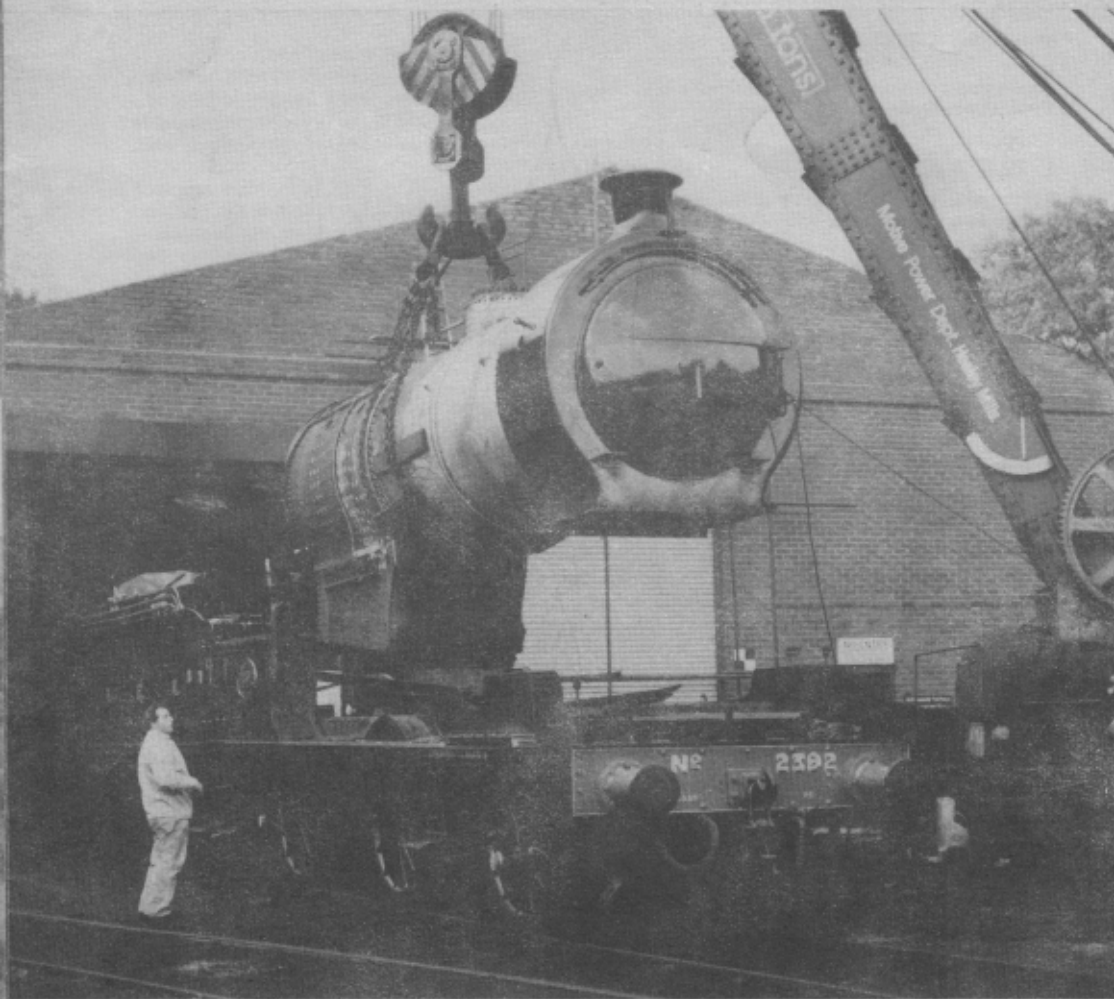


N.E.L.P.G. NEWS



NO. 91

OCT. 1982

Dear Member,

It is ironic that the J72 No.69023 should now be the subject of debate within the Group, since 15 years ago efforts were made by members of the then infant N.E.L.P.G. to purchase one of the J72s then in store at Tyne Dock. Indeed, pictures in the Group's collection show the J72, Q6 and J27 standing together inside the old repair shed at Tyne Dock, when initial restoration work was commencing on 65894. That far off initiative was to prove unsuccessful and the fate of the J72s is outlined in this issue's feature article.

