

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



**NO.239**

**JUNE.2007**

# EDITORIAL

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## LOCOMOTIVE REPORT by Richard Pearson & Martin Lloyd

### **J27 NO. 65894**

The P3 is now inside our workshop at Hopton, after moving over from the museum on the 23<sup>rd</sup> May. The engine is inside the workshop but the tender is stored outside underneath a tarpaulin sheet; the tender will be moved inside once we have room in the workshop.



*The J27 inside Hopton on 11<sup>th</sup> June (Richard Pearson)*

Now that the engine is no longer on public display as a N.E.R. class P3, and to avoid any confusion, all future references to the locomotive will be to its L.N.E.R. and B.R. classification as a J27. The reason for this is simply to avoid any confusion and to fall in line with the name of the locomotive's restoration appeal. This was launched last year as the 'J27 Appeal' to coincide with the Groups 40<sup>th</sup> anniversary and the anniversary of original 1966 'J27 Appeal', when the group raised the money to buy the engine from BR, so therefore the new appeal took the same name. This change of reference is in no way meant to be an indication as to the engine's future livery, although personally it would look nice as a BR J27 stood alongside our BR liveried Q6. A livery ballot will take place at an appropriate time and every member will be entitled to a vote.

We had originally planned to put the J27 at the back (A1 end) of our workshop but as the J72 is still in a condition that makes it difficult to shunt easily it was decided to leave the J27 just inside the big sliding door. In this position it will in fact make for an easier job when cutting and removing tubes from the boiler, as we will now get natural light straight into the smokebox with the workshop door open, and the old tubes will go straight out the door rather than having to carry each one down the workshop.

Work has now started on the J27 but we aren't yet doing any restoration work; the work we are doing is purely exploratory to assess the condition of the locomotive and to allow us to plan and budget for when the real work starts. The first of the exploratory jobs we are doing is to remove all the tubes from the boiler so we can gain access inside the boiler for a full internal boiler inspection. We hope to start cutting the first of the tubes out in July, but first we are stripping out the smokebox, removing the spark arrestor blower ring and blast pipe. This will then give us easier access to the front tube plate. In the firebox the concrete arch was removed last year before the engine entered the museum, but a final clean will be needed before we can start cutting tubes. The dome cover has also been removed and work is in progress to remove the regulator valve from the dome and regulator rod from in the cab; this will then allow access through the dome and into the boiler barrel once the top few rows of tube have been removed.

The J27 Appeal total now stands at just over £40,000. The proceeds of the on-train raffle held on the recent '3 Dales' rail tour, as well as a couple of single generous donations, have been gratefully received in the last couple of months; many thanks to those that have contributed. This now brings the overhaul fund up to just under £140,000, but with the initial overhaul estimate of £200,000 we are still a long way short of our final target. If you are in a position to help and would like to contribute to the appeal then details are available on our website or by contacting Peter Robinson, the Group's Treasurer on 0191 257 0980.



*The limited edition J27 mug (Richard Pearson)*

In conjunction with the North Road Railway Museum we have had a number of 'J27 Limited Edition China Mugs' produced. The mugs had been produced for subscribers to the 'J27 Appeal' who have contributed to band 2 level or above, but a very limited number are also available for sale and they will soon go on sale at Hopetown during the workshop open days.

