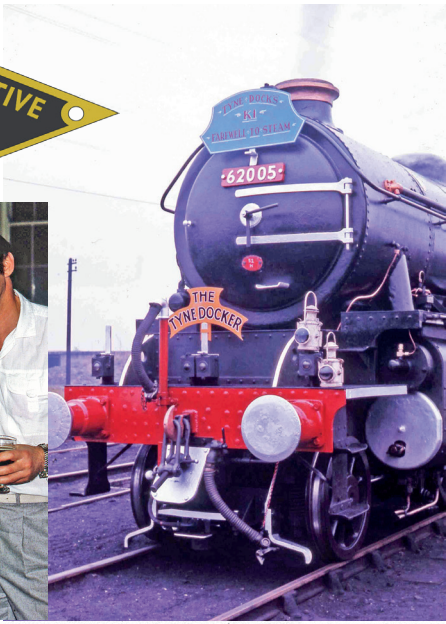
NELPG NEWS

DIAMOND JUBILEE EDITION — No. 355 October 2026

NORTH EASTERN LOCOMOTIVE
1966
DIAMOND JUBILEE
2026
PRESERVATION GROUP









North-East enthusiasts meet to form society

THEY WANT TO SAVE OLD RAILWAY ENGINES

NORTH-EAST railway enthusiasts are forming a new society—the only one of its kind in the North—to buy and preserve steam engines.

About 60 steam engine fans will meet in the Bridge Hotel, Newcastle, on Friday (8.0) to form the North East Locomotive Preservation Society.

The headline that appeared in the Newcastle Evening Chronicle on 26th October 1966.





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.

The NELPG is a company limited by guarantee registered in England and Wales No. 2570979. Registered Charity No. 1002017. VAT Registration No. 602 1185 91.

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

COVER PICTURES

Front: A montage to remind us of the 1966 beginnings; the headline in the Evening Chronicle, the Bridge venue, the three young men of vision – Kevin Hudspeth, Kein Gould and Peter Proud at the 25th anniversary, 65894 in South Dock roundhouse, 63395 coming off the Wearmouth Colliery branch, 62005 at Heaton, and 69023 at Gateshead (John Hunt/Graham Holt/Maurice Burns/Peter Robinson/NELPG Archive) The first two NELPG acquisitions, 65894, sporting the famous 'last day' blue star, and 63395 make a spectacular departure from Goathland on 28th September 2018 (Paul Jameson)

EDITORIAL

by John Hunt

As we commence our Diamond Jubilee year it is interesting to remind ourselves of some of what was happening in the world in October 1966:

- Harold Wilson was Prime Minister
- Other world leaders included Charles de Gaulle and Lyndon B Johnson
- The Vietnam War was ongoing
- England won the football World Cup for the one and only time – so far!
- There was the Aberfan disaster when 116 children and 28 adults died
- In the charts, The Four Tops were at No. 1 with 'Reach out I'll be there'
- The Beach Boys released Good Vibrations
- Newcastle United, with Bobby Robson, were 20th out of 22 in the First Division
- The average house price was £3,558
- The cost of a Ford Cortina was £659
- Petrol was 5s 6d a gallon
- A bottle of Newcastle Brown Ale was 1s 9d

Since then, the world and our way of life have changed dramatically, and not necessarily for the better. One important aspect that has changed was the youthful enthusiasm that drove the embryonic NELPG to achieve such success that marked the early years. Those early pioneers gave us a priceless legacy that we strive to maintain and promote for future generations. However, this is becoming increasingly difficult as, despite the continued enthusiasm, the age profile of those striving to keep the NELPG going, inexorably rises.

Whilst the Diamond Jubilee allows us to reflect on the Group's considerable achievements, and importantly thank those who made it all possible, it also gives us a timely incentive to plan for the longer-term future. Led by the Financial Strategy Committee, we are working on a strategy to encompass where and how we are going in the challenging years that lie ahead.



COPY DATE NELPG NEWS

The copy date for the December 2026 issue of NELPG NEWS is **Friday 13th November 2026**.

LOCOMOTIVE REPORT

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

P3 No. 2392

The P3 was delivered to New Bridge from Embsay on 16th September, engine and tender reunited.



The P3 after arrival from Embsay and reunited with its tender at New Bridge on 17th September. The NELPG working party comprises, from the left, Keith Wiper, Ian Pearson, Sam Wilson, James Wood (kneeling), David Collins, Andy Lowes and Richard Pearson (John Hunt)

The P3 entered NYMR service on Monday 21st September working two return trips from Pickering to Grosmont, was then used over the four days of the NYMR Autumn Steam Gala, then back on the Pickering–Grosmont roster, and is performing well.

Some minor repairs were carried out upon the loco's arrival back to Newbridge and after that the engine was put straight into traffic.

It has just taken a role in the recent NYMR steam gala where it was well received by public and volunteers alike. Having had the privilege of driving it for a round trip, Robson Hewitson reflected that it was nice to have it back 'home'. The engine will stay on the NYMR till the end of October, and during its stay it will work the NELPG members' diner and other regular passenger trains. At the end of October, it will be washed out and sent back to the Yorkshire Dales Railway at Embsay for its Polar Expresses and Christmas running, before returning to Grosmont for winter maintenance.

While in traffic on the NYMR a jobs list for this winter is being compiled to allow us to plan ahead and tackle the work in a reasonable time frame to enable to locomotive to work as much of next year as possible.

Q6 No. 63395

Investigation is ongoing at Leaky Finders to ascertain the extent of work required to overhaul the boiler, as explained by Richard Pearson in his detailed and lucid report in the August NEWS. This issue of the NEWS gives notice of a Special General Meeting to enable members to exercise their vote on the overhaul.

In the meantime, the frames returned from Devon to Pickering on 16th September.



The Q6 frames at New Bridge on 16th September following the long journey from Devon. In the background is the LSWR T3 tender (John Hunt)

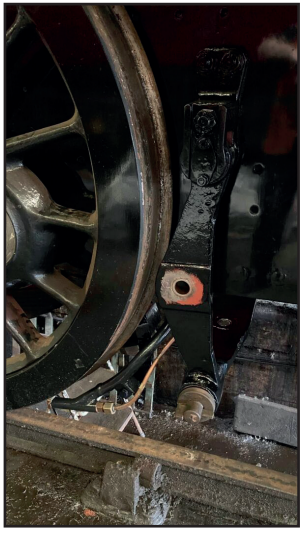
Work has continued on the tender while the return of the engine frames to Grosmont was ongoing. This has seen the coal space needle gunned/wire wheeled and repainting carried out to protect the plate work. The brake gear has continued to be reassembled and hopefully this work will nigh on complete the tender and see it ready to be returned to the engine in the future. I'm sure there will be more work carried out in terms of tidying the paintwork up but that will be done nearer the time to the engine's eventual return to traffic.

