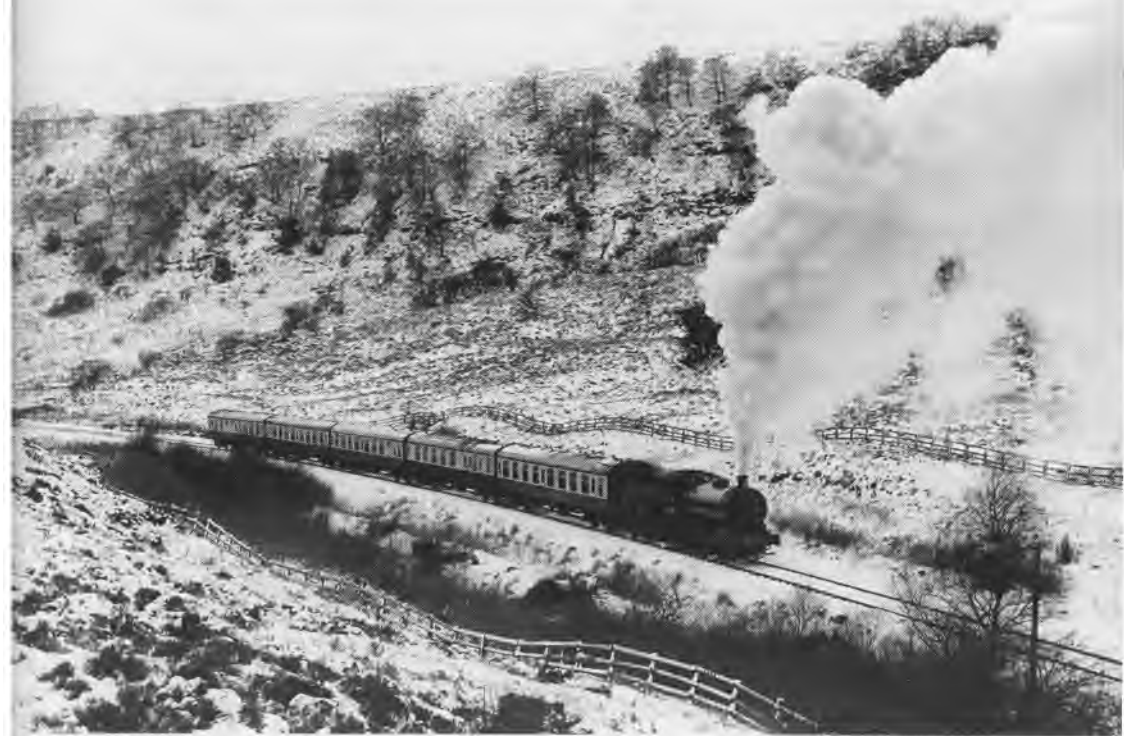


N.E.L.P.G. NEWS



NO.201 FEB.2001

EDITORIAL

The prospects look good for 2001 as Dave Martin quite rightly points out in his report, but the potential can only be realised if the locomotives are actually available. Yet Martin Lloyd suggests in his report that the K1 *won't* be going to Scotland. Of course, barring an unforeseen disaster, it will go to Fort William but only if working members rally round, turn up at Grosmont and get all the outstanding jobs finished. Sadly it is all too apparent, once more, that locomotive maintenance at Grosmont this winter has relied on a small band of dedicated volunteers. The point is that it *is* a small group and it *always* comprises the same faces. Unless their efforts can be supplemented by new volunteers turning up or by those returning who have, for whatever reason, stopped volunteering in the past, there is a very real possibility that the K1 will not be ready as planned. Yes, in the past when the call goes out the job usually gets finished but only by virtue of the same people working extra days and longer hours, rather than an influx of extra helpers.

