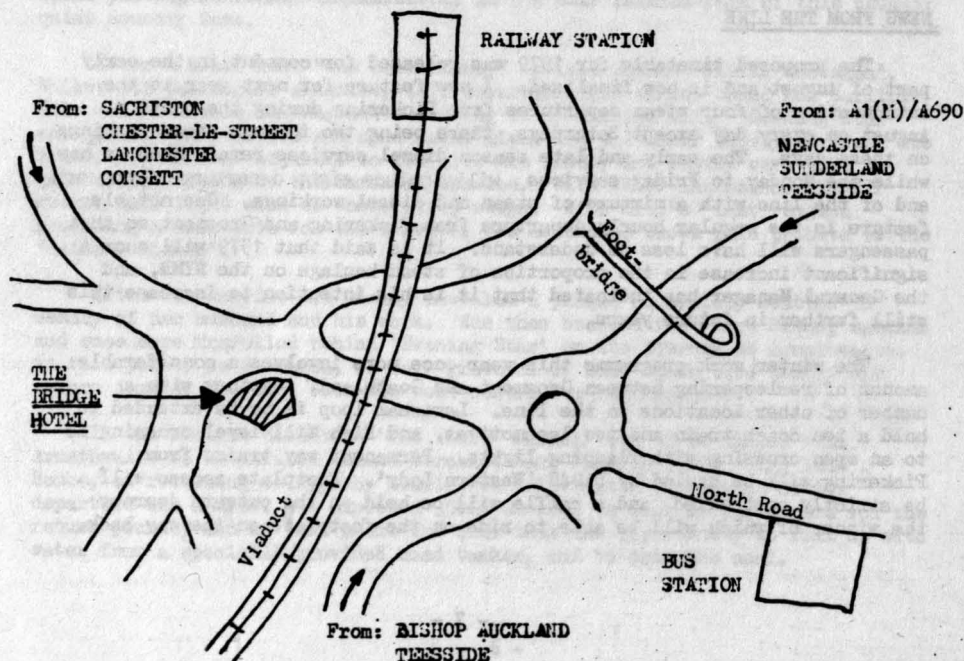
The second edition of 'North Eastern Revival' is now scheduled for publication in early 1979 to coincide with a proposed N.E.L.P.G. exhibition in the National Railway Museum at York, and two railtours behind the K1.

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CHANGE OF MEETING VENUE

The suggested change of venue becomes fact on Friday 20th October, when instead of meeting at the Bridge Hotel in Newcastle, we move to the Bridge Hotel in Durham City. A show of hands at the well attended September meeting in Newcastle indicated a divided view on the proposed move, so this is an experimental move, which will only be made permanent if the Durham meetings are well attended. Alternate meetings will of course continue to be held in Room 36 of the Central Station in Newcastle.

The October meeting is to be held in the upstairs lounge of the Bridge, where the atmosphere is ideal for an informal members' slide evening, so come along and help make the new venue a success. The Bridge is within easy walking distance of both the railway station and the bus station, and is situated at the western end of Durham City's 'through road'. The location is shown in the sketch map reproduced below:-



COMING EVENTS

Saturday and Sunday 14th/15th October 1978:

N.Y.M.R. "AUTUMN STEAM GALA" between Gossmont and Pickering. 5, 20, 31, 1247 and 2005 hoped to be in steam and working trains, including a freight train. Also D5032, D5500 AND D1048 'WESTERN LADY' expected in traffic!

Friday 20th October 1978 at 7.30 p.m. in the Bridge Hotel, DURHAM CITY.

"MEMBERS' SLIDE EVENING" - an invitation to all those members who are 'hiding their light under a bushel' to show a selection of their best slides, but if you are coming along note the new venue! All railtour stewards are requested to attend for briefing.

Sunday 22nd October 1978:

"THE MOORLANDER" - the N.E.L.P.G./A4 L.S. railtour from Middlesbrough d. 07.52

Sunday 29th October 1978:

"MEMBERS' FREE RIDE DAY" on the N.Y.M.R. Both N.Y.M.R. AND N.E.L.P.G. members will be welcome to ride over the full length of the line without charge.

Friday 17th November 1978 at 7.30 p.m. in Room 36, Central Station, Newcastle-upon-Tyne:

"THE DART VALLEY AND TORBAY STEAM RAILWAYS" - an illustrated lecture by Mr. Bernard Warr (new General Manager of the N.Y.M.R.). A colourful insight to Devon's G.W.R. oases.

Friday 15th December 1978 at 7.30 p.m. (venue to be announced in the December NELPG NEWS and on local radio).

"GRAND CHRISTMAS EXTRAVAGANZA" - the now traditional auction, raffle, sales, slide auction, food and drink!

Friday 19th January 1979 in Room 36, Central Station, Newcastle-upon-Tyne.

"RAILWAY QUIZ - N.E.L.P.G. v R.C.T.S." - will the Group avenge their narrow defeat of 12 months ago?

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COVER PHOTOGRAPHS

Front: The title of the Group's railtour borne by 4767, seen here storming towards Esk Valley at Easter 1976. (photo-John Hunt)

Back (top): Typical of Settle & Carlisle scenery in the high Pennines this view depicts Dent Head viaduct with 45593 'KOLHAPUR' crossing with a Leeds - Glasgow train in 1966 (photo-Maurice Burns)

Back (bottom): 1247 heads purposefully past Green End with a morning train to Goathland in 1976 (photo-John Hunt)

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A4 CHIMNEY FOR SALE

A chimney cowl from A4 Pacific No.60024 'KINGFISHER' is being offered for sale in aid of the 'Q7 RESTORATION FUND'. Made from copper, but unrestored, it is not so heavy as the cast iron counterpart and could be collected on a car roof-rack. Location is on Teesside. Highest offer over £50 received before 31.12.78 will secure. Enquiries or offers should be made to Maurice Burns.

