

# N.E.L.P.G. NEWS



**NO.204 AUG.2001**

## EDITORIAL

There have been several occasions this summer when the A2, K1 and J27 have all been in traffic on the same day, though at three different locations. Nevertheless it is, once again, a tribute to the respective locomotive caretakers that each of the locomotives is doing the job it was planned to do reliably and competently, without any major problems, though the K1 did miss a week of operation at Fort William when it was found necessary to turn tender wheelsets.

As a consequence of this relatively trouble free running, work has been able to proceed apace on the Q6 overhaul with the locomotive almost ready for its boiler lift. There is good progress, too, at Darlington in order to prepare the Hopetown Carriage Works for the receipt of the Q6 frames this autumn as planned.

The performance of the A2 is particularly noteworthy since it has really maximised its earning potential this year with some lucrative runs on the main line in the first half of the year, followed by around 3,000 miles so far on the NYMR. This income is, of course, most timely since a potential major overhaul of the locomotive is not too far away; how far depends on examination of the firebox foundation ring rivets this autumn. It is hoped that at least another season of operation might be agreed before the A2 has to be withdrawn.

The future of Blue Peter has therefore been the subject of a recent and most positive meeting with the Drury family but it is clear that the Group is faced with some very important decisions — not just about the A2 - that will have to be addressed sooner rather than later. Whilst amongst these is any financial commitment by the Group to overhaul the A2, foremost is the very real concern shared but highlighted by the Drurys about the long term future of the NELPG itself. To allay members' fears there is no threat to the Group's well being at present but the dearth of younger volunteers to carry on the NELPG's long and successful tradition — and with it the custody of the Group's locomotives and other assets — is an increasing worry. This recruitment issue, perhaps above all else, needs to be given the utmost priority if the NELPG is to survive in the longer term.

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## **LOCOMOTIVE REPORT by Richard Pearson, Martin Lloyd & Paul Hutchinson**

### **J27 No. 65894**

As reported in the last NEWS the J27 arrived on the KWVR on the 17<sup>th</sup> May and worked its first train on the 26<sup>th</sup> May; by the 9<sup>th</sup> July it had totalled 19 days in traffic and having already worked 4 days on the NYMR the J27 was taken out of traffic for a boiler washout. The NYMR and NELPG's usual policy is to wash out boilers every 28 days, but the KWVR has a different water source and water treatment policy to the NYMR and their policy is to washout every 21 days. Therefore while the J27 is on the KWVR we are operating to the KWVR policy.

A working party of NELPG and KWVR volunteers spent the 12<sup>th</sup> July working on the loco and managed to washout, examine, box up and refill the boiler, and a number of other jobs were also completed including washing out of blocked tubes, adjustment and repair of the L/H cylinder cocks, examination of the steam brake valve, and adjustment of the engine and tender brakes. The engine was steam tested the following day and back in service the day after; the following 16 days saw the engine used on 15 occasions.

The engine was stopped on the 29<sup>th</sup> July for a boiler water change, since the boiler water is usually changed mid-way between washouts. By the end of July the J27 had seen use on 34 days; since the original prediction for the number of days the J27 would see service on the KWVR was 35 days we have appeared to have reached the target two months early!

The KWVR have asked if they can extend the hire agreement from the end of September until the end of the year, but the NYMR have also requested the locomotive for use in October and December; the Committee decided at its meeting in August that the locomotive would have to return to the NYMR.

When the J27 returns to the NYMR it will not be used in November as the railway is not open, so it is hoped that we can use this time to repaint the J27 into its NER livery, but if the J27 stays on the KWVR it will not be repainted until the spring.

## **T2 No.2238**

Work on the T2 (as it is in its present livery) started in early July. As can be seen from the report in the last NEWS it is hoped to have the loco ready for movement to Darlington by the end of September. At the end of July work was progressing well with most of the fittings and pipework having been removed from the cab with only the ejector and manifold remaining. Work has been slightly slower than normal as every item that is removed is photographed, labelled and catalogued so that when we are rebuilding the engine we have a record of exactly where every single bit goes.