There are, however, more worrying implications from this lack of volunteer help. After a number of false dawns, a Teesside base, at Darlington, now seems a reality. The Committee's hope is that we can recreate the popular mid week working parties that were such a crucial contribution to the successive overhauls of the K1 and the A2 at ICI Wilton. But what if those once regular volunteers, who would turn up week in, week out, have lost the habit and do not wish, for whatever reason, to come along to join Darlington working parties in the future?

As ever, with a voluntary society, we cannot instruct members to volunteer, but can only cajole them to do so. The Committee, acting on behalf of the membership as a whole, wants to see the K1 in Scotland, a real start made on the long overdue Q6 overhaul and, last but by no means least, an eventual return to the main line for Blue Peter. These hopes can only be fulfilled if we have the volunteers to carry out the work involved either at Grosmont or at Darlington. Now, more than ever before, your Group needs you!

--ooOoo--

LOCOMOTIVE REPORT by Richard Pearson, Martin Lloyd & Paul Hutchinson

J27 No. 65894

The engine ran for a four day over the Christmas/New Year period but was unfortunately stopped on 3rd January with a broken driving wheel spring. The following Sunday the tender was drained and the boiler washed out, and during the following week the engine was move inside Deviation shed.

This year's winter maintenance has being very light compared to last year's axlebox and bottom end overhaul. One of the first jobs we did was to remove the anti-vacuum valves and steam supply pipes that are mounted on the back of the cylinder casting, along with the front brake pull rod and cylinder cock linkage. This gave us access to examine the crack that that ran horizontally across the back of the cylinder casting. The crack was one of two cracks discovered last year when the engine was on the KWVR and at the time we repaired one of the cracks but thought it best to leave this particular crack until now before repairing it. Metalock were again given the job of stitching the crack which, once it had been cleaned up and prepared for stitching, was measured to a total of 4ft 6inches in length.

The firegrate suffered quite badly last year with three firebars needing replacement at the end of the year and another three replaced in January. In doing so the opportunity was taken to remove the side bearer supports to examine the foundation ring rivets, and all were found to be in good condition. A number of other, smaller jobs have also been completed including the usual annual examination of all cab fittings and safety valves. The boiler passed its annual cold insurance inspection in mid February and was then successfully steam tested on 18th February. The only other job that requires completing before the engine can go into traffic is the weighing of the tender. Over the last few years the tender has had four spring changes and as even physically identical springs produce different amounts of spring tension, we have now got to the point where the weight distribution on the tender needs readjusting. It is hoped that this can be completed in early March so the engine can return to traffic in mid-March.

The engine was due to be repainted into NER livery this winter but this has now been put back till April/May for two very good reason; firstly Deviation shed is currently full of engines undergoing winter maintenance with bits of the K1 and A2 filling every available space and secondly, the

weather conditions in April/May are likely to be much better for painting - some of the overnight temperatures in January or February make gloss paint dry as matt and that's if it dries at all.

T2 No. 2238

Temporarily stored in the MPD headshunt; it has had to come outside for the first time in many, many years to allow space for the winter maintenance of the J27, K1 and A2. It should go back under cover following the departure of the A2 on main line duty. An examination of the empty boiler shell is still outstanding.

K1 No. 62005

The K1 won't be going to Scotland this year!

At the Bun Fight - just before last Christmas we had two shows of hands. One was to give the working members the choice of where we should aim to be operating the K1 this summer and the overwhelming forest of hands raised supported the wish to go to Fort William, provided that we were invited - and we have been.

The second show of hands was to see how many would be willing to work this winter towards getting the loco ready for this demanding job. The show of hands was equally prolific. But where is everybody?

I make no bones about it, even though I dearly love the West Highland Extension operation and have enjoyed many spells of support crew duty up there, getting the K1 there involves a tremendous amount of unseen work. It would be easier just to say that the K1 does not go to Fort William! We would not have to meet the exacting Heritage Engineering paperwork requirements and prepare the locomotive for their examination. We would not have to present our Locomotive Maintenance and Operating Policies for scrutiny by West Coast Railway Company and we would not have to try and cram into the early part of the summer all the final runs of the A2 on the main line before its ticket runs out. We have an obligation to the NYMR to have a locomotive capable of pulling heavy trains during the peak season, so if the K1 goes away the A2 must stay or at least be back on the NYMR before the K1 leaves. And there is the matter of swapping over all the gear in the support coach.

