

N.E.L.P.G. NEWS



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EDITORIAL

First of all, in keeping with some of our other projects, this issue of the NEWS is rather late. For that apologies are in order, but lest members fear that the wheel has somehow come off, it hasn't. If there is a malaise that afflicts the Group it is that those who do the work have too much on their shoulders and when life is fine and dandy we moan a bit, but things usually get done. Unfortunately, the last few months have seen no less than five key members of the Committee suffering either domestic or health problems that, quite understandably, have taken priority in their lives over the affairs of the NELPG, and because we rely heavily on their commitment and skills, the Group's activities have inevitably suffered.

Once again it throws into sharp focus the Group's reliance on the few, and explains why the bills for contract work continue to mount, especially on the KI. If we want our locomotives to run, give pleasure and earn money, and we cannot provide the manpower to repair or overhaul them, then we have no alternative but to put the work out to contract. It's a vicious circle, of course, because the engines have to run as much as possible in order to build up the financial reserves that have been depleted by paying for the contract work! Thanks to Peter Robinson's sound financial husbandry, our reserves are substantial but are already accounted for in the deferred locomotive maintenance funds. Eating away at these funds could prejudice our ability to fund future overhauls in realistic timescales.

That is one reason why Hopetown has to be a success, not only in speeding the overhaul of the Q6 but encouraging new and, preferably, younger, volunteers to come along and learn the skills of steam locomotive restoration so that we do not have to rely increasingly on the use of contractors in the future. Although the weekend of 20th and 21st July is an 'open day' at Hopetown with all the fun of the fair and Thomas in steam at nearby North Road, there are open days at Hopetown every Monday and Thursday evenings. Colin Smith's pictures in this issue illustrate just some of the people who regularly get involved with the Group and their smiling faces tell it all — so come along and join them, and find out what they are smiling about!

LOCOMOTIVE REPORT by Richard Pearson, Martin Lloyd & Paul Hutchinson

J27 No. 65894

Up until the end of June the J27 had been in steam on 40 occasions and covered 2,995 miles. It was in use again in July since the NYMR has requested that the locomotive be kept in traffic to help ensure that the Railway has sufficient motive power to work the peak summer service. It would be used on the heavier trains with an assisting locomotive. It has also been used on footplate experience days, deputising for No.29.

This has been agreed since it is the Group's overriding policy that the earning potential of our locomotives must be maximised. Sadly this means that, once again, the repainting of the J27 must be deferred for the time being, as must the piston and valve examination.

T2 No. 2238

The frames were delivered by road from New Bridge yard to Darlington on Saturday 27th April, then, in front of a fascinated crowd of local onlookers and residents, craned off the low loader onto the newly laid track on the following Sunday morning. The frames were then slowly — but ceremoniously - pushed by hand into the workshop by a willing band of volunteers.

Work has now started in stripping the frames down in readiness for lifting them to allow for the removal of the wheelsets. The eccentrics and side rods have been removed, as have all the engine springs. A five foot lift, using lifting beams, is required and this is expected to be contracted out and will probably take place at the end of August. Once the wheels have been rolled clear, the axleboxes will go to Richard Campbell's workshop for attention.

At Grosmont, the condemned front tubeplate has been cut to allow easy access to the barrel, which has been cleaned out to allow examination by the NYMR boiler-smiths Roy Haines and Adam Dagleish. The inside of the barrel will now be shotblasted and given an NDT inspection, and the firebox copper plates ultra-sonically tested for thickness.

K1 No. 62005

At Bury the retyring presented the opportunity to carry out a considerable amount of other work. In preparation for an internal examination by Sam Foster, the boiler was washed out and attention was given to the regulator. The piston valves were removed for examination. The side and connecting rods were all rebushed and the lubricating felts checked or replaced. The lubrication system was also checked to ensure it was working properly.

On removal of the wheelsets, some remedial attention was required on the tender and driving axleboxes, including partial remetalling, and this was carried out by Richard Campbell.

After delays in delivery of the new tyres, the primary work of removing the old tyres, shrinking the new tyres onto the wheel bosses, riveting them in place, and finally profiling the tyres was carried out over a three week period at the end of May and the beginning of June. Once this work was started it actually progressed quite quickly, allowing the tender and engine to be rewheeled on 11th and 12th June. This was followed by rapid reassembly of the hornstays, spring hangers, springs, brake rigging, and so on by Ian Riley's staff and NELPG volunteers ably led by the redoubtable Fred Ramshaw.

