

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



**NO.206    DEC.2001**

## EDITORIAL

We come to the end of another year which, yet again, can be regarded as a highly successful one in terms of the utilisation of our locomotives. The three active locomotives earned a total of £150,000 during the year and, after deducting expenditure, benefited the Group's funds by over £75,000. Leading the way was the A2 which combined the first half of the year on the main line with the second half on the NYMR, where it covered over 7,000 trouble free miles. Ironically, in what may well be the final year of its current boiler life, the locomotive performed better than ever and in doing so at long last realised its earning potential.

After its summer sojourn on the KWVR the J27 covered 1,207 miles on the NYMR bringing our total NYMR mileage for the year to 8,263, considerably in excess of what we had anticipated — and it would have been more, but for the unexpected retubing of the J27.

The K1 amassed over 5,000 miles during its Scottish jaunts and was such a success that it seems likely that it will be formally invited back next year. However, 20 years of hard work on the NYMR and several seasons at Fort William has taken its toll on the locomotives tyres, which means that engine and tender wheels will need retyring in February. Fortunately, year-upon-year of good earnings and prudent financial housekeeping means that, as with our other locomotives, sufficient funds are available to meet this sort of periodic expenditure.

The three locomotives have not only earned their keep but done so in a trouble-free manner, which is great credit to Paul Hutchinson, Richard Pearson and Martin Lloyd who have day to day responsibility for the locomotives, but also to all those who have helped them, and to John Graham, our CME, who has not only brought wise counsel to our Committee meetings but also ensured that we aspire to the highest standards of locomotive care and documentation.

I firmly believe, therefore, that we end the year in good shape, well prepared for the next challenge in 2002 in getting the Q6 overhaul underway in style in the refurbished Hopetown Carriage Works.

Finally, in thanking all NELPG members for supporting the Group in 2001, best wishes for Christmas and the New Year!

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

### **J27 No. 65894**

Following the locomotive's return from the KWVR a few jobs required to be done before the locomotive could enter traffic on the NYMR. The front safety valve was overhauled as it had caused a few problems during the J27's last couple of days in traffic on the KWVR when it was blowing off about 15-20 psi light. The valve seats were machined and the valve reset during a steam test. The tender brake blocks were also renewed.

The J27 was in traffic during the NYMR three day Autumn Gala spending most of its time double-headed with No.29; they ran tender to bunker with the J27 facing south and No.29 facing north. By 18th October the J27 had clocked up 11 days in traffic since its return from the KWVR.

On 20<sup>th</sup> October, during routine inspection, a small wet patch was noticed on the firebox tube plate on the top R/H side and on closer inspection a small hole had developed about 1 inch inside the tube. During the following week this tube along with four other tubes from different areas of the boiler were removed to assess the condition of the tubes within the boiler and as a result of this examination it was decided to re-tube the entire boiler. The tube had failed as a result of electrolytic corrosion between the steel tube and the copper firebox, the corrosion having taken place on the steel tube at the point where it came into contact with the copper firebox. This type of corrosion is very common and is how the vast majority of boiler tubes fail when fitted to boilers with copper fireboxes.

The boiler has 273 tubes of 2 inch diameter and when removing the tubes they have to be cut out at both ends, so this doubles to 546 tube ends which have to be cut. This is no small task but it was completed within two weeks. The new tubes were ordered and arrived at Grosmont on 28<sup>th</sup> November. Work on preparing the boiler to be re-tubed involved cleaning out the boiler barrel and polishing all the tube holes in both firebox and smokebox tube plates - all 546 of them - and that's a lot of holes! During inspection of the boiler barrel an anchoring pin on one of the longitudinal stays was found to have sheared, so this pin was replaced. Work has now started on fitting the new tubes; this involves annealing both ends of each tube allowing it to cool and then polishing the ends to remove any scale

before fitting them into the boiler. Once all tubes have been fitted they then have to be expanded. It is hoped to have the engine in steam for mid December.

As reported in the last news the locomotive was due to be repainted into its NER livery during November but this has had to be postponed, since it would be impossible to paint the loco while the boiler was undergoing a re-tube. It is more important to have the loco in a running condition than looking nice and going nowhere. The loco will now be repainted at the earliest opportunity.