Now the Group has a second chance, as it were, to secure the J72 and perhaps this time the opportunity should not be lost. The acquisition of this N.E.R. design is certainly compatible with the aims and constitution of the Group, but before members vote on the issue on 19th November, a number of pertinent questions will need to be answered.

Not least is the purchase price of the locomotive which will no doubt be the subject of delicate negotiation. In the past two years the asking price may have been too high since it is not too long ago that the engine was put up for a much publicised auction but was withdrawn from the sale after failing to realise the reserve price.

Secondly, assuming an attractive price can be agreed, can the Group afford it? whilst the Group's funds are healthy these financial resources have always been intended to not only cover routine maintenance and overhaul costs, but also to act as an insurance in the event of something untoward occurring. It is imperative, therefore, that the diverting of these hard earned funds be weighed very carefully against the future maintenance costs to be incurred by the Group's existing locomotive fleet. Naturally the financial aspects of the proposal are uppermost in the Committee's thoughts and the financial feasibility will be debated in detail at the E.G.M.

Thirdly, notwithstanding the aims of the Group, can the purchase of the locomotive be justified in terms of its usefulness to the Group and the N.Y.M.R.? It is wholly unsuitable for anything other than low season workings, special trains or double heading with other locomotives, yet it will need to be maintained, serviced and accommodated just the same as any other engine in the Group's care, no matter what use it might ultimately be put to. On the return of 4767 there will be no spare space in Deviation shed and one more locomotive inevitably means a further dilution of the Group's volunteer effort at a time when other locomotives, such as the Q7, are more worthy recipients of the Group's attention. On the other hand, the J72 requires relatively little work doing to it before it can be steamed, and despite its limited use would nevertheless be an asset to the Group and another important attraction on the N.Y.M.R.

No doubt there will be those who will argue for the J72 and those who will argue against, but if the price is right, the Group can afford it and its acquisition does not prejudice the furtherance of the Group's aims or its existing and future commitments, then it would seem appropriate to turn the clock back 15 years and this time make sure!

--oo0oo--

LOCOMOTIVE REPORT

P3 N6.2392

The boiler lift took place at the end of August, using the 45 ton steam crane. Because the shed 'boiler park' is still full, being occupied by 5428 and 6619, the P3 boiler is temporarily accommodated on the Lowmac wagon. This will enable the boiler to be moved down to the repair shed whenever compressed air or water is required.

In, the meantime work progresses on the general overhaul and the firebox mouthpiece rivets have already been burnt out prior to rerivetting by experts from the Severn Valley Railway. The boiler tubes are on order and are expected to arrive during the week commencing 1st November. Work has also started to remove the brake rigging and springs to enable the frames to be lifted in order to facilitate examination of the brasses and axleboxes.

Work outstanding on the P3 overhaul is as follows:-

Mechanical

1. RH slide bar to remove for machining.
2. Pistons and valves to measure for rings. Problem of piston gland to be resolved.
3. Bores to be checked to see if machining is required.
4. Remetal RH crosshead, bed-in and align motion bar.
5. Split engine and tender and repair pins.
6. Engine lift to examine axleboxes and fit new pads.
7. All springs to overhaul.
8. Sanding gear to be overhauled.
9. Big ehds and side rod brasses to examine (side rods are as new).
10. water test tender to check platemwork (coal shute possibly to replete).
11. Overhaul brake gear.
12. Buffer beam may have to be removed for repair.

Boiler

1. Ream out firebox mouthpiece rivet holes and measure up. Fit and flog up bolts (alternate rivets). Drill and burn out other rivets and ream holes.
2. Inside and outside seams to plates to be recaulked.
3. Tubeplate to dress up and holes to clean.
4. Tubes to anneal and. fit into boiler.
5. Tubes to expand and bead over.
6. Smokebox to plate.
7. Fit all plugs and blanks and hydraulic test.
8. Refit boiler into frames.
9. New lagging to order and fit.
10. All cab fittings to overhaul and re-fit.
11. All glands to pack.
12. Steam test.

The work outlined above is relatively straightforward and is already progressing well. However, unlike the recent overhaul of the K1, no deadline has been set for the completion of the P3. It is hoped that 2392 will return to traffic during 1983 but exactly when will depend on the successful preparation of the K1 for its B.R. outings in the New Year, and to the number of members who can support the working parties.