On Tuesday 18th June the locomotive was steam tested for Engineering Link and our insurance company, but a leaking washout plug meant that a planned test run on 19th June had to be abandoned, as the locomotive had to cool down and the water drained, before the plug hole could be retapped and a new plug fitted. However, a successful steam test took place on 20th June and the K1 was used on the ELR's evening diner the following day. On the Saturday and Sunday it was also used on ELR service trains and this useful running-in proved both welcome and satisfactory. On the Monday the speedometer was calibrated and a final adjustment made to the engine springs. In the absence of weighing equipment the weight distribution could not be accurately determined but using previous experience and notes on spring positions before the engine was dismantled a 'best guess' answer was arrived at.

In anticipation, West Coast had pencilled in the movement to Scotland for the last 'window of opportunity' - 25th to 27th June, so with the locomotive run-in and the paperwork in order, 62005 left Bury on the morning of 25th June, light engine to Carnforth via Manchester Victoria, Chat Moss, Wigan, and then up the WCML. At Carnforth the K1 was coupled to a

West Coast NNX to act as a temporary support coach and which had been filled with spares and equipment brought over by road van from Grosmont a few days earlier.

The next day 62005 left Carnforth for Fort William with water stops at Penrith and Abington, and an overnight stay at Mossend, before continuing the journey on Thursday 27th June. There was to be no repetition of the drawbar pin failure at Cowlairs even though Malcolm Simpson was again on the footplate muttering 'lightning never strikes twice — or something! A lively run over the superb West Highland main line and some slick watering by the support crew of Malcolm, Tom Young and Fred Ramshaw at Craighendoran Junction and Crianlarich resulted in a five hour early arrival in Fort William, in time to watch the B1 arrive from Mallaig and observe the look of surprise on the faces not only of the passengers but the B1 support crew!

Examination of the locomotive on the inspection pit showed nothing untoward, with all bearings and axleboxes cool, as they had been throughout the three day journey. It was good to be back but also, after the trials and tribulations, a great relief that it had arrived safely.

Significantly, during the course of the long trek northwards the K1 passed over one of the axle weight detectors installed on the national rail network, this one being at Braidwood, on the WCML south of Carstairs. The read-out as the KI passed over at 47½ mph gave the following verdict on the Group's efforts to achieve the right weight distribution at Bury:-

	Pony	LDri	IDri	TDri	LTen	ITen	TTen
Design	10.0	18.6	19.4	18.10	16.3	17.0	18.12
Actual	9.0	16.0	19.9	18.0	15.0	16.0	15.0

Although not a perfect match, the weights are not wildly out and within acceptable tolerances. Apparently were the weights to be badly awry the system would cause the offending vehicle to be cautioned or stopped altogether.

Now that the dust has settled special thanks go to all those involved in the race against time to get the locomotive and the support gear to Fort William, especially Richard Pearson, Terry Newman, Richard Campbell, and John Graham, but in particular Malcolm Simpson and Fred Ramshaw who were almost encamped at Bury in the final couple of weeks.

Q7 No. 901

On display inside Deviation shed.

J72 No. 69023

In store in Deviation Shed.

A2 No. 60532 Blue Peter

In total 9 side stays and 26 foundation ring rivets were replaced under contract by Ian Storey and Maurice Johnson. In addition Paul Hutchinson and his small team (once the working party numbered one — himself¹.) have had the piston valves out for examination and cleaning, with two rings having to be replaced. New piston packings have been fitted. The big end felts have been changed and a new thrust washer fitted to the left leading side rod.

The firebox work was successfully hydraulically tested on Tuesday 2nd July but a steam test a week later resulted in the hand hole doors requiring refurbishment. This was to be carried out in time for another steam test in the week beginning 15th July. If successful the section of running plate and firebox cladding can be replaced. One tender and one engine spring require replacement, the injector pipework requires some attention and the engine requires a set of brake blocks. Hopefully the A2 will be back in traffic before the end of July.

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WORKING PARTIES

These take place every Sunday at Grosmont for work on the J27 and the A2. Contact Richard Pearson on 07779 366796 or Fred Ramshaw on 01740 621301.

If you want to help on the Q6 at Darlington on Monday or Thursday evenings please contact Fred Ramshaw or Terry Newman.

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 OPEN DAYS

So that members and the general public can view the Group's new restoration base, Hopetown Carriage Works will open for viewing on both Saturday 20th and Sunday 21st July from 10.00 to 16.00. There will be a video show presented by Ted Parker, a photographic display, and working volunteers and Committee members will be in attendance to explain what is going on with the Q6 and answer any questions.