### **Q6 NO.63395**

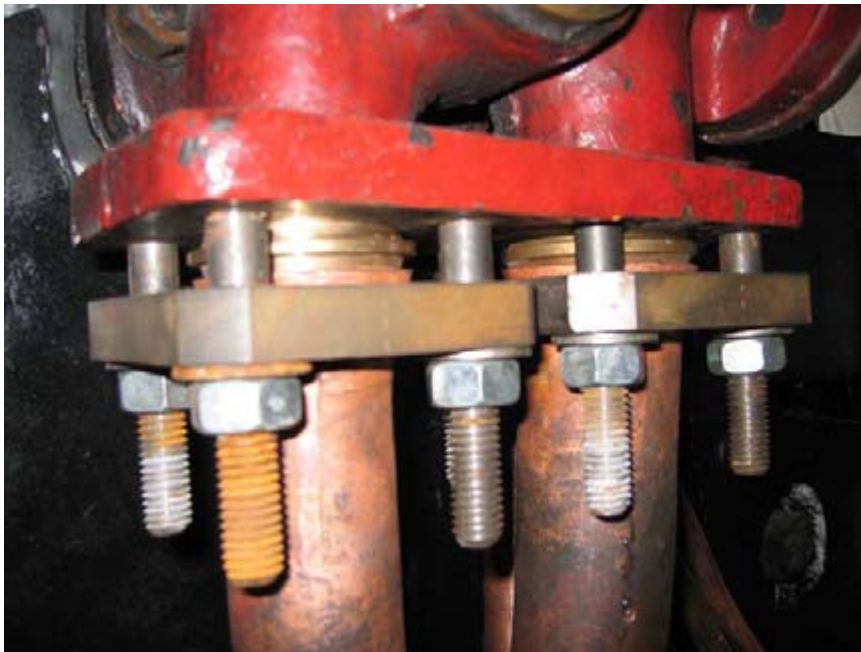
The Q6 is now in the final stages of its overhaul and if all goes to plan then we should be able to light the fire in July. A number of steam tests will no doubt be required to test everything is steam tight and working correctly. The first thing to test will be the integrity of the boiler and the steam joints between it and all the various fittings and valves. The next thing will be to test the operation of the injectors before slowly raising the steam pressure and setting the safety valves. The steam brake system will be tested and brakes adjusted, the vacuum ejector and combined graduable steam brake will also need to be tested and adjusted, and all of these things will have to be proved to be working correctly before we can open the regulator for the first time.

As of the 23<sup>rd</sup> June the main outstanding jobs were:-

- Fit the chimney, check and set alignment to the blast pipe.
- Fit the ejector exhaust pipe, including drilling the smokebox and fitting of new brackets.
- Fit the new blower ring and make a new steam supply pipe.
- Design and build a spark arrestor (after steam tests but before going into traffic)

- Complete the fitting of the new injector pipework; a number of the air ministry joints are still to be assembled and adjusted, though this job is about 80% complete.
- New brackets to make and fit to carry the firebar support bars.
- Fit the firebars.
- Cast a new concrete arch (after the static steam tests but before moving)
- Complete the painting on the underside of the tender.
- Engine to tender flexible water pipes to fit.
- Connect the engine and tender together.
- Make a new whistle operating rod (old one is believed to be on the Q7)
- Fit the new pressure gauges.
- Make and fit a new wooden cab floor.
- Adjustment and setting up of the steam reverser.
- Set the piston valve timing
- Weigh the engine and tender to check and adjust axle weights

There are also a number of smaller jobs to tackle and there are bound to be quite a few things that will need adjustment or further attention after the initial steam test.



With all these jobs complete and after passing a final steam test the engine will then have to pass an acceptance examination by the NYMR. They will examine and test the engine to ensure it is safe to travel on the

Railway; only once this exam has been passed will we be able to start to test run the engine. A period of running in and testing will then commence; at first we will only run light engine at low speed and then if all bearings are cool the speed will be steadily increased to the maximum line speed of 25 mph. Once we have clocked up a few hundred miles of L/E running and as long as everything is still running cool then we will test the engine on a light load before testing it on a full load. If all of this goes to plan then we hope the engine will be able to enter revenue-earning service during August; let's hope we have no major problems!

In September we plan to run a special train on the NYMR hauled by the Q6, to celebrate its re-entry into traffic. We will be inviting a few special guests and as many of the volunteers as is possible without whose help this overhaul wouldn't have been possible. An appropriate date to celebrate this would be the 9<sup>th</sup> September, as this will mark the 40<sup>th</sup> anniversary of the engine's official withdrawal for BR service. Unfortunately though this date clashes with the NYMR's Thomas weekend and an official re-launch into traffic with a big face on the front of the engine would not be very appropriate! More information on this train should be available in the next edition of the NEWS.