We are desperately trying to get the A2 ready first before we concentrate on the K1 and it is becoming a struggle. We are having to contract out a lot of the work to make any progress at all. Once the A2 gets back on the mainline the K1 will lose what volunteer effort it has as people go on A2 support crew duties. So if you want a week in Lochaber or a weekend behind the A2, get your overalls out and make a material investment in what should be an exciting season.

I'm not going to spend time detailing the progress of work on the locomotive, though I can report that the valve boring has been completed by Nigel Crisp, who has also almost finished the replacement of the copper injector pipework in and under the cab. If you want to know what else has been done and, more importantly, what there is still to do, come to Grosmont and find out!

Q7 No. 901

On display inside Deviation shed

J72 No. 69023

In store in Deviation Shed.

A2 No. 60532 Blue Peter

By the end of February all the new superheater elements had been fitted and the smokebox fittings replacement. The only exception was the spark arrester mesh which has taken a bit of a battering and requires renewing.

All 33 new foundation ring rivets have been replaced as planned and thanks are due to Andy Harper for carrying out this work.

The new piston rings have been delivered, gapped and are ready for fitting to the piston heads; the pistons can then be refitted.

In the cab, the gauge frames have been refitted after the renewal of the top studs.

Currently there are working parties on the A2 on Sundays and two nights a week, despite the recent inclement weather. With this volunteer commitment it is hoped to steam test the locomotive on Sunday 18th March in readiness for an audit and functional steam test for Sam Foster and

Brian Penny from our acceptance body, Heritage Engineering, on 26th March. At the same time the support coach will be inspected.

The locomotive and support coach are expected to depart Grosmont for York on Friday 6th April in order to work the Vintage Trains charter from York to Stratford on Avon the following day.

--ooOoo--

WORKING PARTIES

These take place every Sunday at Grosmont for work on the K1, Q6, A2 and the J27. Contact Richard Pearson on 01642 475080, Clive Goult on 01642 473451 or Fred Ramshaw on 01740 621301.

As can be seen from the locomotive reports there is an incredible lot to do this winter initially on the A2 and the K1, then on the J27 and, hopefully, on the Q6.

Each of the respective Locomotive Engineers will need all the assistance that they can get so if you can help, please contact any of the above and come along and help out, join in the fun, and find out the latest news.

--ooOoo--

RAILTOUR PROPOSALS

The railtour programme for 2001 featuring 60532 has been altered slightly and at the end of February was confirmed as follows:-

Saturday 7th April — York — Stratford-upon-Avon. Vintage Trains (trip starts in Birmingham)

Saturday 14th April — Birmingham — Chester and return. Past Time Rail.

Sunday 15th April — Birmingham — Stratford on Avon and return, twice. Vintage Trains.

Saturday 28th April — Crewe — Carlisle and return. Steamy Affairs.

Saturday 12th May — Crewe — Carlisle and return. Steamy Affairs

Saturday 26th May — Nuneaton — Blackpool and return. Vintage Trains.

Saturday 2nd June — Birmingham — Bath/Bristol and return. Vintage Trains.

Saturday 9th June — Crewe — Preston — Shap — Carlisle — Newcastle — Darlington. NELPG.