We have to remove the cab so that we can remove the lagging and cladding and then allow us to lift the boiler from the frames, something that has never been done to the loco in NELPG ownership. The lagging on the back of the firebox is asbestos and will be removed by specialist contractors, however the lagging on the barrel and firebox sides is only fibreglass. The cab splits in two just below the cab windows which are part of the roof section. The cab sides stay behind as they are fastened to the engine frames.

The first Sunday in August saw more good progress made with the 50ish rivets that fasten the two cab sections together all drilled out and a couple of temporary holding bolts fitted until the cab roof section was lifted clear on 19<sup>th</sup> August. The ejector exhaust pipe was also removed as were the handrails from the boiler side to facilitate removal of the rear sections of boiler cladding on the same day.

If anybody is interest in getting involved in the overhaul of the T2 then please call Richard Pearson on 01642 475080 or Fred Ramshaw on 01740 621301.

About 4 or 5 years ago I was doing a bit of tidying up in the box van when I came across an old file. When looking through the file I discovered a very interesting report written by our late president Bill Harvey on 17<sup>th</sup> October 1979. As a result of this report the locomotive received attention to its axleboxes in 1980/1.

Much of what Bill wrote then is relevant today so for members' information the report has been typed exactly as Bill wrote it 22 years ago.

## Report on the Condition 0106 Class locomotive No. 2238

17<sup>th</sup> October 1979

### Steam tightness of Valves and Pistons

*Prior to leaving the shed the valves were tested for steam tightness by setting both crossheads level, one with the other, in this position, in mid-gear all ports are closed and no steam should issue from the cylinder or steam chest drain cocks when these and the regulator are open.*

*This test revealed a continuous and fairly considerable leakage of steam past both valves, the pistons were then tested, the right was steam tight and there was a slight blow past the left but not sufficient as to warrant piston ring renewal at this stage.*

### Performance on the Road

*I then rode on the engine to Pickering and back with a load of 4 bogie coaches. The reversing gear was set at mark 4 (about 60%) whilst the regulator opening varied from 'first port' to half open. It was necessary to work the engine as heavily as this in order to keep time despite the lightness of the train. I last rode on this engine in 1967 (then No 63395) on a colliery trip working from Sunderland and to the best of my recollections it had to be worked very little harder when hauling a load of 700 tons.*

*This deterioration in performance is due to loss of power resulting from the continuous escape of steam past the valves.*

### Riding

*The most serious fault is the heavy pounding of the driving and trailing axleboxes in their horns, especially noticeable when steam is shut off. The heavy jarring and vibration that is most objectionable and damaging to an otherwise fine engine.*

### Valve Setting

*With regard to the valve setting, at the late cut off at which we were working, I could detect very little wrong, certainly one beat is slightly heavier than the others but this is due probably as much to the backwards and forwards movement of the driving axle than to any irregularity in the valve setting.*

### Piston Valve Measure

*The L/H piston valve was withdrawn and the liner had a good polished surface free from any ridges or scoring, measured for wear,*

*Diameter =  $8\frac{27}{32}$  "*

*Barrelling = Very slight, does not much exceed  $\frac{1}{32}$  " in diameter*

*Ovality = Approx.  $\frac{1}{32}$  " larger on horizontal axis*

*Valve rings = Unscored but making contact at a few spots only*

*The distance over the steam and exhaust edges of the valves was also measured in order to establish the amount of steam and exhaust lap.*

	Ports	Valve head	Lap
<i>Distance across steam edges</i>	<i><math>14\frac{5}{8}</math> "</i>	<i><math>16\frac{7}{8}</math> "</i>	<i><math>1\frac{1}{8}</math> "</i>
<i>Distance across exhaust edges</i>	<i><math>11\frac{7}{8}</math> "</i>	<i><math>11\frac{3}{8}</math> "</i>	<i><math>\frac{1}{4}</math> "</i>

*These dimensions are the same as for the B13 class 4-6-0 designed by Wilson Worsdell. In which I have the drawing office diagram,*