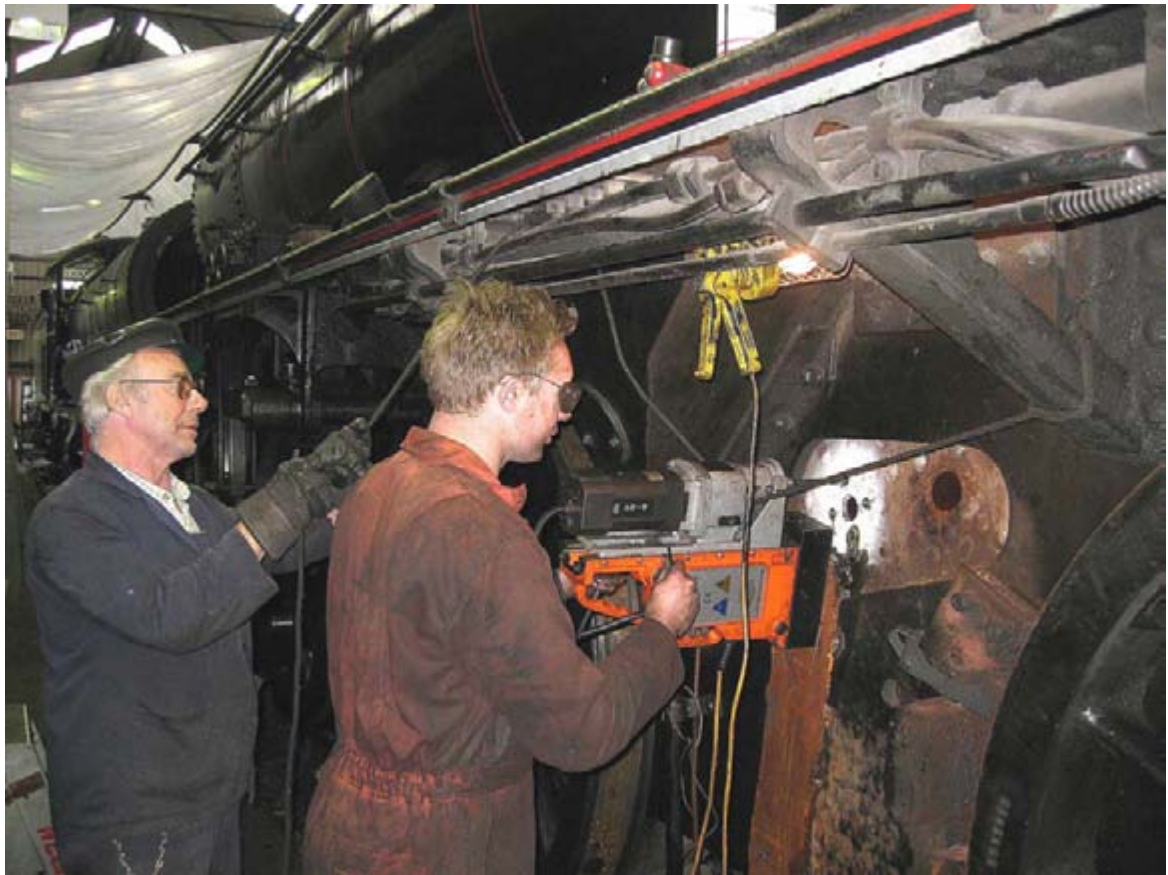
The Q6 will then go on to be the star attraction at the NYMR October gala before hauling this year's NELPG members' special; we also have a provisional booking for a weeks worth of private photographers freight charters booked for November but more of these events in the next news.



**K1 NO. 62005**









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

The A2 is now on display at Barrow Hill.



Barrow Hill is open every weekend and there is no admission charge; on display they have LMS Jubilee 4-6-0 45593 Kolhapur, GCR Director 4-4-0

Butler Henderson, and LMS Half cab 0-6-0 41708. There are also a large number of diesel – and electric – locomotives, including the very impressive workshops and the head quarters of the Deltic Preservation Society.

Further details on special events and other info can be seen on their website at [www.barrowhill.org.uk](http://www.barrowhill.org.uk)

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## WORKING PARTIES

The regular Monday and Thursday evenings continue at Hopetown on the J72 and the J27 as well, when time and labour allow.