For details of Vintage Trains tours ring 0121 707 4696, for Steamy Affairs tours ring 01553 828107 and for Past Time Rail ring 01543 411971. NELPG's proposed trip on 9th June will be Blue Peter's very last main line run for the foreseeable future.

| | | | | |
|---------------|----|-------|----|-------|
| Newcastle | pu | 08.15 | sd | 19.30 |
| Darlington | pu | 08.45 | sd | 20.50 |
| Northallerton | pu | 09.04 | sd | 21.29 |
| York | pu | 09.33 | sd | 21.45 |

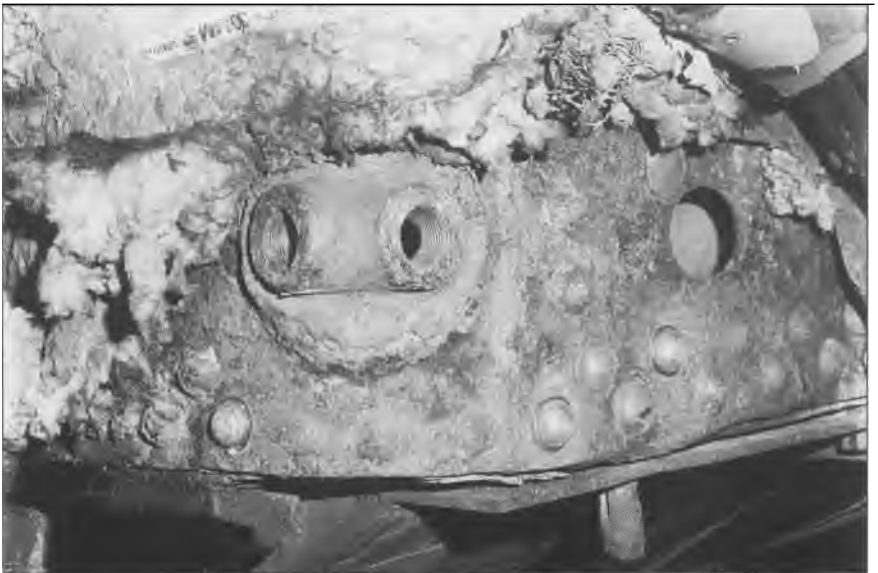
The diesel hauled set of West Coast vehicles will then run non stop from York to Crewe where Blue Peter will come onto the train. Steam haulage behind the A2 will be Crewe — Preston — Shap — Carlisle — Newcastle — Darlington. Here the A2 and its support coach will leave the train to travel to Thornaby, and the main train will continue to York diesel powered. The A2 will leave the support coach at Thornaby so that it can join the K1, then run light engine to Grosmont for the main summer season.



Drilling through the middle cylinder stud hole into the main cylinder block on 5th January 2001 for an extended stay stud to be fitted, hopefully to restrain any further cracking of the cylinder block (Maurice Johnson)

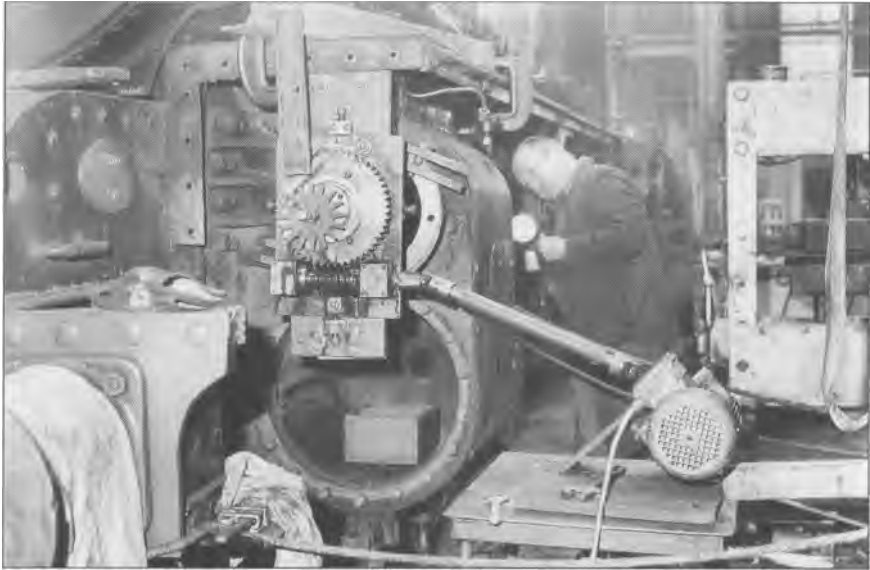


A 44" x 12 " section of 60532 's cab cut away to facilitate rivet replacement in the back right corner of the foundation ring on 12th January 2001 (Maurice Johnson)