The 'open house' is being staged in conjunction with the *Thomas the Tank Engine* event being organised by North Road Museum and the Darlington Railway Preservation Society. There will be rides behind *Thomas* which will be steaming along the demonstration line alongside the Hopetown Works.

This is an opportunity to come along, see what is going on and, hopefully, decide to join the regular weekday evening working parties.

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THE JACOBITE

Despite the trials and tribulations in getting the K1 to Scotland it did manage to work its rostered first week of operation as planned from 1st to 5th July. The remaining weeks of operation are as previously advised:-

22nd — 25th July
28th July — 2nd August
4th — 9th August
18th — 23rd August
25th — 30th August
1st — 6th September
2nd — 5th October

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SECRETARY'S REPORT by Dave Martin

There are times in the past when I have reported thunderbolts arriving out of clear blue skies. During the last month or so several have arrived and it has been a very trying time for the Committee. Having been assured that the work on the K1 would be completed and the locomotive run-in on the East Lancs Railway before going to Scotland on 13th June as originally planned, neither was achieved in what proved to be an ever tightening time scale. Various delays, outwith the direct control of the Group, occurred at Bury with the delivery of the new tyres, the turning of the tyres and rewheeling the engine and tender. On top of this, extra work had had to be carried out, especially to correct problems uncovered once the wheelsets had been removed. A valiant gang of members tracked back and forth across the Pennines helping out with the workload but to no avail — the deadline was missed.

To add to our woes progress on the new support coach has been very slow, not helped by the discovery of asbestos in an adjacent vehicle at the Heysham works. So the coach wasn't ready either and we missed the deadline too. In most cases if a project runs late it is annoying but can usually be accommodated. In this case it was critical that the 13th June deadline was met because the movement of the K1, the B1, the two support coaches and the seven coaches for the Jacobite was scheduled to commence that day.

Despite the strenuous efforts of the Group's volunteers, the main reasons for the delays are beyond the Group's control which is extremely irksome



Bernie Lyth and Tom Young track laying at Hopetown Carriage Works on 14th April (Colin Smith)



R.O. Ian Pearson oiling up the K1 in a brief moment of dry weather at Fort William on 5th July (Colin Smith)



Stalwarts Fred Ramshaw and Malcolm Simpson refit the safety valves to the A2 at Grosmont on 26th May (Colin Smith)



Ian Riley's staff refitting the springs to the K1 at Bury on 13th June assisted, out of sight, by Fred and Malcolm (John Hunt)

to say the least. The end result is that we shall have to foot the bill for the separate movement of the K1 from Bury to Fort William and, thanks to the generosity of Bob Mitchell and his colleagues, hire the B1 support coach at Fort William until such time as our own coach is ready.

The knock-on effects of the pre-occupation in getting the K1 ready meant that the A2 was not ready for action on the NYMR as early as had originally been hoped — now hopefully towards the end of July — and some working party attendances at Darlington and Grosmont have been a little disappointing, especially on Thursday nights. However, all is not doom and gloom since now that the K1 is in Scotland it has performed well, and on the NYMR the J27 is steadily ploughing up and down the Railway, having covered over 3,000 miles already this season. Staying on the NYMR, we have finally received permission to construct our stores/amenity block inside Deviation shed.

Finally, I draw members' attention to the EGM to be held on Friday 13th September to discuss motions to cover the overhaul of the J72 and raising the limit of Committee expenditure. This is covered in more detail elsewhere in this issue.

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AGM REPORT by Dave Martin

The 12th Annual General Meeting of NELPG Ltd was held on 10th May 2002 at The Ladle. John Hunt was in the Chair and there were 40 members present. Apologies for absence had been received from 28 members.

The minutes of the 2001 AGM were approved without dissent as were the Director's reports. During discussions on his report the Chairman was asked about the Maurice Burns/Committee Joint Statement that was still awaited. This initiated a prolonged exchange between the Chairman, Maurice Burns and other members, but eventually it was agreed to try to approve Chris Lawson's latest draft within two weeks of receipt.

The Treasurer reported that he was unhappy that payment for the K1 's running in Scotland had taken so long to come through. The Chairman stated that he would endeavour to secure more prompt payments in 2002 but if there was a repetition, the Committee would have to look very seriously at any future requests for the use of the K1 in 2003.