## **T2 No. 2238**

As reported in the last News the boiler was removed on 20<sup>th</sup> September, but since then no work has been done on the boiler other than removal of the asbestos on the boiler backhead by a specialist contractor. Mick Hammond, a volunteer who lives too far away to travel to Grosmont regularly, has offered to make a new ashpan, on 20<sup>th</sup> October Mick collected the old ashpan from Grosmont and transported it home to his farm near Nottingham where he will use it as a pattern to build a new one. Mick also built the ashpan that is currently fitted to the J27.

The frames are nearly ready for transportation to Darlington and all that is now required to be done is the refitting of the cab and one final check on the lubrication, and in this respect all oil pots have being cleaned out and the trimmings cleaned or renewed.

However, all the bits that were removed from the engine during the summer have been transported to Darlington and include connecting rods and cross heads, all cladding sheets and boiler bands, pipework, cab fittings, handrails, blast-pipe and main steam pipes. So quite a lot of the loco is there already, albeit in a big heap but its there nonetheless! It is hoped that the engine will be towed to Pickering before the end of Christmas/New Year running on 6<sup>th</sup> January and then on to Darlington during January. The cover photo of the next NELPG News will hopefully be a picture of the T2 inside Hoptown Carriage Works.

If anybody is interest in getting involved in the overhaul of the Q6 at Darlington, then please call Richard Pearson on 01642 475080 or Fred Ramshaw on 01740 621301.

## **1 No. 62005**

Very little has happened to the K1 since our last report. The necessity to re-tube the J27 has meant that almost all our volunteer effort has been employed with that task. The K1 boiler has been washed out and "winterised" and a repair to the steam brake has been carried out. New tyres for loco and tender have been ordered and will be available in February. Ian Riley Engineering at Bury has been asked to fit the new tyres to the wheels but who does the associated work hasn't yet been decided.

Without access to a wheel-drop, the loco (and tender) would have to be lifted to remove the wheel sets and that involves removing con rods, side rods, brake rigging, springs, horn stays underkeeps etc. and we have a new set of spring hanger bolts to fit when the loco is re-assembled. Some of this work could be done by ourselves and we could probably assist a contractor in some of the rest to defray some of the cost but it might be prudent just to send the loco to Bury and contract out the whole job to Riley Engineering.

Whilst the motion is stripped down and the wheel sets are out of the frames, we will need to check bushes and axle boxes for wear and carry out any remedial work. Again this could be done by Riley Engineering but we would want to keep all our options open. This work is always done by contractors - usually we just dismantle and give the bits to the likes of Richard Campbell. What I'm saying is that this is not work we can do with volunteers, we don't have the expertise or the facilities. It just might be a different contractor depending upon the logistics.

The loco is at present split from the tender with the loco inside Deviation Shed. We can now examine the drawbar equipment and replace any worn or damaged components. An annoying little job will be patching up the tender side in the area of the fire iron tunnel. A hole has developed which looks unsightly and the surrounding plate-work is probably quite thin.

## **Q7 No. 901**

On display inside Deviation shed.

The National Railway Museum, from whom the locomotive is on loan, has queried the Group's intentions for the future of the Q7. In response the Committee has advised the NRM that it has no plans to restore the locomotive back into running order, but will continue to display the Q7 at Grosmont until such time that it can be returned to the National collection.

### **J72 No. 69023**

In store in Deviation Shed.

The Committee has agreed in principle to move the J72 into the Hopetown Carriage Works as a precursor to eventual overhaul, though this should not distract from the overhaul of the Q6.