T2 NO.2238

Following its exertions during virtually the whole of the N.Y.M.R. season, when it amassed approximately 5,000 miles, the T2 finally succumbed to the inevitable at the end of August and is now withdrawn from traffic pending a major boiler overhaul. The locomotive will be maintained as a static exhibit in Deviation shed until such time as work can be commenced.

K1 NO.2005

The K1 completed its N.Y.M.R. season on 1st October, having run about 4,500 miles this year. As a result much work is required before the engine can fulfil its main line obligations in 1983.

Already the valve gear has been dismantled and sent to Ian Storey for rebushing and crosshead attention. The piston valves have been removed for which new piston rings are required. The S.V.R. contractors may machine the piston valve bores and supply new piston valve heads, which the machining will make necessary.

The boiler has been washed out and the firebox and smokebox tubeplates cleaned, ready for inspection by B.R. Also, the dome cover has been removed to enable investigations to be made into boiler water loss and steam blowing by the regulator. The firebars have been removed to facilitate repairs to the bulging ashpan.

A hard season of running on the N.Y.M.R. and the need to meet the high standards demanded by the B.R. and insurance company inspectorates, has meant that a tremendous amount of work is outstanding on the K1. Although a good start has been made, the magnitude of the task is shown by the list of jobs remaining:-

Mechanical

1. Valve gear to rebush. Die blocks, piston valve glands and crosshead to re-metal.
2. Bush in rear piston valve cover to be rebushed.
3. Valves to be set by Bill Harvey (over Christmas holiday period).
4. Pistons to remove for fitting of new rings.
5. Rear side rod caps to renew.
6. Two plugs to fit to axlebox tops.
7. Steam brake cylinder piston to remove and measure rings.
8. Front safety link pins to burn out and renew.
9. Split engine and tender.

Boiler

1. Copper lacing required in rear seams (approx. 12). Alternate rivets to be marked up, drilled and burnt out.
2. Regulator blow-by to be investigated and cured.
3. Safety valve springs to renew.
4. Water gauge columns to be overhauled and repacked.
5. Ashpan side plates to be cut out and new plates welded in.
6. Firebar gap to be investigated.
7. Adjust ashpan linkage (cut rods and reweld), lubricate pins and make new operating handle.
8. Repair sanding system and readjust operating handle.
9. Repair cab pipework leaks.
10. Clean pressure and vacuum gauges and renew glass where necessary.

11. Renew injector cones and c/lack seats.

Miscellaneous

1. Repair leak in tender platework.
2. Renew cab floor.
3. Driver and fireman's seats to reupholster.
4. Platework on cab backplate to repair.
5. Renew engine/tender water hoses with high pressure hose.
6. Repair steam leak from cylinder oil feed on LH side of running plate.
7. Remake tender water filter joints to stop leak.
8. Complete steam generator.

All work on the boiler and valve gear MUST be completed by Christmas so that not only can Bill Harvey set the valves but work will be on schedule for the B.R. examination in mid January. If the work is NOT complete two weeks prior to the exam, then the K1's appearance on the main line on 5th February 1983 will be in doubt.

5MT NO.4767 GEORGE STEPHENSON

Ian Storey's small, but dedicated, team continues 4767's overhaul at Carnforth and good progress is being made. The smokebox repairs involving the replating of the bottom third of the smokebox are complete. On the firebox a leaking washout plug patch has been satisfactorily welded up and a foundation ring rivet removed for replacement. Sand blasting of the boiler shell is imminent and this will be followed by protective painting. When these jobs are complete, the boiler will be ready for replacing in the frames.

On the mechanical side, the loose cylinder bolts have been replaced and the replating of the drag box is complete. Axlebox liners have been removed for the welding on of new manganese strips. In addition the shims will need to be set up to adjust the fore and aft play in the axleboxes. Finally, a new ashpan has been fabricated at Morpeth and awaits transport to Carnforth.

Q7 NO.63460

With priority being given to the K1 and the P3, work on the Q7 is inevitably restricted. However, as on the P3, the firebox mouthpiece rivets have been removed for the S.V.R. experts to renew, and the tender water valve linkage has been repaired. The possibility of shot blasting the tender prior to repainting is currently being investigated..