Questioned about the £25,000 being spent on the new support coach, the Treasurer agreed that it went against current 'standing orders' which limits the Committee to one-off payments of £ 10,000 without prior approval of the membership. However, in this case it was a matter of urgency and the money had to be spent quickly or the opportunity to purchase the coach could have been lost. Several members suggested that it would be appropriate to raise the limit and it was agreed that an EGM be held in September to deal with this matter.

If the preceding matters had become somewhat bogged down in detail, standing orders and unfinished business, the motion to name the K1 was likely to raise the hackles as well as voices. It did not disappoint! I am amazed how much railway related knowledge NELPG members have but I did not know how many were so well versed in 17th century Scottish history! Apparently '*MacCailin Mor*' was a Campbell and it was suggested that it would be politically incorrect to name the K1 after one of the perpetrators of the Glencoe massacre! For those few members who do not have an encyclopaedic knowledge of history, that event happened in 1692. I informed the meeting that a new visitor centre had recently opened in Glencoe, and the manager's name? You've guessed it - Mr. Campbell! Nevertheless the proposal to name the K1 '*MacCailin Mor*' bit the dust in favour of a more general amendment stating that 'The membership gives the Committee power, up to the 2003 AGM, to give the K 1 alternative identities subject to commercial considerations'. (It is likely that the K1 will carry *Lord of the Isles* nameplates for part of The Jacobite season — Ed).

Returning to more formal matters, the three retiring Directors — Paul Hutchinson, Terry Newman and Peter Robinson — were returned unopposed. John Marsland and Nick Carter were thanked for their work as auditor and VAT consultant respectively and were invited to continue in these valuable roles.

Under Any Other Business, Fred Ramshaw was thanked for his outstanding work at Hoptown Carriage Works and it was fitting that the

Q6 frames and wheels had recently been delivered there. The Chairman stated that it was too early to say when the J72 would go to Darlington.

He thanked Dave Pennock for his efforts on the on-going lottery bid for funds to cover the Q6 boiler overhaul, and advised the meeting that a benefactor had approached the NYMR with a view to restoring the Q7 and a meeting had been held with the NYMR and the NRM. (A final outcome is still awaited — Ed.).

There being no further business, the meeting closed at 21.20.

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LETTER

The following letter arrived unexpectedly just as this issue was going to press. It comes from Frank Hryniewicz, a fireman and fitter on the Severn Valley Railway and a Manager at London Transport's Ruislip Depot. In this latter capacity he was extremely helpful to the K1 support crew when 62005 participated in Steam on the Met, and with the prospect of another Jacobite season he offered his help at Fort William. This was gladly accepted and he formed part of the first support crew comprised of Ian Pearson as Responsible Officer, Colin Smith and Mike Hammond. As a result of this experience Frank wrote the following letter which speaks for itself"

*Hemel Hempstead,
Herts.*

John,

I just had to write and say thank you for my opportunity at Fort William. I had a splendid week and enjoyed every minute of it! I have enclosed a

donation to NELPG as a token of my appreciation of being asked to work with your Group on such a prestigious job.

Although the weather tried to dampen our spirits (it soaked everything else) and the list of repairs tested us collectively, it somehow seemed to just add to the sense of occasion and add to our determination to succeed.

It was a tremendous bonus to have the good company of the other members of the support crew and the culinary skills of Colin Smith! Thank you for organising the B1 support coach for us — a good sleep is essential on this job.

And then we had the K1 ! Doesn't she go well! Looks good, sounds perfect, easy to prepare, easy to dispose — what an excellent machine! Her 'public' enjoyed her, too. A lot of people visited the footplate at Fort William (about 100 during the week).

I really enjoyed working with the West Coast crew, Tony and Robin, too. It was a real privilege and they were a pleasure to work with. Tony was so helpful and at the same time acknowledged our skills.

*Thank you very much.
Regards,*

Frank.

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NOTICE OF EXTRAORDINARY GENERAL MEETING

Members are advised that an Extraordinary General Meeting will be held at **7.00 pm** on Friday 13th September 2002 at The Ladle Hotel, Ladgate Lane, Middlesbrough. The motions to be considered are as follows:-

(i) That the level of expenditure on any single item by the Committee without seeking membership approval shall be increased to £25,000. Above this limit the Committee shall call a general meeting at which a

two-thirds majority of those members present, plus proxy votes, will be required for approval. The Committee shall have the right to spend in excess of £25,000 ONLY in cases of urgency or emergency.