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

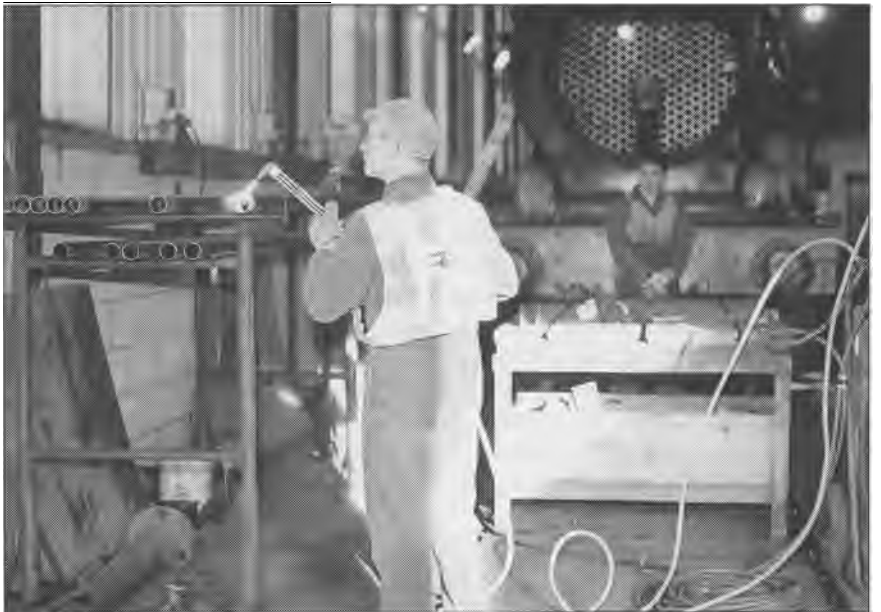
The A2's final day in traffic was 31<sup>st</sup> October when the extension to its boiler insurance expired. By then the A2 had amassed a total of 7,056 miles on the NYMR since the middle of June, with no more than routine maintenance being required. Ironically, from a performance point of view, the A2 was in tip-top condition right up to its last day in traffic, a credit to the locomotive and Paul Hutchinson and his team.

The possibility of extending the boiler life into 2002 and beyond will depend on the planned examination of the firebox and boiler in conjunction with the NYMR, Sam Foster of our main line vehicle acceptance body, and the boiler insurance company. As this involves the big task of removing the entire fire grate, the examination has been delayed because the work required on the J27 has taken priority, but should now take place early in January.

Areas of concern are some of the foundation ring rivets and some roof stays. John Graham, our CME, has suggested various ways in which remedial work could be carried out that might permit an extension of the boiler life without compromising safety. Watch this space!



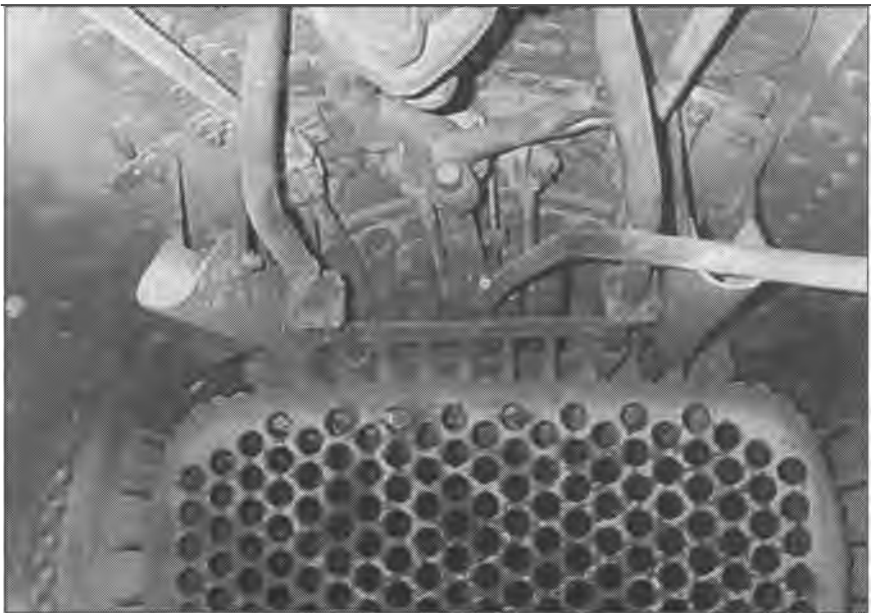
*60532 Blue Peter passes 60007 Sir Nigel Gresley outside Deviation shed as the A2 heads for Pickering on 28<sup>th</sup> October (Colin Smith)*



*Bernie Lyth anealing the new boiler tubes for the .127 inside the fabrication shop at Grosmont on 2<sup>nd</sup> December (Colin Smith)*



*With Fireman Neal Woods looking out 60532 Blue Peter brings the NELPG Members' special into Goathland and passes 65894 on 13<sup>th</sup> October (John Hunt)*



*A rare view inside the boiler of the J27 looking towards the firebox tubeplate; visible (at the top) is the bottom of the 'J' pipe, the regulator linkage, injector water delivery trays, side and roof stays (Martin Lloyd)*



## **WORKING PARTIES**

These take place every Sunday at Grosmont for work on the J27, Q6, K1 and the A2. Contact Richard Pearson on 01642 475080 or Fred Ramshaw on 01740 621301. Each of the respective Locomotive Engineers is 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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## **DARLINGTON WORKS — PROGRESS REPORT**

Steady progress is being made in preparing the Hopetown Carriage Works site at Darlington for receiving the Q6. The premises require a proper mess facility and this is nearing completion.