--oo0oo--

WORKING PARTIES

These will take place EVERY SUNDAY at Grosmont: details of what is happening and when can be obtained from Mike Oliver on Stockton (0642) 604636.

Attendances at working parties, so far, have been good but it is hoped that the onset of winter weather will not deter members from journeying to Grosmont. It is imperative that the momentum on the K1, at least, can be maintained so that the engine can fulfil its B.R. duties in the New Year. To this end, a special working party is to be organised over the long Christmas/New Year holiday period, when the K1 is likely to be moved onto

the main pit in the repair shed. Let Mike Oliver or Maurice Burns know if you will be able to assist over the holiday.

Notwithstanding the paramount need to concentrate manpower on the K1, it is to be hoped that work can continue on both the P3 and the Q7. This will depend entirely on the number of volunteers who turn up; the more that turn up, the more the work that can be undertaken at any one time. It was very heartening to see, on at least one occasion during the year, members working simultaneously on the K1, P3, Q7 and the shed doors, whilst the T2 was in traffic! Such enthusiasm and commitment could not really be bettered and serves as an example to be emulated during the coming months.

--oo0oo--

A HISTORY OF THE J72 CLASS 0-6-0 TANKS

Maurice Burns

The J72 class was designed by Wilson Worsdell and introduced in 1898. Classified E1 by the North Eastern Railway, the design was based on the E class first introduced in 1886 by Thomas Worsdell (elder brother of Wilson) who was Chief Mechanical Engineer of the N.E.R. from 1885 to 1890. One of the significant innovations of Thomas Worsdell, who was incidentally works manager at Crewe, under Webb, and C.M.E. of the Great Eastern Railway prior to his N.E.R. appointment, was the standard North Eastern cab as fitted to the T2, T3 and P3, a vast improvement on the Spartan weatherboards!

Thomas Worsdell's E class 0-6-0T was an extremely handsome design, with 4' -7 $\frac{1}{4}$ " diameter wheels (identical to No.2238), 140 p.s.i. boiler pressure and 16"x 22" cylinders. Between 1886 and 1895 no fewer than 120 engines were built at North Road works, Darlington. These fine locomotives were classified J71 by both the L.N.E.R. and B.R., and the last of the class, No.68233 of West Hartlepool shed, was not withdrawn until 1961 after a working life of 74 years! Thomas Worsdell retired due to ill health and was replaced by his brother Wilson Worsdell in 1890, who held the post for twenty years during which time he introduced the J25, 26 and 27 classes of 0-6-0 tender engines and the T class 0-8-0.

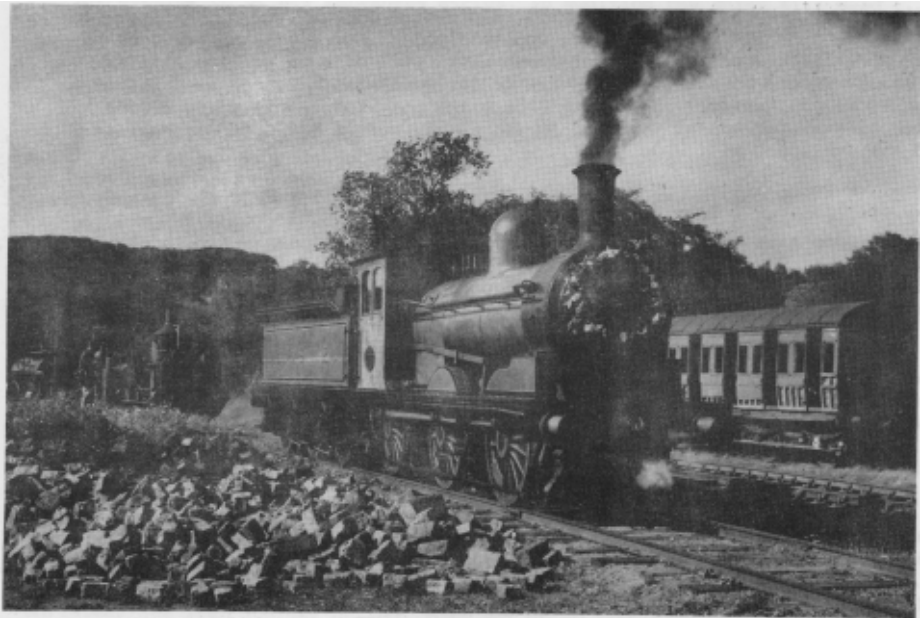
The E class design was slightly modified by Wilson Worsdell the main differences being a reduction in wheel diameter from 4'-7 $\frac{1}{4}$ " to 4'-1 $\frac{1}{4}$ " and the cylinder size being changed to 17"x 24"; boiler pressure was maintained at 140 p.s.i. These alterations resulted in an increase in tractive effort from 12,130 to 16,760 lbs. The new design was classified E1 by the N.E.R., and J72 by the L.N.E.R. and B.R.