*$8\frac{3}{4}$  " diameter outside admission driving and*

*trailing travel in full gear at  $74\frac{1}{2}\%$  cut off*

*$1\frac{1}{8}$  " Steam Lap  $\frac{1}{4}$  " Exhaust Lap*

### *Recommendations*

*That both driving and trailing wheels be removed for elimination of the excessive side play, wear in the horns and crown roll in the axleboxes. That consideration be given to substituting narrow type piston ring valve head with the existing broad ring pattern, Being more flexible with a greatly reduced bearing area the narrow rings adjust themselves readily to any slight wear in the liner and remain steam tight over a longer period.*

*An alternative that may be worth investigating is to have the existing broad rings built up with metal spraying, in order to restore the full diameter necessary for those to be ground to fit the liners when compressed. There is however always the risk of when adopting untried methods, that the deposited metal could become detached with subsequent seizure of the valves and wrecking of the valve motion.*

*I therefore advocate fitting narrow ring heads and if considered necessary pressure relief valves in the cylinder covers, in order to allow water trapped in the cylinders to escape.*

*D W Harvey.*



*Past and present: 60532 heads out of Chester across the Dee bridge with an excursion from Manchester Central to Holyhead on 21<sup>st</sup> August 1966 (Dave Gouldthorpe)*



*Twenty five years later, 60532 crosses the same bridge with The Easter Chester Chuffer on 14<sup>th</sup> April 2001 (John Hunt)*



*62005 climbs away from the viaduct at Glenfinnan with The Jacobite during the first week of operation in June (Alan Strange)*



*65894 makes light work of its five coach train on the climb from Keighley to Ingrow on a hot summer day in July (Alan Strange)*



## **K1 No. 62005**

After the trauma of the broken drawbar pin, the K1 has settled into the "bump and grind" of west Highland life. Thankfully the "bump" element has been hardly noticed, so much so that we have not had any spring breakage. If we had still been on the NYMR the chances are that we would have had a broken spring or two by now but we aren't and we haven't — if you follow me. However the "grind" element has caused us problems. Tyre wear is always severe on the Mallaig road but is proving to be much worse than we expected. After 28 days use at Fort William, the locomotive was stopped on Friday 17<sup>th</sup> August because of wear on the leading and trailing tender tyres.

Tyre dimensions were measured by Brian Penney before the K1 left Grosmont and we knew that we had to reprofile the engine tyres and these were turned at Thornaby. Those on the tender were alright but we knew that they would only last this season before requiring replacement. The reasons for monitoring tyres is twofold: firstly, if the flange of the tyre wears thin there is a risk that when it strikes the switch rail of a facing point it might ride on the wrong side of the switch rail such that one wheel heads along the stock rail of the intended route and the other wheel heads along the stock rail of the diverging route and eventually the wheels drop into the inside of the point. The other risk is that wear on the back of the tyre increases the back to back measurement between wheels on the same axle. When a wheel goes to traverse the crossing of a point (commonly called a frog in model railway parlance) the wheel can strike the nose of the crossing because the back of the other wheel on the axle isn't held far enough over by the check rail on the opposite side. The flange of the wheel striking the nose then rides over the top of the rail.

Maurice Johnson fitted flange lubricators to the K1 engine trailing coupled wheels just before we left Grosmont. We had hoped to fit them to the leading tender wheels as well and made plans to do the job at Fort William, but were thwarted by a combination of a difficulty in finding a suitable fixing point, a filming contract using the K12 and lack of sufficient time. The lubricators are, in essence, sticks of a graphite based compound which is applied to the root of the flange. The railway, in the good old days, acknowledged the problem of tyre wear by installing and maintaining track lubricators at critical positions along the line. The passage of each wheel of a train pumped out a small quantity of lubricating compound onto the wheel. These lubricators can be seen today abandoned by the side of

the track; presumably the train operators accept the wear and Railtrack don't run trains!