Outside, the thorny problem of gaining rail access to the building is in the throes of being resolved by the construction of a ramp from the west doorway to the existing siding used by the Darlington Preservation Society from time to time for their brakevan rides. The ground works were carried out by John Wade Haulage. A quantity of rail, sleepers and chairs has been made available to the Group and material to construct 160 feet of track was expected to be delivered to Darlington in early January, with more to follow. This will be laid on the concrete floor within the Works and extended over the already ballasted formation outside the building as far as the site boundary with Railtrack. The plan is to extend both this track and the DPS siding, install a point and a lay a short headshunt; this will allow road vehicles to unload and load locomotives onto the DPS line and then shunt them into and out of the Works. If agreement with Railtrack cannot be reached, an alternative but less straightforward scheme has been drawn up.

Inside the Works, the lighting system is functioning and the electrical installation is well advanced. The new mess block is also making good progress; the two storey structure comprises on the ground floor, an entrance lobby, disabled toilet, and materials store. Upstairs there is a

mess room, shower cubicle, two urinals, two wash basins, wall heater and lockers.

It is anticipated that these outstanding works will be completed probably towards the end of January enabling the Q6 frames to be delivered to the Works. Then it will be possible to restart the mid-week working parties that characterised our successful occupancy of No. 5 depot at ICI Wilton for such a long time. Initially it is suggested that there could be working parties on Monday and Thursday evenings starting at 17.30 and probably finishing around 22.00. If you can help please either write to Fred Ramshaw or give him a ring stating which of these days you could attend.

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

There have been a number of occasions recently when the Committee has been forcibly reminded that the Group is too dependent on too few working members. For example Richard Pearson is finding the role of looking after the J27 increasingly difficult. This is due to a change of job which entails varying shift work, and numerous visits to Grosmont to carry out essential work on the locomotive. Richard has made it clear that more help from members would improve the situation considerably. We simply cannot afford to lose the likes of Richard as he is one of the youngest and keenest working members we have, as well as a valuable Committee member. If any member can lend him a hand to help share the workload, please give him a ring on 01642 475080.

We have a chance to persuade Richard to reconsider the situation but the same cannot be said, at least in the short term, for another of our members. Arthur Robinson (pictured in typically jovial mood in the last issue of the NEWS) has been one of our ablest and fittest working members and a regular support crew member. His skills as a jobbing builder have been invaluable to the Group over the years and he was building the new amenity block inside Hopetown Carriage Works. Whilst working there on 15<sup>th</sup> November he suffered a brain haemorrhage and life saving emergency surgery was required. Three weeks later, as I write this, he is still in a

coma. We will have to be patient and hope that Arthur makes a full recovery in due course. Committee members are in touch with Arthur's family giving them the Group's support and assisting where and when they can.

We have been fortunate to find a local building firm which was able to resume work on site almost immediately and intends to have the outstanding work completed by the end of January.

Whilst movement of the Q6 to Darlington is likely in January, the F6 should be moving to Bury in February for the fitting of new engine and tender tyres. There is a good chance that this will be by rail with part of the movement in the form of passenger charter train (see Railtour Report 2017). Hopefully the return from Bury will also be by rail as a tour operator has requested the K I to work two railtours in the North East next Spring. We are also advised that the K I is likely to be invited back to Scotland in order to operate next year's Jacobite between Fort William and Mallaig.

In the event that the K I goes to Scotland there will be a couple of changes firstly, we have acquired a new support coach, a NNX which was based in Bury. Latterly we had been using Ian Storey's support coach but this is not out of main line certification, as is our own support coach which also requires expensive remedial work before it could be re-registered for the main line. The NNX requires an overhaul before it can run on the main line and this work will be carried out by Neil Tyrehurst at Heysham; it also requires fitting of seats to provide sleeping accommodation, cooking and storage facilities, and this work is also likely to be carried out at Heysham.

The total cost of this work, including the acquisition cost, is in the region of £25,000. Whilst this is a substantial figure, it is significantly less than the £50,000 asking price for a fully operational and certificated vehicle that were offered, and the £30,000 cost of bringing our own coach up to standard, and this sum excluded the cost of repairs to the bodysides which are beginning to show their age.