The locomotives frames and some items which weren't required by the boiler overhaul contractors have been returned to New Bridge. Most of the loose items (cladding sheets, boiler fittings, firebars) have been collected by van and returned to Grosmont. The frames were towed back to Grosmont on 3rd October and then work on the overhaul of the bottom end can commence in earnest. It is forecast that the frames and wheels will need minimal work and a full detailed assessment will be carried out once they are back in Deviation shed and a plan put together to make sure they are complete for when the boiler returns.

A side project which is happening alongside the Q6 overhaul is a tidy up and sort out of the stores above the workshop in the Deviation shed and the work of our regular Tuesday gang must be commended in tackling this rather large but necessary task.

K1 No. 62005

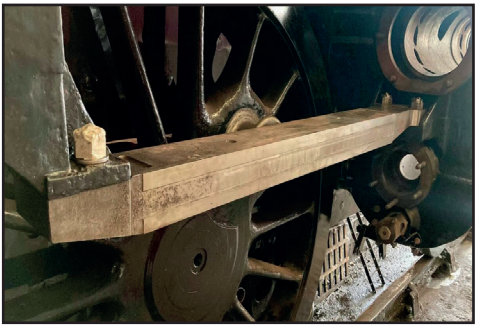
Following a three-week break for the Carnforth regulars the K1 overhaul continues. Since the report in August's NEWS the loco brake hanger top bushes have been replaced as necessary, the hangers adjusted as required, all hangers painted and refitted (along with the tables) with new pins. Final painting of the loco frames and various related components/fittings continues and the preparation and painting of the inside surfaces of the cab has progressed. Wasted areas of the OTMR/TPWS battery box have been replaced and painting of the tender tank top, inner sides and coal space rear bulkhead has been completed. A start has also been made on servicing the brake ejector.







Left to right: refurbished and painted brake hangers, refurbished axlebox lubricator, and refurbished injectors (all Paul Hutchinson)





Left: the troublesome RH crosshead slide bar now accurately fitted.
Right: a new seat for the convenience of the driver! (Paul Hutchinson/Richard Pearson)

Following a meeting with Paul Hutchinson at Carnforth a program has been agreed. On the assumption that the K1 will be required for the commencement if next year's Jacobite at the beginning of April, the overhaul must be complete by the end of March. It is therefore planned that the boiler will be given a hydraulic test on 6th November, followed by a steam test for the insurance company, then the boiler will be put back into the frames in late November or early December. By late January the locomotive should be ready to run around the yard at Carnforth. It is then proposed that the light engine and support coach test run would take place in early March from Carnforth to Keighley. It could then participate in the K&WVR's gala between 18th and 21st March, before returning to Carnforth.

In the meantime, the outstanding work includes the following:

- Valves to be bored/honed
- Valves, pistons and crossheads to be refitted
- Motion to put up
- Brake gear to put up
- Superheater header and elements to fit
- Ashpan to be fitted to firebox
- Boiler insulation and cladding to fit
- Cab and other boiler fittings to refit
- Engine and tender to be painted
- Black box recorder to go away for refurbishment/testing two months before test run including new battery

So, from the beginning of October it is 'all hands to the pumps', so if you want to see the K1 up and running as planned, please come along to Carnforth to help out. Working parties take place on the usual Wednesday–Saturday routine. There is still a lot to do so please join us if you can, even for just one of those days. If you would like to get involved, please let Paul know by text on 07964 988 551 or by e-mail at paul.hutchinson62005@outlook.com. The NELPG company van is available for travel from the Teesside/Darlington area or travelling expenses will be paid from elsewhere. Sleeping accommodation is available in the K1's support coach if required.

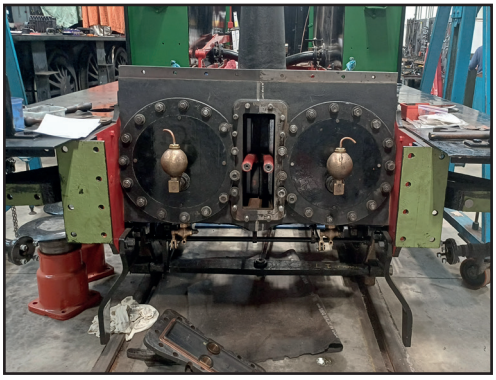
J72 No. 69023

Mechanical Report

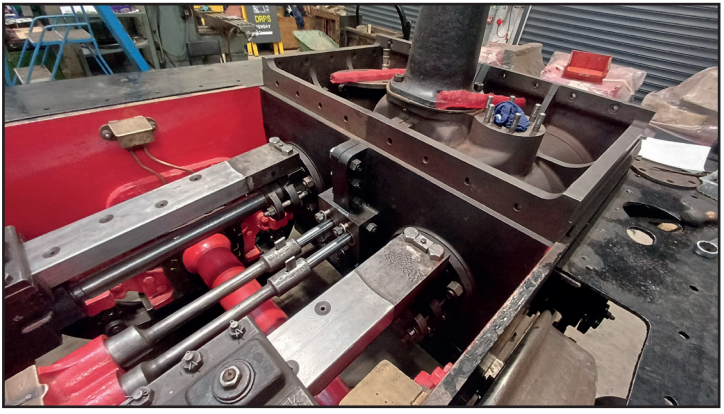
The valve rods and valves have been returned from Daniela Works. These have been trial fitted and the need to turn back some of the welding was identified. Once this was completed the valves were again trial fitted and further minor adjustments are underway.

The J72 overhaul is supported by
The Association for Industrial Archaeolog
Promoting the study, preservation and presentation of Britain's industrial heritage
and by the
NATIONAL HERITAGE MEMORIAL FUND





The valve rods and valves on the left, and refitted into the cylinder block, right (Neal Woods)



View of the refitted valve rods on 27th August (Dave Pennock)

Work is progressing on the trial assembly of the spark arrester and new fine mesh has been purchased; this is to help with fire prevention during the very dry summers that seem to be more common.