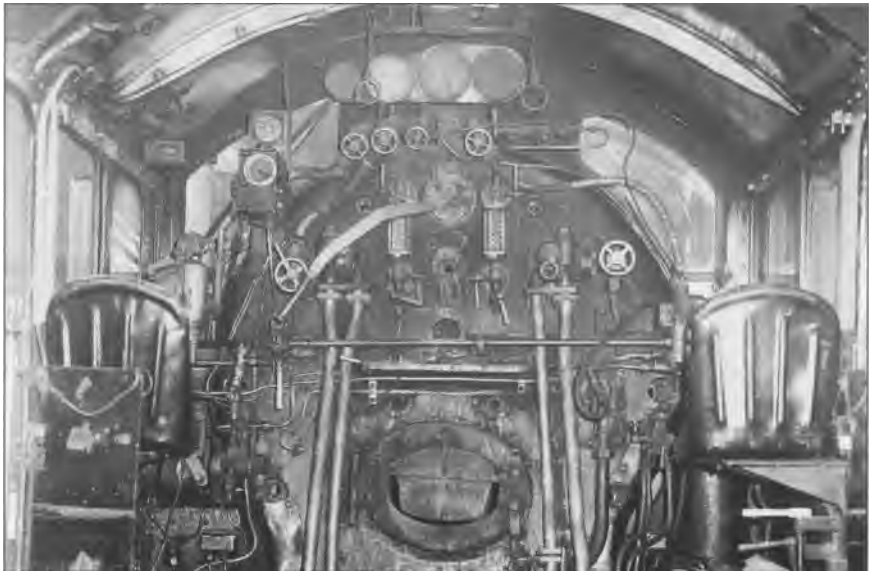


The opposite side of the A2 's firebox showing the new rivets in the front corner; note also the threaded holes for the washout plugs and the larger hole for a mudhole door (John Hunt)