The second change is relatively minor but I suspect will raise some comment. We received a letter from NELPG member John Fletcher who worked on the K1 in Scotland this summer. He reported that there was great interest on the K1 from passengers but this waned somewhat when they found out that the locomotive was not named, and he suggested that we name it after one of the K4s. The Committee decided that it would be more appropriate to name it MacCailin Mor after the prototype K1/1.

61998, with the proviso that it be temporarily carries this name whilst operating in Scotland.

To more serious matters, we are now investigating Lottery funding to help finance the Q6 boiler overhaul, as well as a number of other possible projects, and thanks are due to Dave Pennock who has kindly volunteered to take on this onerous responsibility. These are early days, but we are hopeful that some financial aid will be forthcoming. We are also applying to join NEMLAC — North East Museums, Libraries and Archives Council — which is a local authority supported body which can provide assistance on such subjects as grants, training, volunteering, information and so on. Membership could open a few doors for the NELPG which might well help as the era of 'doing everything for ourselves' is coming to an end.

Fortunately some things do not change and as it is now December, on behalf of the Committee I wish all members a very happy Christmas and a prosperous New Year. 2002 promises to be another exciting year for the Group with the completion of the Darlington project and work starting in earnest on the Q6. It will be a chance to re-create the spirit that existed at ICI Wilton. I am looking forward to it — I hope you are to!

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## **RAILTOUR REPORT**

Just as this issue was going to press, news was received that Past Time Rail proposed to utilise the planned movement of the K1 from Grosmont to Bury to work a main line passenger charter from York. The date is Saturday 23<sup>rd</sup> February and the steam route would be York — Selby — Hull — Goole — Pontefract Monkhill — Healey Mills — Hebden Bridge — Rochdale — Miles Platting — Manchester Victoria. The train would originate from London Kings Cross and pick-up and set-down at Potters Bar, Stevenage, Peterborough, Newark, Doncaster and York. Fares are £47.50 standard and £59.50 first class. Confirmation of the tour and further details can be obtained by ringing Past Time Rail on 0871 871 4119.

The K1 would run light engine from Grosmont to York, and Manchester to Bury.

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## **MEMBERSHIP RENEWALS**

Members are reminded that their subscriptions are now due for 2002 membership. A renewal form is included with this issue of the NEWS. If you wish to receive your membership card quickly, please include a stamped, addressed envelope with your renewal. If not, it will be included with your copy of the next NEWS. If not renewed membership will lapse by 28<sup>th</sup> February 2002.

Membership of the NELPG at 1<sup>st</sup> December 2001 was as follows:-

Ordinary	276
Husband & Wife	99
OAP	110
Junior	II
Life	91
<u>TOTAL</u>	<u>587</u>

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## **NOTICE OF ANNUAL GENERAL MEETING**

Notice is hereby given of the 2002 Annual General Meeting to be held at 7.30 pm on Friday 10<sup>th</sup> May 2002. At present the venue is expected to be The Ladle Hotel, Ladgate Lane, Middlesbrough but should this alter, members will be advised either via NELGP NEWS or directly.

## FORTHCOMING EVENTS

Friday 11<sup>th</sup> January 2002 — **B.R. STEAM IN THE 1960s** by Ken Horam, ex B.R. fireman from Sheffield.

Friday 8<sup>th</sup> February 2002 — **THE NATIONAL RAILWAY MUSEUM — PAST, PRESENT AND FUTURE** by Andrew Scott, Head of the Museum.

Saturday 23<sup>rd</sup> February 2002 — **62005 ON THE MAIN LINE** (see text for details).

Friday 8<sup>th</sup> March 2002 — **STEAM IN CHINA** by Ted Parker (*video presentation - to be confirmed*).

Friday 12<sup>th</sup> April 2002 — *TO BE ARRANGED*

Friday 10<sup>th</sup> May 2002 — **ANNUAL GENERAL MEETING**

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: 65894 heads past Water Ark on the climb from Grosmont to Goathland on 16<sup>th</sup> October.

Back (top): Inside Hopetown Carriage Works on 12<sup>th</sup> December showing the amenity block and the new lighting. The track will be laid where Messrs. Dave Martin, Fred Ramshaw and Tom Young are standing.

Back (bottom): Outside the Works on the same day showing the newly graded and ballasted access on the right and the DPS siding on the left (all John Hunt).