Work is continuing on checking the pipe work over and a new section of copper pipe has been obtained for the supply to the steam brake.

A new flange has been machined for the main steam pipe, and we are very grateful to Induction Bending who have donated a length of pipe, complete with material certificates to replace the bottom section of the main steam pipe. Induction Bending supplied the replacement main steam pipe at the last overhaul.

The boiler cladding has been painted by our contractor up to gloss, as parts of this are hard to paint once the boiler is installed in the frames, due to the proximity of the side tanks.

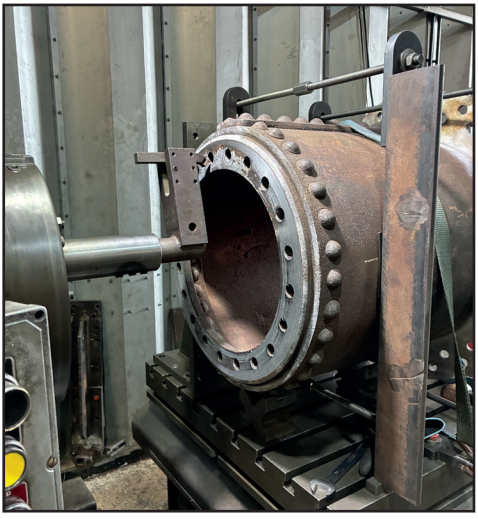



Painting of the boiler cladding sheets, the back of the cab and the splashers (Neal Woods)

Boiler Report

Work is progressing at NESL. The riveting on the foundation ring has been completed and the boiler has been turned over so it is now the correct way up and turned around which has enabled the wash out plug holes to be drilled and tapped. The foundation ring has been seal welded. The reaming and tapping of the stays is now the main focus of attention on the boiler.

The top of the dome where the dome cover attaches was found to be corroded and not particularly flat so this has been skimmed.




Skimming of the top of the dome, and the refurbished dome with repaired flange on the right (Neal Woods)

On 28th September there were about 20 more side stays to make and fit.

NSEL planned to progress the fitting of the dome at the beginning of October. Following that, the palm stays will be progressed, and tubing will follow in due course, with a view to getting water in the boiler in early November, then the official hydraulic test. Completion of the boiler is therefore expected towards the end of the year.





Views of the backplate and LH side of the firebox with staying almost complete on 28th September, and some of the machined copper stays (Neal Woods/Dave Pennock)

J94 No. 68030

Work continues on the dismantling of the locomotive. The eccentrics and rods have been removed, and the eccentrics will be sent to Grosmont for assessment. Both big ends have been split and removed and are currently being cleaned; initial assessment is that they will need white metalling and machining. The painting team are continuing to work on many small components and the water tank. The cab and bunker have been sheeted in to enable a lot of the corrosion to be removed prior to a coat of undercoat being applied. The LHS mechanical lubricator has been removed to enable the oil and grime residue to be removed. Steel has been ordered to enable the manufacture of a full set of spring hanger pins.

WORKING PARTIES

If you wish to volunteer for working parties on our locomotives, they continue, though subject to any instructions in the individual locomotive reports. They are usually held at:

- Grosmont (Q6) on Tuesdays and Wednesdays, 09.00 to 17.00
- Hopetown Darlington to work on the J72 and J94, dates and times to be advised
- Carnforth (K1), Wednesday, Thursday, Friday and Saturday

The relevant contacts are as follows:

- Grosmont: Ian Pearson, 07956 119932
- Hopetown Darlington: Arthur Jenkins, ajenkins4468@gmail.com / 07960 093756 or Neal Woods, 07773 572659
- Carnforth: Paul Hutchinson, paul.hutchinson62005@outlook.com / text on 07964 988551

TREASURER'S REPORT

by Richard Wheeler

Dave Pennock, in his report in this magazine, provides an analysis of potential hire income and repair costs for our locomotives over the next five years. These figures prompted me to analyse the actual figures for the period from January 2017 to the end of August this year. Total income was approximately £2.40 million and expenditure £2.32 million. The principal sources of income were locomotive hire (£885,000), legacies (£661,000), donations, including Patron subscriptions (£427,000) and grants (£164,000). Gift Aid added £115,000 and the return on our investments provided £135,000. The impact of legacies is particularly notable; without this income we would certainly not have been able to fund the overhaul of the J72.

The repair and overhaul of our locomotives accounted for £1.83 million (£751,000 for the K1, £473,000 for the J72, £351,000 for the Q6, £175,000 for the J27, £55,000 for workshop expenses and £25,000 for consumable materials and tools). Insurance cost £170,000 during the period, costs to support mainline operation added £156,000, and printing & postage (largely for NELPG NEWS) cost £75,000.

The predicted costs of returning the Q6 to traffic can be afforded from our current funds and predicted income, but do risk leaving us short of cash for the planned overhaul of the P3. Hire income, especially for the K1, should provide a significant boost during the next couple of years, but we must be mindful of the risks of locomotive breakdown or fire-risk bans on the use of steam locomotives. Donations, including Gift Aid, raised nearly £550,000 in the last ten years. Thanks are due to everyone who contributed. Please keep giving generously.

The K1 earned a total of £1,000,000 between 2012 and 2021. Repairs, operating costs, and expenses accounted for £800,000 but still left a net benefit of £200,000. The latest overhaul has now been in progress for five years and has undoubtedly been protracted by the lack of sufficient volunteers to complete the work more quickly. Nobody should doubt the dedication of those who have been travelling to Carnforth to progress this work, and there is now a concerted effort to get the locomotive back in service next season and earning much needed revenue.



