

NORTH YORKSHIRE MOORS RAILWAY

AUTUMN STEAM GALA 2004

Welcome to the 3 day Autumn Steam Gala on the North Yorkshire Moors Railway. As well as an impressive line up of locomotives from our own fleet, many hours of searching for a guest locomotive have paid dividends thanks to a unique exchange deal with our friends on the Severn Valley Railway in the Midlands. Their Gala last weekend saw the first appearance on the Severn Valley line of a *Schools Class locomotive* in the shape of our locomotive 30926 *Repton*. In return, the NYMR is hosting a first for this part of Yorkshire – the visit of a Great Western Railway “large” *Prairie Passenger Tank locomotive*, the recent restored No 5164.

No. 5164 was rescued by a Severn Valley based group from the famous Barry Scrapyard and first ran on the Severn Valley in 1979, returning to traffic earlier this year after a full overhaul. Built in 1930 as a member of a Class largely used heavy and fast commuter trains but also mixing goods traffic in their duties. Our thanks are extended to the Severn Valley Railway and the locomotive’s owning Group for the making the visit possible. From amongst our own fleet, of special notes are:

Great Western Railway Class 66XX No.6619: Final development of specialist tank locos for hauling coal from the pit head to the docks or for onward distribution, in this case for use between the Welsh Valleys. An example of the earlier types from the North East, Lambton No.5, is stored at Grosmont. 6619 also shows the adoption of standard components by the Great Western - boiler is a standard between a number of classes. Has just returned to traffic this year after overhaul.

Southern Railway Class S15 No.825: The Southern is thought of as a commuter railway but also used this class for heavy goods and passenger work. Economical but powerful, the S15s were a smaller wheeled version of the King Arthur Express locos. 825 has just returned to steam using the frames from 825 but boiler, tender and other parts from sister loco 841 - this interchange of parts is a first to this extent for railway preservation but was standard practice when steam was in daily use.

Southern Railway Class V ("Schools") No.30926 *Repton*: *Repton* is an example of the 4-4-0 wheel arrangements which was popular for express passenger services at the turn of the 20th Century. The ultimate British development of the type, *Repton* and her sisters were exceptionally fast and powerful for their size. After withdrawal by BR, *Repton* spent 2 decades in North America before returning to the UK and restoration on the NYMR under the ownership of North East born, Philadelphia based business man Cliff Brown. Now owned by the NYMR after being gifted by Cliff. Has just returned from a visit to the Severn Valley Railway.

London, Midland and Scottish Railway Class 5MT ("Black Five") Nos 45212 and 45407: Members of one of the most numerous classes to be built for Britain's railways (steam or diesel), and one of the most successful. Strong and fast, equally useful for goods or passenger (local or express), the "Black Fives" were built from 1934 onwards, the last being built after the formation of British railways in 1948. The Class ran up to the very end of British Railways operation of steam, 45212 working part of the journey of the last steam hauled express on the last day of ordinary operation, fired by NYMR driver John Fletcher.

North Eastern Railway Class P3 No. 2392: Typical of the 0-6-0 wheel arrangement goods engines that delivered Britain's goods for over 70 years, 2392 was built by the LNER to a design for the north Eastern. The NER was formed 150 years ago this year and covered the North East and North Riding of Yorkshire. 2392 is also owned by NELPG.

British Railways Class 4MT 2-6-0 No. 76079 and 2-6-4T No.80135: Standardisation was perfected in steam loco design by British railways, although there are still many differences between these two similar locos. 76079 is the final development of the "Mogul" design, whilst 80135 of the final class of suburban passenger locos that took many commuters to work over the years. 80135 was originally employed on the fast commuter services of the London, Tilbury and Southend lines (now c2c electrics), later running rural services in the Welsh Borders. Both 76079 and 80135 found their way to the Barry Scrapyard of Woodham Bros in South Wales before being amongst over 100 scrap locos rescued for. 80135 was rebuilt at Grosmont Shed, and has run well over 100,000 miles on the NYMR, including one 12 month period when it ran over 18,000 miles. 80135 will be visiting Barrow Hill for their “Willesden 1954” event immediately after this Gala.

The full line service starts from Grosmont at 09:50 and Pickering at 10:20 each day and runs through to 16:50 ex Grosmont and 17:20 ex Pickering. In addition, there will be goods and local passenger trains and evening diners. **You can travel in non-dining accommodation on the rear of these, giving a rare opportunity to sample steam travel in the dark.**

This weekend will a 4 coach train in LNER varnished teak livery, hauled by 2392. Thompson CL will be carrying passengers whilst in imitation teak for the first time since the early 1950s. On the Friday, this train will be working at **10:50 and 13:50 from Grosmont and 12:20 and 15:20 ex Pickering**. After coming through from Grosmont at **09:10 on the Saturday**, the train will be working between Pickering and Levisham for the remainder of the weekend.

The 1950s Goods Train restored by members of the Scarborough Railway Society will be operating between Grosmont and Goathland with a variety of motive power on Saturday and Sunday. Many trains will be appropriately **Double-headed**.

There are NYMR shops at Grosmont, Goathland and Pickering. The MPD Shop is well worth a visit for enthusiasts and those who just like trains. Memorabilia, souvenirs and a wide range of Railway Books and Model Railway equipment is on sale – and you can view work on *Sir Nigel Gresley* and other locomotives, including another “Black Five, the NYMR’s own No.45428 *Eric Treacy*. Contributions towards the restoring this locomotive will be gratefully received by Pickering Office.

Trade Stalls will also be on hand at Grosmont (on the path to the MPD) and, Buffet Cars (with hot snacks and real ale) or trolleys will be carried on most main service trains, and don’t forget the wide range of hot and cold food, and drinks available from Grosmont and Pickering Tea Rooms, and, from Grosmont, also bottled beers.

On Saturday and Sunday, **the Pickering Model Railway Exhibition** will be underway just 5 minutes walk away from Pickering Station, in the Memorial Hall over the bridge on Bridge Street. There will be a wide range of model layouts and trade stalls. The exhibition is open from 10:00am to 5:00pm on Saturday and Sunday.