(ii) That the Committee be given approval to spend up to £60,000 on the overhaul of the J72 69023 when sufficient labour and funds are available.

Members are reminded that proxy votes are acceptable for this EGM and they should be delivered to the Secretary no later than 48 hours prior to the meeting.

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JOINT STATEMENT

As requested by members at the 2001 Annual General Meeting and reaffirmed at this year's AGM, a joint statement has now been agreed and is included with this issue of the NEWS.

Although the agreement of the Committee members was not unanimous, by a 7 to 4 majority it was approved, and has therefore been signed by the Chairman. As far as the Committee is concerned this matter is now concluded and no further comments will be made on this matter by any of the parties thereto.

It has taken a very long time to resolve and thanks are due to all Committee members who have spent a lot of time in debate, and particularly to Chris Lawson for his efforts in the difficult and lengthy task of brokering the joint statement.

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MEMBERS' LUNCHEON SPECIAL

Members are advised that this year's members' luncheon special is on Saturday 12th October. The format will be the traditional one with our train forming the 10.50 and 13.50 departures from Grosmont and the 12.20 and 15.20 departures from Pickering. Lunch will be served on the 12.20 off Pickering and continue on the 13.50 from Grosmont.

A menu, price and booking form will appear in the next issue of the NEWS.

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THE PAPER TRAIL by Richard Pearson

It is not just the physical effort in maintaining and overhauling steam locomotives that takes up valuable volunteer time. Paperwork is nowadays absorbing more and more time but is necessary in order to comply with modern safety laws and Railtrack group standards. To illustrate the size of the task the paperwork includes Examination Record Forms for the following:-

Record of Examinations

Records of Days in Steam and Mileage.

Fitness to Run Examination (3 bits of paper every day the engine runs).

28 day Examination (1 form, 2 parts every 28 days in traffic)

28 day Examination and Washout (2 sheets, 2 parts every 28 days).

6 Monthly Examination (6 forms, 2 parts).

6 Monthly Boiler Examination (1 forms, 2 parts).

Records of Tyre and Flange Thickness and Height (1 form every 6 months)

10-12,000 Mile Examination (1 form)

20-24,000 Mile Examination (1 form)

Ultrasonic Axle Inspection Certificates (Every 3 years)

Speedometer Calibration Certificates (Every $\frac{3}{17}$ years)

Axle Weight Distribution records.

Boiler Insurance Certificates (1 cold exam and 1 in steam exam annually)

Pressure Gauge Calibration Certificates (Annually for every gauge usually 5 per loco)
Safety Valve Overhaul and Testing Certificates (Annually)
Railtrack Vehicle Acceptance Body Correspondence and Certificates (cold and steam exams annually).

This list illustrates only the paperwork involved, for every bit of paper many hours work is required in examining the locomotive. Most exams require the locomotive to be dismantled and then rebuilt again afterwards. As well the examination records, records are also kept of every repair done on the locomotives from boiler overhauls to cylinder rebores and even renewal of split pins.

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FORTHCOMING EVENTS

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

Friday 13th September 2002 **EXTRAORDINARY GENERAL MEETING** (see text for details), followed by **STEAM IN GERMANY — PLANDAMPF 2000** by Ted Parker.

Friday 11th October 2002 **1960s STEAM IN NORTH WEST LANCASHIRE** by Peter Fitton

Saturday 12th October 2002 **MEMBERS' LUNCHEON SPECIAL ON THE NYMR**

Friday 8th November 2002 **FAR EASTERN STEAM** by Dave Whitfield or **PAST, PRESENT AND FUTURE OF THE A4** by Roger Barker.

Friday 13th December 2002 **CHRISTMAS EXTRAVAGANZA**

COVER PICTURES

Front: A big day for the NELPG as the Q6 frames are lifted at Hopetown on Sunday 28th April. Once safely on the newly laid track, they were pushed inside the works.

Back (top)) Back in 1977 the J27 — or P3 as it was then — was regaled in Royal headboard and Union flags. 25 years later the same thing happened. Here it passes Grosmont Deviation with a train for Picketing on 2nd June.

Back (bottom): An auspicious occasion for the K1, too, as it becomes only the second steam locomotive in 40 years to be turned at Fort William The date is 1st July and, typically for this summer so far, the clouds are low over the hills and the rain lashes down! (All Colin Smith)

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A welcoming sight as 60532 Blue Peter stands on the pit at Grosmont in readiness for its steam test on 9th July (John Hunt)