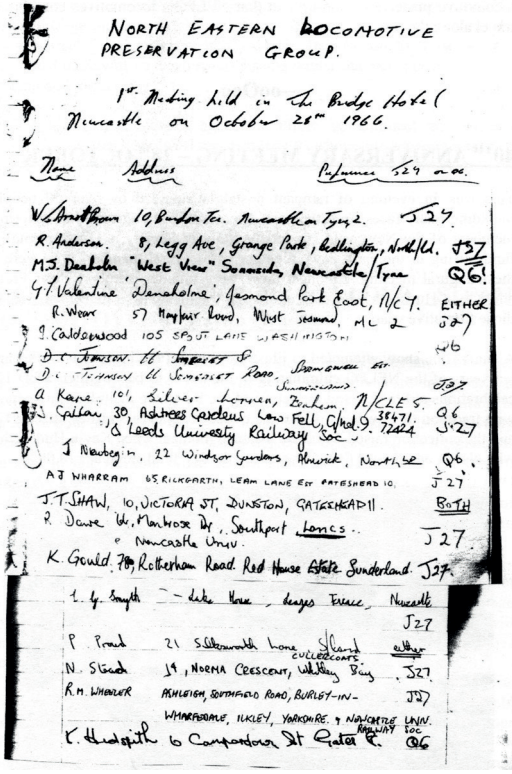
NELPG DIAMOND JUBILEE

The annual members' dining train will run on Saturday 17th October, and is planned to be hauled by the P3, probably with assistance from No. 29.

On the evening of the 24th October John Hunt will be giving a presentation entitled A Marriage of Convenience, at 19.30 till 22.00 in the Kirk Theatre, Pickering. It will tell the story of the NELPG's Diamond Jubilee and the Group's relationship with the NYMR; lots of people pictures from the very early days, with some which are quite amusing, even embarrassing! Details from info@kirktheatre.co.uk.

Over the weekend of 24th/25th October it is has been requested that the P3 will be working both days. Check the NYMR website for confirmation.

On Wednesday 28th October there will be the meeting in the large upstairs room at the Bridge Hotel, from 14.00 'til late. This was the venue for that historic inaugural meeting of the NELPG and below is a copy of the attendance book from that memorable day. There will be a sales stall, picture shows at 15.00, 17.00 and 19.00, and a celebratory cake, Check the NELPG website for last minute updates.


NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP.

1st Meeting held in The Bridge Hotel Newcastle on October 28th 1966.

Name Address Preference J27 or 26

W. Arnott Brown 10, Burdon Ter. Newcastle on Tyne 2. J27
R. Anderson. 8, Legg Ave, Grange Park, Wellington, North/Cl. J27
M.J. Dearden "West View" Seaside, Newcastle/Tyne Q6!
G.T. Valentine 'Dunholme', Jesmond Park East, N/C 7. EITHER
R. Wear 57 Mayfair Road, West Jesmond, NE 2 J27
J. Calderwood 105 SPOUT LANE WASHINGTON Q6
D. C. Jenson 11 Somerset Road, Shawdown Est Jarrow J27
A. Kane 101, Silver Lonnen, Benton, N/CLE 5. Q6
J. Calvert 30, Ashtrees Gardens Low Fell, Gtshd 9. 38471. J27
& Leeds University Railway Soc. 72424
J. Newbegin, 22 Windsor Gardens, Alnwick, Northld Q6
A.J. WHARRAM 65, RICKARTH, LEAM LANE Est GATESHEAD 10. J27
J.T. SHAW, 10, VICTORIA ST, DUNSTON, GATESHEAD 11. BOTH
P. Dowe 66, Manrose Dr., Southport Lancs. J27
& Newcastle Univ.
K. Gould 78, Rotherham Road. Red House Estate. Sunderland. J27.
T. G. Smyth — Duke House, Burgess Terrace, Newcastle J27
P. Pond 21 Silkworth Lane, Silksworth, Sunderland Either
N. Stead 19, NORMA CRESCENT, Whitley Bay J27
R.H. WHEELER ASHLEIGH, SOUTHFIELD ROAD, BURLEY-IN- J27
WHARFEDALE, ILKLEY, YORKSHIRE. & NAVIGATION RAILWAY SOC. UNIV.
R. Hardcastle 6 Compandene St Peters Q6

X-MAS CARDS & 2027 CALENDAR

CHRISTMAS CARDS

We have four new Christmas cards this year, as shown below, and these are available at £5.00 for a pack of four.

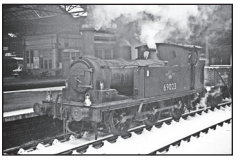





2027 CALENDAR

The 2027 calendar fulfils two roles; it illustrates our four locomotives in BR service and celebrates the 60th anniversary of the end of BR steam in the North East. There are three images of each of our engines; the J27 in York, and South Dock sheds, and climbing Seaton bank; the Q6 at Sunderland, Ryhope and Wearmouth; the K1 at Filey Holiday Camp, Leyburn, and Seghill; the J72 at Newcastle Central, Gateshead and Heaton. The cost of the calendar is £7.50.











NELPG SALES ORDER FORM

Orders should be made to Arthur Jenkins, 14 Deerness Heights, Brandon, County Durham, DH7 8TQ, or order by e-mail to ajenkins4468@gmail.com. Payment can be made to the NELPG account, 40104442, sort code 20-62-09, or cash/cheque To cover postage and packing, please add 10% to your order.

	NUMBER	AMOUNT
Christmas cards pack of 5 at £5.00	☐	☐
2027 calendar at £7.50	☐	☐
Mugs at £9.75each (or £36.00 for 4)		
P3 3392	☐	☐
Q6 63395	☐	☐
K1 62005	☐	☐
J72 69023	☐	☐

Polo shirts at £30.00

green ☐ with VOL ☐ Worksplate logo ☐ S ☐ M ☐

black ☐ without VOL ☐ Diamond logo ☐ L ☐ XL ☐ ☐

Standard pen at £1.50	☐	☐
Stylus pen at £3.50	☐	☐
SUBTOTAL		☐
10% for P&P		☐
TOTAL		☐

NAME: _____

ADDRESS: _____

E-MAIL: _____

NOTICE OF SPECIAL GENERAL MEETING

A Special General Meeting (SGM) will be held, including a postal ballot in advance, on Friday 6th November 2026 at 7.30pm at the 1861 Shed, Whessoe Road, Darlington, DL3 0QT. This is the formal notice. A quorum of 28 members will be required but, following changes to the Articles of Association made at the 2024 Annual General Meeting, the quorum may include those physically present, those presenting themselves by video link and, in addition, those members who have submitted a valid ballot paper, in advance. The meeting will consider the motion set out below. Members planning to attend the meeting should not submit a ballot paper, as their votes will be counted at the meeting. The ballot process allows members who cannot be present to exercise their vote. A ballot paper is included with this copy of NEWS, to allow postal/e-mail voting. The ballot closes at 7.30pm on Tuesday 3rd November 2026, and ballot papers received after that time will not be counted.