To solve the K1's problem the locomotive ran under its own steam from Fort William to Shields depot in Glasgow on 24<sup>th</sup> August, for the tender tyres to be turned the following day; with the tyres on their final turning, our CME John Graham was to witness this critical operation. The K1 was then due to return to Fort William with 5972 Hogwarts Castle (going to Fort William for more filming for the Harry Potter feature film) on 28<sup>th</sup> August and thus be able to take up its booked turns from 10<sup>th</sup> September as planned. As the B1 had to deputise for the K1 during the week beginning 19<sup>th</sup> August our Responsible Officer Ian Pearson and his support crew had to look after the B1 and prepare the K1 for its journey south. Furthermore, Richard Pearson, on holiday in Scotland, also offered to help out on the K1's journey south. So, sincere thanks to all concerned in making such a splendid special effort.

The K1 has performed very well competently hauling seven coaches for most of the season and, apart from the tyre wear, has caused us Very little worry. We had to organise a special working party after the first fortnight's operation to free the ashpan doors which were jamming, and we have had to buy a decent battery charger to get the AWS to work properly. We have also been up to Fort William in order to carry out a boiler washout and 28 day examination. Other than that we have had no significant problems. Once we get the tender tyres sorted out, the K1 will be back doing the job it was made for — working the West Highland extension.

### **Q7 No. 901**

On display inside Deviation shed

### **J72 No. 69023**

In store in Deviation Shed.

### **A2 No. 60532 Blue Peter**

The A2 has been in regular traffic on the NYMR, covering around 3,000 miles to the end of August, and has needed no attention other than a routine boiler washout, 28 day exam and water change. Two brake blocks

have also been changed. Thanks are once again due to Maurice Johnson for keeping an eye on the locomotive whilst it is in traffic.

The Group is in discussion with the Insurance Company regarding a possible extension of the locomotive's boiler life but this depends on the condition of the foundation ring rivets, examination of which requires the removal of the grate. This examination is expected to take place in September in conjunction with Andy Harper, NYMR Boilersmith and Sam Foster. However, the A2 is expected to see use at the NYMR's Autumn Steam Gala and on the NELPG members' luncheon special. Its continued use after the 13<sup>th</sup> October, including its proposed winter visit to the Great Central Railway, will depend on the outcome of the examination.

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## **WORKING PARTIES**

These take place every Sunday at Grosmont for work on the Q6 and the A2. Contact Richard Pearson on 01642 475080 or Fred Ramshaw on 01740 621301. Even though the A2 is back in action, it will require routine maintenance, and there is now work in earnest to do on the Q6. Each of the respective Locomotive Engineers are always in need of assistance, 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.

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## **SECRETARY'S REPORT by Dave Martin**

I had written my article for the June edition of the NEWS before the deadline for the return of the members' questionnaire. I can now inform you of the results. Out of a membership of over 550 only 33 returned positive replies and 11 responded negatively. With over a third of the membership living in the Teesside and Darlington areas — barely a stones throw from BASF or Hopetown Works — an overall response of less than 10% was somewhat disheartening. We can speculate about the reasons

why but the Committee has to face the reality that there are fewer willing hands in 2001 than there were, say, in 1991 when Blue Peter was finished.

Several members mentioned 'advancing years' as the main reason for no longer being able to help. It is a sobering fact that without the 'oldies' Blue Peter would not have completed its main line programme and the K1 would not have gone to Scotland. For the record, four of the Committee are over 60 and five more are 49 or over, leaving just two who could be called youngsters! Being a pensioner is no bar to working on our locomotives — those currently involved seem to revel in it! To be more serious, several of those members who stated that they were unable to work on our locomotives did send donations 'in lieu' for which we are very grateful.

Being secretary I have to write many letters on behalf of the Group — some of which I wish I didn't have to write! After the result of the questionnaire was known it was patently obvious that we couldn't operate on three fronts with such small numbers of working members. So I had to write to BASF to say that we were not able to take up their very generous offer of free covered accommodation for three years. This saddened me a lot since I know that two of our members who work for BASF had spent a considerable amount of time preparing the ground for our possible involvement at that site.