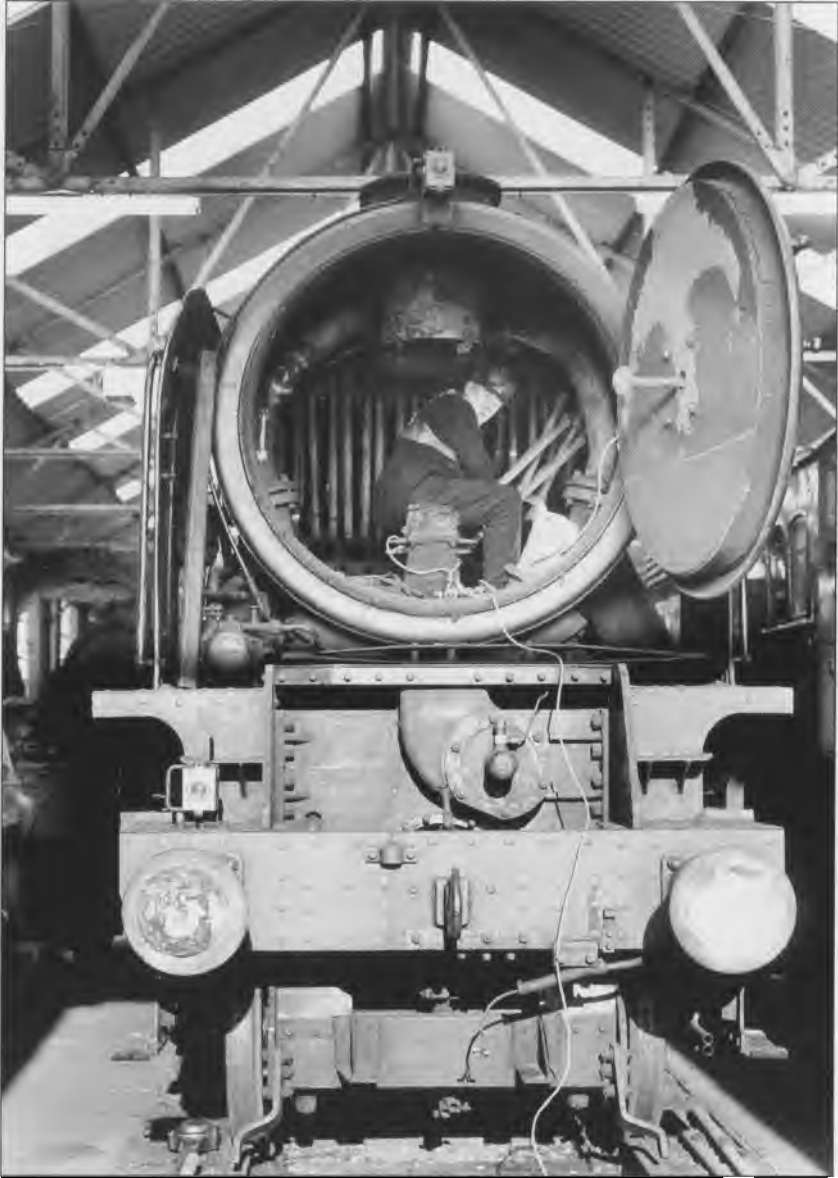
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*The left hand valve chest on the KI being bored out by Nigel Crisp on
(John Hunt)*



*A view of the KI's cab showing the injector pipework that is being
replaced by Nigel Crisp. The Air Ministry joints comprise the flanges
where the pipework meets the injector clack boxes (John Hunt)*



Malcolm Simpson takes a rest from fitting the last of the new superheater elements in the A2 on (John Hunt)

There is expected to about one and a half hours in Carlisle whilst the A2 is turned and serviced. There will be a buffet car included in the train, plus the usual on train sales and raffle.

The fares for this unique tour are the same as those for the Geoff Drury memorial train last April at £60 first class, £45 standard class and £35 for children under 16 in standard class only; these fares apply from Newcastle, Darlington, Northallerton or York.

A booking form is enclosed with this issue of the NEWS and as this farewell trip is likely to very popular, don't delay in returning the completed form since the trip is likely to be a sell out.

--ooOoo--

FORT WILLIAM — MALLAIG

The K1 will be sharing Jacobite duties with the B1 61264 and the two locomotives, plus the stock, are due to travel up to Fort William during the week beginning 11th June. The K1 will start the service on Monday 18th June and then alternate fortnightly with the B1. The agreed inclusive dates of operation of the K1 are therefore as follows:-

18 - 22/25 - 29 June
16 - 20/23 - 27 July
12 - 17/19 - 24 August
10 - 14/17 - 21 September

The K1 and the B1 are also expected to be used for the Highland Rail Festival and various charter trains between 27th September and 7th October, with the locomotives returning south on or after 8th October.

--ooOoo--

SECRETARY'S REPORT by Dave Martin

It is nice to start my report with some good news. We have been offered covered accommodation in Darlington for working on our locomotives. This accommodation is part of the historic Hopetown Carriage Works, which is located close to North Road Museum. Those of you who follow the fortunes of the A1 Locomotive Group will recognise this location since the A1 occupies the south eastern end of this building. Although a legal agreement has yet to be approved by the Committee, we have notified Darlington Borough Council that we agree with the arrangements in principle.