You can ask questions before you cast your vote. E-mail (or ask someone on your behalf) your questions to: membership@nelpg,.org.uk with the subject of SGM Ballot Question. Questions must be submitted by 7.30pm on Friday 23rd October 2026, at the latest.

Q6 Expenditure Motion (by ballot) and Explanatory Note
The Board seeks the approval of members, by ballot, for the expenditure, including contingency, of up to £300,000 for the 10-yearly overhaul of the Q6. *The Board recommends adoption of this motion.*

Explanatory Note
As reported in August NEWS, the Board had previously authorised work to replace crown stays in the Q6 firebox, on the basis that the cost would not exceed the £80,000 which is allowed under the Schedule of Authority without seeking membership approval. The crown stay replacement has been completed. Unfortunately, as explained in August NEWS, it is now clear that the only cost-effective way forward is to carry out a full 10-yearly overhaul. Experience with recent boiler repairs has taught us that, until the boiler has been completely dismantled, it is impossible to determine the full costs of repair. Our best estimate of the cost to complete the overhaul, including a new tubeplate, tubes, replacement backhead, new smokebox and door, and a replacement left hand cylinder casting (this latter item subject to confirmation by the Locomotive Committee), and other work on the locomotive chassis, plus contingency, is a further £300,000. Members are asked to approve this further expenditure. If, subsequently, the overhaul is delivered to a lesser amount, any surplus funds will be diverted to the maintenance of our four locomotives. The engine is already partially dismantled and it should be possible to complete the overhaul to return the engine traffic with a new 10-year boiler ticket during 2028. Mechanically the engine is believed to be in reasonable condition, having done very little work since its last axlebox overhaul. Some white metalling of motion parts is likely to be needed, along with work on the steam reverser. The tender tyres have been replaced, the wheelsets work is complete and the brake gear has been fitted. No major work on the tender is outstanding.

C.J. Foxton, Secretary, NELPG Ltd.

NELPG Ballot – SGM 6th November 2026

Return to:	NELPG Ballot, 2 Sundew Court, Darlington, DL1 1AW, or e-mail, as a scanned attachment, to membership@nelpg.org.uk, with **NELPG Ballot** as the subject.
Return no later than:	7.30pm on 3rd November 2026
Returning Officer:	NELPG Ltd, Secretary, C.J. Foxton
Count:	To take place immediately after closure of the ballot
Results:	To be announced in the December 2026 NELPG NEWS
Validation:	Please enter your membership number, name, address, e-mail address (if available), and signature.

Membership Number	Name (please print)	Signature
Address		
E-mail address (if available – for acknowledgement of receipt)		

Majority required

The SGM motion requires not less than a 75% majority of votes cast.

Please indicate your preference with an X (or two crosses for joint membership) for each vote subject.

Junior members are not entitled to vote.

Vote Subject	**For**	**Against**	**Abstain**	**Majority**
1 Q6 Overhaul Expenditure The Board seeks the approval of members, by ballot, for the expenditure, including contingency, of up to £300,000 for the 10-yearly overhaul of the Q6.				Not less than a 75% majority of votes cast.

DEVELOPING NELPG'S SALES AND PR STRATEGIES

by John Carr

First of all, thanks to everyone who has commented either electronically or in person on the questions about potential new items or memorabilia from locomotive parts that have been posed in recent issues of NELPG NEWS. All comments and suggestions are being considered as we develop our marketing and communication strategies for inclusion in the forthcoming Strategic Plan.

With the 60th anniversary of the Group coming up we are aiming to introduce a number of new NELPG branded items. First **NELPG locomotive mugs.** They will be sold singly at £9.75 or £36.00 for all four locos.



We have two types of **pens**, both have the Diamond Jubilee logo. The standard is priced at £1.50. The stylus has a touchscreen end with a metal barrel, is refillable and is priced at £3.50.

All prices quoted exclude delivery which will depend on the items ordered – generally, the more, the lower the cost per item!

Polo shirts at £30. We can offer a choice of black or green. The logo can be either 'worksplate' as illustrated or 'diamond jubilee'. For members only we propose that a 'volunteer' shirt will be available to be worn when 'on duty' at work sites or events at which we have sales or information stalls and displays.





Diamond Jubilee limited edition beer packs at £20

These comprise four 500ml bottles:

- 2392 P3 PORTER, ABV 4.5%
- 63395 Q6 QUENCHER, Mosaic, ABV 4.3%
- 62005 K1 STOUT, ABV 5.5%
- 69023 J72 PALE, ABV 4%

They come in a cardboard carrying pack and are priced at £20. As it is impracticable to send these out by post or carrier, they are already available from the NYMR shop on Pickering station and, if pre-ordered, will be available for collection on the members' dining train on 17th October, and at the Diamond Jubilee meeting in the Bridge Hotel, Newcastle on 28th October. If you are interested in purchasing a pack, can you please e-mail the Chairman on johnny2cameras@aol.com indicating where you would like to collect it, with cash payment (or cheque payable to NELPG) on the day.

FUTURE SALES ITEMS

For clothing – and, in due course, other items such as books – the approach will be different, To avoid holding large stocks we propose to ask members to order in advance. We will purchase the accumulated orders four times a year and distribute them to members. It will still be possible to satisfy urgent orders from stock or, if necessary, special delivery from the suppliers. Our possible extended range of clothing items is illustrated below.

NELPG T-Shirts. We can offer a choice of black or green. The logo can be either 'worksplate' as illustrated or 'diamond jubilee'.



NELPG T-shirt up



NELPG T-shirt down



NELPG beanie hats at £18 each. We can offer a choice of black or green. The logo can be either 'worksplate' as illustrated or 'diamond jubilee'.

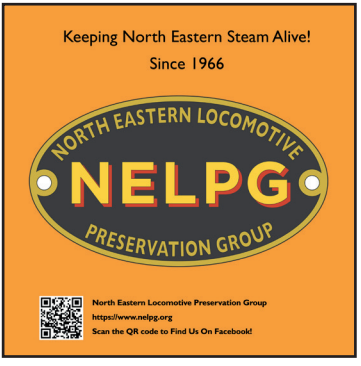
Northern Steam keyrings and badges:w we are discussing with Northern Steam Engineering their suggestion for cast metal key rings and badges. These would necessarily cost more than the widely available plastic key rings containing pictures of locomotives and other subjects. A proof of a key ring is illustrated; this could take the firm of the worksplate or the diamond jubilee logo. We anticipate that if approval to produce is given these would be priced in the range £5.50 to £7.00. It will be helpful if members give their views on whether they would purchase at these prices.