Work as, however, progressed steadily at Hopetown Carriage Works. Here a small band of members have turned a sadly neglected area full of unwanted materials and artefacts into something resembling a railway workshop. Fred Ramshaw and Arthur Robinson have demonstrated how certain things can be achieved with few resources in a very short space of time! In fact there is already a locomotive in place — however, if you put it fire in it, the whole thing would go up in smoke. It is a wooden replica of Locomotion!

I had hoped to report that the official document for the Group's lease of Hopetown Carriage Works had been signed by now, but the best laid plans, etc, etc — being the holiday period delays have occurred. Next edition perhaps! One document that has been signed relates to NELPG Enterprises Ltd. Our legal beagle, Ian Gibson, recently advised the Committee that under new regulations 'small' companies like ours need only have one shareholder. Consequently the Enterprise Committee — which is the same as the NELPG Committee — approved the motion to have just one shareholder. This one shareholder will in fact be NELPG Ltd

and your Committee will act on that Company's behalf – as it does today – in dealing with NELPG Enterprises Ltd business.

Ted Parker has informed me that the future of The Ladle is, as we feared, looking decidedly uncertain with demolition after Christmas a strong possibility. We have decided, however, to continue to hold our meetings at The Ladle up to and including the December meeting. When we have to move to a new venue we shall inform the membership via the NEWS and on our website as soon as possible.

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## MEMBERS' ANNUAL LUNCHEON SPECIAL

This has been arranged for Saturday 13<sup>th</sup> October 2001 and will take the same format as in previous years i.e. two return trips between Grosmont ( dep. 10.50 & 13.50) and Pickering (dep. 12.20 & 15.20) with lunch being served on the intermediate Pickering – Grosmont – Pickering leg. Blue Peter will be the motive power. The menu this year is as follows:-

*Home made cream of vegetable soup  
Accompanied with hot rolls and butter*

*Roast loin of pork served with apple sauce, seasoning and watercress*

*or*

*Steak and mushroom pie served with a rich red wine gravy*

*Hot roast and creamed potatoes, glazed carrots and broccoli years*

*(A vegetarian meal is available and should be requested at the time of booking)*

*Fresh fruit meringue with cream*

*Freshly brewed coffee or tea served with orange mints*

The price of the meal this year is £15.50 and members wishing to partake of the luncheon special should complete the enclosed booking form and return it, together with their remittance, as soon as possible to the Editor at 38 High Street, Snainton, Scarborough, North Yorkshire, YO13 9AE.

## **FORTHCOMING EVENTS**

Friday 14<sup>th</sup> September 2001 **TEESSIDE — PAST AND PRESENT** by Chris Davies.

Saturday 6<sup>th</sup> & Sunday 7<sup>th</sup>. October 2001 **NYMR AUTUMN STEAM GALA** featuring 60532.

Friday 12<sup>th</sup> October 2001 **WORLD WIDE STEAM ON VIDEO** by Nick Lera, the renowned and accomplished video producer.

Saturday 13<sup>th</sup> October 2001 **MEMBERS' LUNCHEON SPECIAL ON THE NYMR** behind 60532 (see text for further details).

9<sup>th</sup> November 2001 **STEAM AND SAFARIS — THE STORY OF TWO DECADES OF SUCCESSFUL WORLD WIDE STEAM TRIPS** by Derek Philips.

14<sup>th</sup> December 2001 **CHRISTMAS EXTRAVAGANZA**. Festive fun with a not too serious auction, seasonal raffle, and the slide show that you can actually buy!

The Friday evening meetings commence at 7.30 pm in the upstairs room of The Ladle, Ladgate Lane, Middlesbrough.

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## **COVER PICTURES**

Front: 60532 makes a smoky exit from Grosmont tunnel with a train for Pickering on 30<sup>th</sup> July 2001 (John Hunt).

Back (top): 60532 at rest at the Crewe Heritage Centre on 1<sup>st</sup> June 2001 (Colin Smith).

Back (bottom): 65894 pilots 29 round Kingthorpe curve with the 12.20 from Pickering to Grosmont on 13<sup>th</sup> May 2001. Both locomotives have been earning their keep elsewhere during the peak summer season — the J27 at the KWVR and 29 at Emsay (David Warren).