Basically the NELPG will be responsible for carrying improvements within the building. The Council will carry out external improvements and also grade out the surroundings so that we can get locomotives in and out. Agreeing terms and carrying out the necessary works will take some time but I hope that we shall be working in Hopetown Works before the end of the year.

In my last report I mentioned that Allan Toomer was stepping down as Meetings Organiser at the December meeting. At that meeting, however, we received a bombshell. We were informed that The Ladle was shortly going to be demolished and replaced by a fast food outlet! This certainly concentrated a few minds for a little while — not least mine! It later transpired that 'shortly going to be demolished' actually meant 'shortly going for planning permission' and we all breathed a sigh of relief. In fact we have been told that our meetings up to and including the AGM in May can continue to be held in The Ladle. After then, things are not so clear. Although Ted Parker has already started to check on alternative venues, if any member knows of a suitable room, preferably one that can seat up to 50 people and serves ale, please let Ted know on 01642 784726, evenings only.

News on the locomotive front is generally quite positive. We have now received a written invitation for the K1 to operate on the West Highland line this summer, in partnership with the B1. This will be the first time that two LNER locomotives have shared the Jacobite service for the whole season, and both will be in BR lined black livery. The K1 is expected to leave the Moors in early June to go to Carnforth to join the B1, and the pair will then double head the coaching stock to Fort William.

We have received several requests for the use of the J27 on other lines this summer. The KWVR's need was compelling so the locomotive will go there for the third successive year.

This year promises to be a good year for the NELPG — we have eight main line trips lined up for the A2, three months work on the West Highland Extension for the K1, and work on the NYMR for both of these locomotives, along with the J27 before it goes to the KWVR. Hopefully work will start on the long overdue overhaul of the Q6, refurbishment of Deviation shed will continue and we hope to have the new store/workshop completed inside the shed by the year end.

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MEMBERSHIP RENEWALS

Members are reminded that unless they have renewed their membership subscription for the year 2001, this is the last issue of the NEWS that they will receive. If you have renewed and did not include a SAE your 2001 membership card should be included with this issue.

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NOTICE OF ANNUAL GENERAL MEETING

Members are reminded that the 2001 Annual General Meeting of the NELPG will be held at The Ladle Hotel, Ladgate Lane, Middlesbrough on Friday 11th May 2001 at 7.30 p.m.

Any member, other than a Junior member, may apply for Committee membership. Any such nomination should reach the Secretary on or before

Friday 30th March. Each nomination should be signed by the nominee and a proposer, both of whom should be fully paid up NELPG members. The following details of the nominee should also be provided:-

1. Full name
2. Address
3. Date of birth
4. Any existing directorships
5. vocation/profession
6. short CV

Martin Lloyd has indicated that he is prepared to stand again for the Committee. The Committee has nominated Richard Pearson and John Graham for election to the Committee to fill the two vacancies — at present they are both co-opted members. The April edition of NELPG NEWS will contain details of all nominations for the Committee.

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CHANGE OF ADDRESS

Please note that from 29th March 2001 the Chairman will be moving to the following address:-

38 High Street,
Snainton,
Scarborough
North Yorkshire,
Y013 9AE.

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FORTHCOMING EVENTS

Friday 9th March 2001: **EXPERIENCES OF MARKETING AND ADVERTISING ON B.R.** by Cedric Spiller. An intriguing and, at times, perhaps not too serious inside look at a fascinating aspect of railway operation.

Friday 20th April 2001: **TO BE ARRANGED**

Friday 11th May 2001: **ANNUAL GENERAL MEETING**

Saturday 9th June 2001: **BLUE PETER'S FAREWELL TRIP ON THE MAIN LINE.** See text for further details.

Meetings commence at 7.30 p.m. in the upstairs room of The Ladle Hotel, Ladgate Lane, Middlesbrough.