Coasters





Sales and Information Strategies

We propose to form a Commercial Sub-committee. Members interested in helping NELPG with either or both of Sales and Information / Communications please contact John Carr at john.carr@nelpg.org.uk or call 07941 039222 (leave a voice message if unavailable).

Amongst its responsibilities the Commercial Sub-committee will:

- approve proposals for new sales items
- review and extend the list of magazines, newspapers and other media to which NELPG news items (press releases) are sent
- establish a group to ensure NELPG is well represented on social media, particularly those used by potential younger working members

WANTED – SITUATIONS VACANT

Elsewhere in the NEWS, Dave Pennock has stressed that the Board is keen to attract 'new blood'. We need an Archivist, a Legacies Officer, and expressions of interest in joining a Commercial Sub-committee will be welcomed. In particular, we are looking for someone to take on the role of Press and Public Relations Officer. If you feel that you can help in these roles, please let the Chairman know.

PATRON UPDATE AND FINANCIAL STRATEGY REPORT

by Dave Pennock

Financial Strategy Commitee (FSC)

The September FSC meeting concentrated on the future of the Group beyond this, our 'Diamond Jubilee' year. It has not been a particularly successful year. We had looked forward to celebrating with an NELPG Gala Weekend with all four of our locomotives in steam together for the first time in our history, but it was just not to be. The respective locomotive reports cover the latest status of the locomotives as we approach 2027.

Fundamental to our deliberations was the question of our tenancy in the 1861 building at Hopetown. Thankfully recent discussions have been encouraging, and we are hopeful that we will soon have an agreement to occupy our section of the building until 2033. This would give us the opportunity to publicise the fact that we own three Darlington built locomotives and try and recruit more younger volunteers to help to maintain them.

Key to NELPG's next five years and beyond is the absolute need to draw in younger volunteers (for the sake of argument anyone below 50), both to work on our locomotives and to take

an active role in the management of the Group. Colin Foxton is keen to present this type of challenge to the current 'youngsters' at Darlington. The same also applies to our locomotive team at Grosmont.

Two new, younger, members have been co-opted to the Board since the AGM, but more are needed. In the not-too-distant future we will, at the very least, need to appoint a new Chairman and a new Treasurer. Those who work on our locomotives are well represented on the Board, but we need to attract Trustees who have the experience and ability to perform the essential administrative tasks. If these posts are not filled, we will be at serious risk of being unable to continue. If YOU think could fill any of these vital roles, please come forward – we do need you as a member to help.

Our financial situation remains reasonably stable, especially to the generous legacies received earlier in the year, but the estimated costs of regularly returning our locomotives to traffic will result in a considerable drop in our cash balances. This highlights the absolute need to maximise locomotive earnings in 2027 and beyond. We are at present reliant on the P3 continuing in traffic firstly on the NYMR during the remainder of this operating season, and then back at Embsay for Polar Express duties. Next year should see the K1 back in service and hopefully earning significant hire fees and the promotion of J72 'Joem' for hire to museums and heritage railways.

An analysis of our financial forecasts for the five years from 2026 to 2031 produces the following figures:

- Projected Locomotive Repair costs £1,340,000
- Projected Hire incomes £ 725,000
- Shortfall over 5-years £ 615,000
- Annualised shortfall £ 123,000

The shortfall between our locomotive hire income and the costs of maintenance and overhauls has historically been met by legacies, grants, appeals, Patron subscriptions and general donations.

This then leads to the Q6 expenditure motion enclosed within this NEWS and the request to commit £300,000 of our funds to see her back in steam by 2028. The K1 and J72 overhauls at £620,000 and £500,000 respectively reveal the scale of keeping North Eastern Steam alive. To this end the FSC endorsed the launch of a 60th Anniversary Appeal to support our locomotive funding needs and underpin the strategy to keep our engines in steam. This is, after all, what the last 60 years have been about. More details will emerge in the December NEWS but as a start please, if you can, make a donation by one of the following means:

- A direct BACS transfer to North Eastern Locomotive Preservation Group, sort code 20-62-09, account number 40104442 with reference '60th Anniversary'
- Donate using our refreshed web page at nelpg.org via the donate button taking you to the PayPal donations page for NELPG.

- Via the Charities Aid Foundation web site at https://cafonline.org/my-personal-giving/start-giving/donate-now, pressing the Donate to Charity button, then entering North Eastern Locomotive Preservation Group in the search box. Press the Donate to this Charity button and follow the payment options provided. You can add special instructions for the donation e.g. a particular locomotive and opt for Gift Aid to be claimed as part of your donation.
- Postal donations, by cheque, to NELPG Ltd, 11 Coventry Road, Durham City, DH1 5XD
-

Whichever method you choose, please, if you are able, add a Gift Aid declaration to your donation if you have not already provided one.

Patron Visits

The FSC meeting approved a launch event for the J72 in the Spring (April/May) of 2027 at Hopetown. This will allow Patrons and associated benefactors to come and enjoy and get close to our 'new' engine. More details will emerge in 2027 as we plan for her return.

Nick Stringer

Nick, amongst his other railway volunteering roles, a former member of the Financial Strategy Committee and NELPG Legacies Officer, was a great benefactor to, and Chairman of, the LNER Coach Association (LNERCA) between 2015 and his untimely death in 2023. At Bolton Abbey on 12th September a memorial plaque was unveiled by his widow in the newly restored 1909-built Great Northern Railway saloon to honour his contributions to its restoration.





The plaque and the LNERCA's 1909 GNR saloon 3087 ((Gary Robinson/Dave Pennock)

MEMBERSHIP SECRETARY'S REPORT

by Michael Chyriwsky

Autumnal greetings! I hope this NELPG NEWS reaches you intact, with the threat of stormy weather from El Niño and the vagaries of our once-great postal service. I'm pleased to report that 72 members are now enjoying this publication online, so that's 72 fewer envelopes for me to address and members are able to enlarge the document for easier reading – a bit like a Kindle but with detailed colour photos thrown in!