The first E1 was outshopped in 1898 from North Road works and within two years twenty locomotives had been built to work alongside the E class. Sir Vincent Raven, who succeeded Wilson Worsdell as C.M.E. in 1910, could not fault the E1 and had twenty more built in 1914, with a further ten in 1920. In 1923, the final year of the N.E.R., another 25 were built by Armstrong Whitworth and Company of Newcastle.

However, this was not the end of this N.E.R. design; Nigel Gresley, couldn't knock any spots off the E1, and the L.N.E.R. built another ten at their Doncaster works, the engines now being classified J72. Incredibly, whilst austerity designs were being produced after the second world war and standardisation was the order of the day, British Railways decided to make history by resurrecting the N.E.R. drawings of 1898 and building a further twenty J72s in 1949 and eight in 1951, bringing the class total to



The J72 0-6-OT No.69023 JOEM pilots U.S.A tank No72 round Mytholmes curve on the K.W.V.R. with a Keighley to Oxenhope train on 29th June 1969. (John Whiteley)



N.E.R. J21 0-6-0 No.876 in steam at Beamish on 14th September 1982; behind are LOCOMOTION, the 1863 Lewin 0-4-0 and a vertical boiler 0-4-0. (Maurice Burns)



No.69023 JOEM in the snow at Oxenhope on 2nd February 1969. (John Whiteley)



A typical 1982 summer scene on the N.Y.M.R. with No.2238 hard at work near Green End during August. Fireman John Wilkinson provides the smoke effects. (Maurice Burns)

113 locomotives. These engines were identical to the originals, including the copper safety valve cover: However, they were given a vacuum brake, steam heating and steam sands, to enable them to be used on passenger stock working, and some of the 1898 built engines were similarly modified. The last J72 was therefore constructed 54 years after the first, a unique record of steam locomotive building under three different ownerships - N.E.R., L.N.E.R., and B.R. - and a tribute to a good design.

They were used in shunting yards, on coal staithes and station pilot duties all over the North Eastern system, but were eventually found further afield at Wrexham (84K) and the Scottish sheds at Kittybrewster (61A), Keith (61C) and Kipps (65E). In B.R. days the locomotives were numbered 68670 - 68754 and 69001 - 69028, the latter being the 1949 - 1951 batch.

With the introduction of diesel shunters in the late 1950s and early 60s all but two of the class had been scrapped by 1964. The two exceptions were 69005 and 69023 which were taken into departmental stock and became Nos. 58 and 59, spending some of their time at Gateshead depot. However, both were withdrawn when steam finished in the North East on 9th September 1967 and they were sent to Tyne Dock shed for storage. Ultimately 69005 was scrapped at aptly named Choppington, but 69023 survived, being privately purchased for preservation by Mr. R. Ainsworth. It was initially moved to the Keighley and Worth Valley Railway, but latterly saw service on the now truncated Derwent Valley Light Railway at York. Following the death of Mr. Ainsworth two years ago, the locomotive has been in store at the National Railway Museum awaiting disposal.

-000-

TECHNICAL SPECIFICATION OF THE J72 CLASS 0-6-0T.