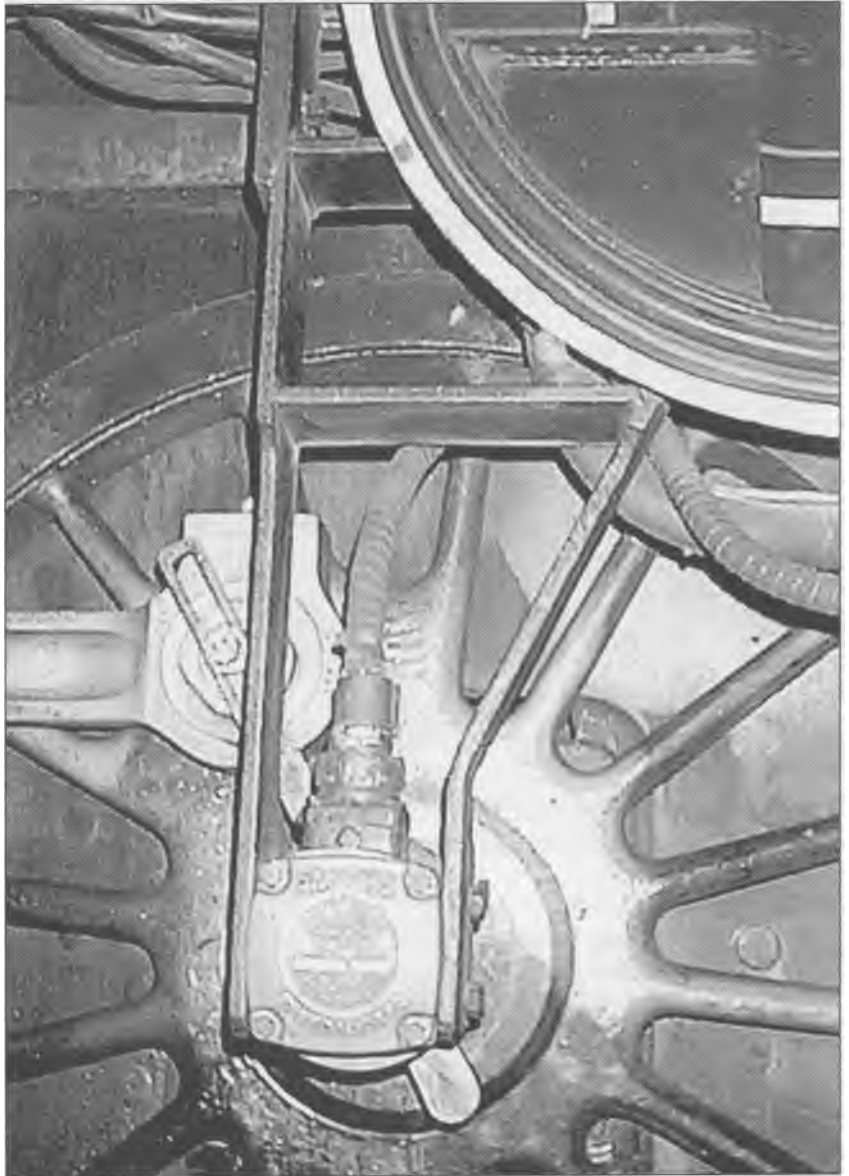
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COVER PICTURES

Front: In a snowy landscape 65894 climbs up the last few yards to Bridge 20 at the top end of Northdale with a Pickering — Grosmont train on 31st December 2000.

Back (top): Heritage Engineering's Sam Foster, on the left, discusses the K1's cold examination with Martin Lloyd at Grosmont on 10th January 2001. The flare is used to see into the most inaccessible nooks and crannies!

Back (bottom): The B1 61264 leaves Loughborough on 28th January 2001 with a train for Leicester North. This section of the GCR is now operational double track controlled by a fine array of new semaphore signals. The B1 will be partnering the K1 in Scotland this year (All John Hunt).



The new speedometer drive fitted to the left trailing driving crankpin of the K1 (Martin Lloyd)