It is time to knot the hankie, mark the calendar, or create a standing order because the next issue will contain the annual renewal form. It will beseech you to renew before the end of March but this year a goodly number kept me busy into August. As my mother-in-law often said, 'It's awful this memory business!' At NELPG we are equally guilty and keep forgetting that there is such a thing as inflation, so the fees remain low.

New members welcomed since the last NELPG NEWS:

- Mr I. Pilkington from Chorley
- T. & G. Whitbread from Redcar

40 YEARS AGO – OCTOBER 1986

(FROM NELPG NEWS NO. 115)

by Gordon Wells

Locomotives

The P3 was carefully prepared for its first running in turn on 6th August. Shunting up and down the yard showed the valve timing to be somewhat faulty, but acceptable. The engine was taken steadily up the bank towards Goathland. Stops at Esk Valley and Green End showed everything satisfactory, but at Beck Hole the LH big end bearing had run. Back at Grosmont, the big end was dismantled straight away, revealing that the journal had been scored

Arrangements were immediately made for the journal to fe filed true by Maurice Johnson, and for the bearing to be white-metaled and machined by the NYMR. The reason for the failure was almost certainly lack of clearance on the journal, caused by the brasses being machined many years ago with 'draw', i.e. a gap between the two halves, and this gap allowing clearance to be lost during re-assembly.

The machining work took much longer than anticipated due to the concentration of the shed staff on the final completion of the S15, and it was not until 10th September that the bearing could be assembled, after carefully scraping in. Running in commenced the following Sunday,

and later that day a four-coach train was taken to Goathland, with all bearings running cool. A few steam leaks were observed, which were fixed the following Sunday, and all was set for some further running in on 28th/29th September prior to the Enthusiasts Weekend. This was not to be. On the Sunday, after a brisk run light engine up to Goathland, and on reversing the engine it suddenly sounded as though only one beat out of four was present. On return to Grosmont the RH piston valve cover was removed to see if the recently replaced R.H rear liner had moved, but this was found to be in place, but the LH rear liner had moved back some 4 inches and was cracked. The reason for this is not yet apparent. The saga continues…

On the T2 riveting of the tender frames is almost complete, and the tree spare tender wheelsets at Grosmont are to be moved to Wilton shortly to replace those with cracked spokes and scored journals. A new rubbing block has been cast.

In complete contrast to the P3, **the K1** has acquitted itself well, both on the NYMR and on the Saltburn Flyer on 17th August. The injectors have caused some sporadic problems, particularly to crews unfamiliar with the tender water valves, but nothing serious. These should be cured when new cones are fitted over the winter.

The spring problem is slightly worse, and the supplier is to be invited to inspect them in-situ with a view to them being refurbished at no cost. This may be the reason for the riding of the engine having deteriorated over the summer; it was particularly bad during its highspeed runs on 17th August.

Q7 No. 901 – The NYMR has agreed to repair and machine the axleboxes, but this work may not be able to start until after Christmas. However, grinding of the horns can still proceed, and should be complete by then. Good general progress has been made, particularly in September, helped by several new volunteers, and most welcome they are too, at a time when several working members are still involved on the footplate. On the paint front, the frames are now complete except for the area around the drag box, and the wheels are well under way. The valve gear is now going back together, and the overhauled steam reverser has been re-fitted. New piston and valve rings are on order, the centre crosshead is re-fitted and the LH crossheads slippers are being re-metalled. Two of the six excentric sheaves have also been fitted. At Wilton, several cladding sheets have been cleaned and are now in primer. On the boiler front, all of the small tubes are expanded in the firebox, and about half in the smokebox. Work is progressing on preparing the superheater elements for having two and a half inch extensions welded onto the legs. This progress is very encouraging, particularly it the necessary K1 work over the winter (main steam pipes and springs) can be prevented from detracting from the Q7.

J72 No. 69023 – The new front tubeplate is almost complete, some of the drilling and the washout plug holes remain to be done. The smokebox front ring is complete, and the new bunker almost complete. The seven longitudinal boiler stays are to be replaced, and the holes in the firebox outer plate have been re-tapped. The tree wheelsets are at Thornaby for tyre turning. Only the two driving axleboxes require attention in respect to fore and aft clearance in the horns, and this is underway. All bearing surfaces are in good condition. The big end brasses are at Grosmont and are to be re-metalled and machined after the enthusiasts'weekend.

5MT No. 44767 George Stephenson is currently in use on the KWVR and is likely to remain at Haworth for the autumn. Recent work has involved attention to the regulator and anti-vacuum valves. The 6 monthly BR certificate expires in February next year and the 2 yearly boiler exam is due in March, by which time 44767 is expected to be at Grosmont. In the meantime, the engine may run on BR if the opportunity arises.

Other news

News reports of the Blue Peter proposals appeared in the October issues of Railway World and Railway Magazine, but more extensive coverage was featured in Steam Railway, and included a nostalgic three-page photo feature. Also in Steam Railway will be a pull-out appeal form, identical to the one enclosed with this issue of the NEWS. With a circulation of over 35,000 it is hoped that the publicity will have the desired effect. Meanwhile the locomotives remain at Dinting are they are unlikely to be moved to Wilton until the end of the year at the earliest. A legal contract has been drawn up and its formal signing is imminent.

British Rail has formally requested the use of 2005 for Fort William – Mallaig services in 1987. Before responding to BR with a firm commitment a number of issues need to be resolved, not least the ability of the Group and its members to provide satisfactory support for the locomotive.

Details of requirements were given and a request for interested members to contact John Hunt.

News from the Line

Locomotives

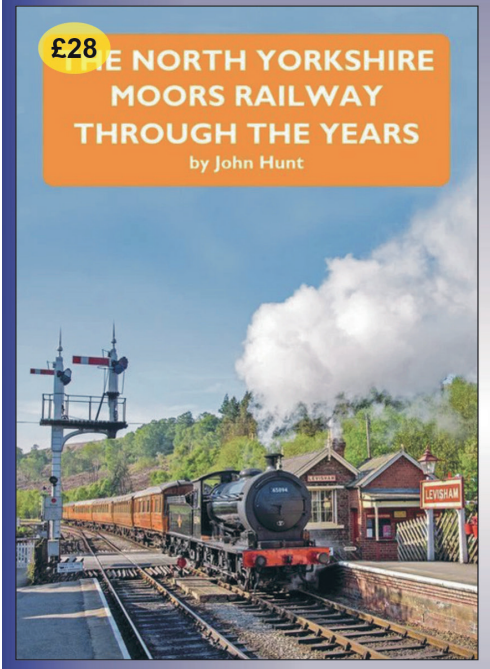
- 5 – In traffic and used for pilot and banking work.
- 841 – Re-entered traffic after its major overhaul during the week commencing 29th September.
- 3814 – This GWR 2-8-0, purchased from Barry by Peter Robinson is now inside Deviation Shed.
- 6619 – In traffic
- 75014 – The tender is now at Ian Storey's works at Morpeth. Engine frames at Grosmont
- 80135 – Re-entered traffic on 16th September following refitting of all large flue tubes
- 92220 – Departed from Grosmont on 29th August to York via Thornaby for tyre turning.