Origin:		Purpose:	Shunting duties
Introduced:	December 1898	Cylinders (2):	17"x 24"
Driving wheel:	4'-1 $\frac{1}{4}$ "	Boiler pressure:	140 p.s.i.
Length:	28'-9 $\frac{3}{4}$ "	Tractive effort:	16,760 lbs
Weight:	38t 12c	Coal capacity:	2 tons
Water capacity:	690 galls	Power classification:	2-F
Designer:	W. Worsdell	Route availability:	2

-o0o-

THE CURRENT SITUATION

The J72 is available for sale, having been awaiting a buyer for the last two years, at a price to be determined. The locomotive was last steamed on the D.V. R. over two years ago and has subsequently been stored. The opportunity has recently arisen to inspect the locomotive's boiler and mechanical condition and the resulting report is as follows:-

Boiler

1. Firebox seams; seam rivets very good with exception of several wasted or countersunk. Rivet heads on inside of firehole door badly wasted. Rivet heads on outside very large.
2. Stays appear good; none broken.

3. Foundation ring rivets appear good
4. Tubes need rebeading.
5. Smokebox patched on bottom half. Door joint adrift from body as is inner angle ring. Support brackets for door dart bar missing.
6. Hole in ejector exhaust pipe in smokebox.
7. Ashpan in good condition, though firebars burnt.
8. All cab fittings intact (N.B. engine has lifting injectors like No. 31; steam sands like the K1; independent vacuum and steam brake; steam heating.).
9. Regulator seized.
10. Bunker appears sound.

Mechanical

1. Rear guard irons missing.
2. Brake gear in good condition, except spring to hold brake blocks off wheels is missing. Steam brake cylinder appears similar to that on T2.
3. Tyre diameter approx. 49" (when new should be 49¾") and profiles seem OK.
4. Axleboxes (no removeable pads) look OK.
5. Eccentrics, big ends and crossheads appear to have average wear but require closer inspection.
6. Side rods have excessive play, especially RH rear which has 1/16" play.
7. Cylinder cocks complete.
8. LH rear and both front sand pipes missing, as are steam pipes to nozzles.
9. 2" steam heating pipe broken.
10. Sand box tops missing (spares are available).
11. Springs appear OK.

In general the locomotive appears to be in quite fair condition; the boiler, built in 1956, is very good, though the smokebox requires some plating. Mechanically the engine is quite well worn, but complete and useable. The repairs required would not be costly in either financial or manpower terms. Some of the missing items may be on the D.V.R.

Further information on the J72 is expected to be available at the Extraordinary General Meeting on Friday 19th November, when members will have the opportunity to ask questions and, ultimately, vote on the acquisition of the engine. Members who are unable to attend the E.G.M. and who may wish to express their views on the proposal to purchase the J72 are asked to write to the Secretary prior to 19th November.

--oo0oo--

DEVIATION SHED REPORT

Work during the shed week, and subsequent efforts have resulted in the ash being dug out of the shed floor, the laying of crushed dolomite, fixing of shuttering to the edge of the floor area and walkways and, finally, concreting. The completion of this essential task is a further step towards making the shed both safe and secure.

The doors, which are substantially complete, are creating problems during windy weather because of their size. It will be necessary to devise a satisfactory method of securing both the top and bottom of the doors, if any structural damage is to be avoided.

Other outstanding work will proceed as and when time and manpower permit.

RAILTOUR REPORT

Subject to final B.R. inspections following completion of the work outlined in the Locomotive Report, the K1 is rostered to work Cumbrian Mountain Pullmans between Carnforth and Hellifield on 5th and 12th February and from Carnforth to Leeds during March.

--oo0oo--

SALES REPORT

Members will find a new sales list - the first for two years! - enclosed with this issue of the NEWS. Of topical interest are the two railway calenders for 1983 which depict both 2005-and 29. Brand new items, not included in the list, comprise the third volume of 'Trains in Trouble', edited by Ken Hoole and a reprint of the 1943 L.N.E.R. Locospotters ABC by Ian Allan.

Volume three of the fascinating 'Trains in Trouble' series is up to the same high standard as the previous volumes and at £1.95 is very good value. So too, is the Ian Allan ABC reprint. With the exception of the back cover, it is an exact copy even of the original 2/- price marking and locomotive photographs, and is now available at 50p. If you require either of these publications please specify, in writing, on the sales list.

Also not included on the sales list is the comprehensive selection of whole plate (6½" x 8½") black and white photographs that depict a wide variety of historical and topical subjects, though the emphasis is on the North East. These photographs are usually available for perusal at Group meetings. Unfortunately, a separate list of subjects cannot be provided.