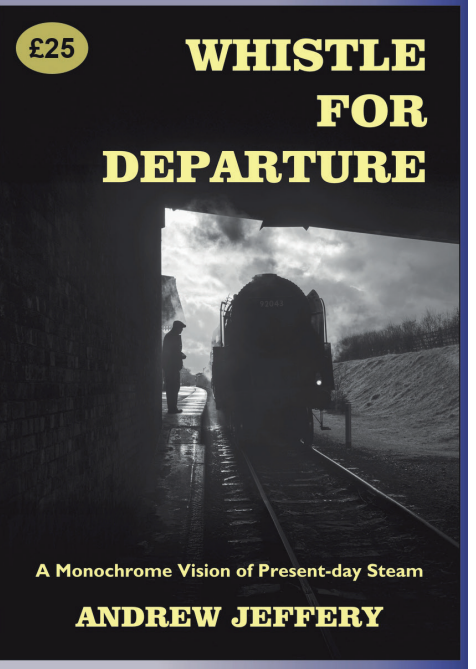
At Pickering, a 'ready to start' indicator system is about to be installed in order to expedite the departure of passenger trains. At Beckhole the slip has been contained following slewing of the track from the down side to the old up side formation, and installation of a proper drain to take surface water running off the moors. It is likely that excessive run off in the spring and inadequate and blocked drains was the main cause of the slip. At Grosmont a 'new' conveyor now loads locomotive tenders. A number of water columns and tanks are being accumulated by Peter Smeaton. The intention is to resite the up side column at Goathland with a standard NER column ex, Consett, put the GNR parachute tank ex, Haworth at Levisham, another NER column ex, Haltwhistle at Pickering and another ex, Derwenthaugh at Grosmont.

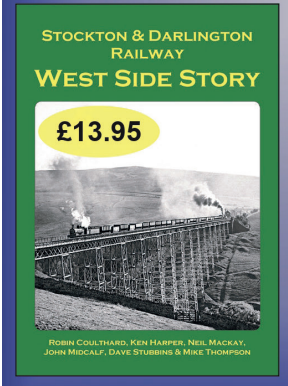
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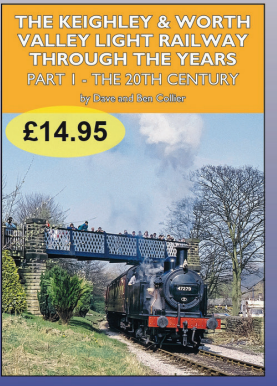
3 Broadleaze, Upper Seagry,
Chippenham. SN15 5EY
07770 748615
iain@mainlineandmaritime.co.uk
www.mainlineandmaritime.co.uk

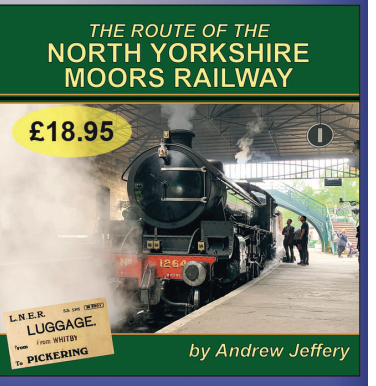
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FORTHCOMING EVENTS

NELPG events

October

17 – Members' Diamond Jubilee dining train on the NYMR (fully booked)

21 – NELPG Board meeting – Teams (7.30pm). Board and Locomotive Sub-Committee meetings are subject to short notice change, so members wishing to participate in any meeting should contact the Group's Secretary (colin.foxton@nelpg.org.uk), to confirm the date and link details.

24/25 – P3 2392 in use on the NYMR

24 – Marriage of Convenience show at 19.30 in the Kirk Theatre, Pickering. Book online via kirktheatre.co.uk

28 – Diamond Jubilee meeting from 14.00 in the Bridge Hotel, Newcastle

November

18 – NELPG Board meeting – Teams (7.30pm)

Hopetown – Heritage (1861)

Access is open through the museum to the A1 trust building & 1861 building with NELPG and DRPS to see what each Group is currently working on. Check what's on at www.hopetowndarlington.co.uk, event type – Heritage for specific dates. The Heritage open weekends on the 1st or 3rd weekend of the month are no longer. Open weekends will now generally coincide with steam rides or other special events. This has been found to attract the most people into the 1861 shed. Next Open Days: 5th/6th December 2026, 6th/7th February 2027, 26th–29th March 2027 Easter weekend – Steam rides and opening of new platform.

Hopetown, Darlington

Free entry (a ticket is required) though prebooking online is advised. Some exhibitions, events and activities carry a separate charge. For car parking use McNay Street, Darlington, DL3 6SW. Skerne Bridge Car Park, Darlington, DL1 1LG. Opening times Term time Tuesday to Sunday 10am-4pm, School holidays Monday to Sunday 10am–4pm. Last entry 3pm. Go to www.hopetowndarlington.co.uk.

NRM Locomotion

Open 7days a week, 10.00–17.00 (winter 16.00), except 24–26 December. Prebooked tickets not required. Go to www.locomotion.org.uk.

Stainmore Railway

Open to the public on Sundays from 10am to 4pm. Go to www.kirkbystepheneast.co.uk.

Railway Enthusiast Group – Hartlepool

Quarterly group meetings, on the 1st Monday of March, June, September and December for anyone interested or worked on the Railways. Community Hub Central, 124 York Road, Hartlepool, TS26 9DE. https://www.hartlepoolnow.co.uk/ and search railway enthusiast group. December 7th 2026 (2pm). Brian Ward will be sharing his photographic memories – 'Along these lines' Childhood railway memories up to the late 1960's. No booking required.


65894
N.E.L.P.G.