--oo0oo--

EXTRAORDINARY GENERAL MEETING ON FRIDAY 19TH NOVEMBER 1982

Members will have already been circulated to advise them of the Extraordinary General Meeting to be held on Friday 19th November 1982 in order that they might receive the requisite 28 days notice as laid down in the Group's constitution.. The E.G.M., to discuss and vote on the acquisition by the Group of the J72 No.69023, will be held at 7.30 p.m., prompt, in The Ladle Hotel, Ladgate Lane, Middlesbrough.

As many members as possible are urged to attend this important meeting, but are reminded to bring their valid membership cards without which they will be ineligible to vote. As this promises to be one of the most important meetings in the Group's long and eventful history, a good turn out is expected.

Time permitting, the E.G.M. will be followed by the showing of some railway films.

--oo0oo--

1982 SANTA SPECIALS

The N.Y.M.R. will once again be operating Santa Specials between Grosmont and Goathland, running on the Saturday and Sunday of each of the first three weekends in December. Trains will depart from Grosmont at 11.30, 13.00 and 14.30. Motive power is expected to be No.31 METEOR. Santa's grotto will be on board the train, which is also expected to have refreshments.

The fare is £1,75 for adults AND children though included in this price is a present for each child and a cup of coffee and a mince pie for each adult. Advance booking is essential and prospective passengers should contact the N.Y.M.R. at Pickering station or on Pickering (0751) 72508.

--oo0oo--

DELTIC MANIA

The two privately preserved class 55s, or 'Deltics', No.55009 ALYCIDON and No.55019 ROYAL HIGHLAND FUSILIER were formally handed over by B.R. to the new owners, the Deltic Preservation Society, at a ceremony at Doncaster Works on Friday 20th August, before journeying north behind a class 37 to their new home on the N.Y.M.R. An arrival at Grosmont at dawn did not deter a vast army of Deltic enthusiasts who had come to pay homage from swarming all over the station, the shed and then the locomotives. It was quite an amazing sight for such an early hour in the morning! Everyone, including some diehard steam buffs, were seemingly waiting for that unmistakable Deltic exhaust sound - not to mention the atmospheric pollution - and once a driver had been found they were not to be disappointed! 55019 headed the 10.55 to Pickering and on accelerating past the shed soon obliterated everything in sight for several choking minutes:

Arrival at Pickering was met by a piper of the Royal Highland Fusiliers and there was a reception ceremony. Later in the day 55009 worked a return trip to Pickering, the trains were packed, the Deltic gricers were in their heaven and all was right with the world. No.31 was also working that day but somehow it just got overlooked!

Subsequently the two Deltics have been used on a number of occasions proving, understandably, very popular. The recent Diesel Day on 30th October saw unprecedented scenes, with standing room only on the 55 hauled trains, and with the class 24, 35 and 42 also working, together with the class 14, there wasn't a steam engine to be seen! Rumour has it that next year there is going to be - wait for it - a Steam Day.

--oo0oo--

NEWS FROM THE LINE

Locomotives

- 5 - in store pending overhaul
- 20 - soon to be transferred to the west Somerset Railway
- 29 - in store pending overhaul
- 31 - in traffic
- 841 - in store pending overhaul
- 3180 - in traffic

- 5428 - work proceeds on the tender replating and boiler repairs. Mechanical repairs are now complete.
- 6619 - major progress was made on 17th October when the frames were re-united with the wheels. In addition the blastpipe jumper assembly has been refurbished, the piston valves overhauled and sandbox valve gear repaired. The boiler has been examined by B.R. and pronounced satisfactory, with very little work required. The locomotive may be ready to enter traffic during the 1983 season.
- 75014 - in store pending rebuilding. Most major missing parts have been located and purchased, and now the various non-ferrous fittings are being assembled.
- 80135 - the damaged wheelset sent to B.S.C. for repair is now complete and back at Grosmont. The engine has been lifted to inspect the axle-boxes which have proved to be satisfactory. On the boiler, currently at Bridgnorth, all monel metal stays have been caulked and either renutted or rivetted over, and almost all the firebox foundation ring rivets have been removed.
- 92134 - in store pending rebuilding

Carriage and Wagon

A TSO coach has been successfully tendered for at Nottingham, whilst restoration work proceeds on TSO 8 at Goathland. Fairly extensive welding repairs have been necessary on the ends, and Len Clarke has recently been busy repainting.

The two 'walrus' ballast wagons have been repaired and repainted in black with white handrails. The L.N.E.R. brakevan has had its roof re-canvassed and has been repainted.

Civil Engineering

At Pickering the turntable pit has been repaired and the turntable girders repainted, and a start has been made on repositioning the water tower which, in its present position, is in the way of the proposed new carriage shed.

At Levensham the resignalling is nearly complete and the old crossover is ready to be taken out. It will be removed to New Bridge for installing in the main line in order to give access to the new P.W. yard there. In conjunction with this work the main line will need to be slewed to its old alignment.

Recent working parties, particular mid-week, have off loaded concrete sleepers at Kidstye in Newtondale, have carried out final levelling and packing of the extended headhunt at High Mill, and have been recovering surplus track materials from the lineside as well as cutting back lineside vegetation.

Commercial

Although final figures have yet to be produced it seems that so far passenger journeys are up 10% and revenue up 20% on the corresponding figures for 1981. Every month has shown an increase on last year, with the exception of July. Whilst these increases are up on budget forecasts, they have been swallowed up in higher than expected loco hire charges and higher than anticipated expenditure in the motive power department. Also encouraging is a 10% increase in sales revenue and a staggering 42% increase in catering income, giving an overall increase of 16% on 1981 which is well in line with budget forecasts.

ADVERTISEMENT

WANTED: Any black and white photographs of Percy Main loco shed in British Rail days. If you can help please contact Dave Freeman, 5 Cartington Avenue, Shiremoor, Tyne and Wear.

--oo0oo--

FORTHCOMING EVENTS

Friday 19th November 1982 at 7.30 p.m. in The Ladle Hotel, Ladgate Lane, Middlesbrough. EXTRAORDINARY GENERAL MEETING to discuss the acquisition of the J72 No.69023. To be followed by railway films, time permitting.

Saturdays and Sundays, 4th & 5th, 11th & 12th, 18th & 19th December 1982
STEAM SANTA SPECIALS between Grosmont and Goathland (see article on page 11 for full details).

Friday 17th December 1982 at 7.30 p.m. in the Green Room, Castle Chare Community Arts Centre, Milburngate, Durham City. GRAND CHRISTMAS EXTRAVAGANZA with food, raffle for seasonal prizes, sales and the legendary slide auctions. A festive evening not to be missed.

Friday 21st January 1983 at 7.30 p.m. in The Ladle Hotel, Ladgate Lane, Middlesbrough. BRITISH STEAM AT HOME AND ABROAD by Dr. L.A. Nixon. A much travelled photographer and author of several excellent railway books, Les Nixon's pictures are not only of the highest quality but much admired. There was a full house last time he addressed the Group so make a note of the date and make sure you don't miss this meeting.

Friday 18th February 1983 at 7.30 p.m. in the Green Room, Castle Chare Community Arts Centre, Milburngate, Durham City. THE NATIONAL RAILWAY MUSEUM, PAST, PRESENT AND FUTURE by Dr. J.A. Coiley, Keeper of the Museum. Another star attraction and a welcome return visit by Dr. Coiley whose previous visit was marred by appalling weather and a correspondingly meagre attendance. If you were unable to come along before, here is your chance to make amends.

Friday 18th March 1982 at 7.30 p.m. in The Ladle Hotel, Ladgate Lane, Middlesbrough. WORLD STEAM - PART 2 by Graham McDonald. The Durham audience were treated to part 1 in October, so here is a chance for Teesside members and Durham members wanting a second helping - to see another selection of sound cine film in glorious colour.

--oo0oo--

COVER PHOTOGRAPHS

Front: The 45 ton steam crane, under the watchful eye of acting Shedmaster Roy Haines, removes the boiler from the P3's frames at Grosmont on 29th August 1982 (Maurice Burns).

Back (top): Some of the 62 members and guests who participated on the Pullman luncheon special on 26th September, pose for the camera at Grosmont. Back (bottom): 2005, driven by Terry Newman, leaves Levisham with the Group's special; the Pullmans and the G.W.R. inspection saloon can be seen at the rear of the train (both John Hunt).