If you want to join them and help on the J72 and J27 at Darlington, day or night, please contact **Fred Ramshaw on 01325 377306** or **Terry Newman on 01642 654675**. Please try to turn up if you can. The phone number for **Hopetown Carriage Works is 01325 382155**.

However, there is plenty of work on the Q6, at Grosmont. There are regular mid-week and weekend working parties – if you can help at Grosmont please contact **Richard Pearson on 01642 659461 (or 07779 366796)** or **Fred Ramshaw on 01325 377306**.



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## **THE JACOBITE**

The Jacobite will be running Mondays to Fridays from 21<sup>st</sup> May until Friday 12<sup>th</sup> October, and **every day** in July and August. The train leaves Fort William at 10.20, arriving at Mallaig at 12.25. It leaves Mallaig at 14.10, arriving back at Fort William at 16.00. The standard class adult day return is £27, children £15.50. Prior booking is recommended and this can be done by either telephoning West Coast Railways on 01524 737751 or 737753 during normal office hours, or in person at the Scotrail booking office on Fort William railway station.

The service will be shared by 62005, and Black Fives 45231 and 45407, the K1 working alternate weeks. The K1 is therefore rostered to operate the weeks commencing 28<sup>th</sup> May, 11<sup>th</sup> & 25<sup>th</sup> June, 8<sup>th</sup> & 22<sup>nd</sup> July, 5<sup>th</sup> & 19<sup>th</sup> August, 3<sup>rd</sup> & 17<sup>th</sup> September, and 1<sup>st</sup> October.



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## **THREE DALES – 40 YEARS ON by Dave Pennock**

In summary, for those who travelled, the ‘Three Dales’ forty years on turned out to be everything that could be hoped for on the day. The train ran to time, the K1 performed brilliantly and took us to a variety of places not normally

thought of as railtour territory. Even the Class 37 growled when asked and contrasted well with the steam sections. The sun blessed our passage on the Wensleydale line and luckily the forecast rain held off until a shower at Crag Hall before the final leg towards Middlesbrough. The feedback from passengers has been overwhelmingly positive and augers well for the next tour.



In terms of organisation railtours are no different from many other events and can be easily compared to the duck looking calm and collected but needing to paddle furiously underneath to keep on course. The devil is often in the detail and the railtour sub committee had to contend with many issues: the allowable train length, we had hoped for 9 coaches but could only take 8; train pathing proved quite difficult, Seal Sands just could not be fitted in, the required early start from Newcastle was needed to avoid any clash with the Middlesbrough – Whitby DMU at Battersby; few timetable windows were available between Darlington and Northallerton resulting in our use of the Yarm route; water ‘diviners’ sought the necessary hydrants for the watering stops to ensure we had a practicable plan. Additionally, publicity was a delicate balance between minimum spend and maximum coverage to target the passengers and the bookings were monitored almost daily to know if any last push was required. Fortunately within two days of running we sold the last available seats. Thanks naturally go to all the backroom and ‘on the day’ volunteers who made it all possible, it was a great team effort.



On the lighter side we had local residents in Bishop Auckland enquiring why the water pressure had dipped during topping up the K1, and some passengers missed the return departure from Leyburn and were kindly given lifts by Wensleydale Railway volunteers to meet the train at Castle Hills junction. Additionally, the winner of prize number 8 in the train raffle, a lump of K1 coal, has yet to be found. Uniquely we visited Darlington and Middlesbrough on four occasions on the same day and for a change did not go near Carlisle!

Highlights of the day included the scenic views of upper Wensleydale, the K1 whistling vigorously at speed over Yarm viaduct and the panoramic views over Tees bay as 62005 climbed through Brotton to round Huntcliffe at some 300 feet above sea level. Another surprise was a 40-minute early arrival back in Newcastle due to a clear run and the prompt detaching of the K1 at Darlington.

Commercially the train made a respectable profit, we carried over 450 passengers and the raffle contributed some £500 to the J27 appeal. Last but not least, credit must be given to the Jamie Oliver of the support crew, Martin Lloyd, who tirelessly provided breakfast, lunch and dinner in the support coach for the locomotive support team and train stewards. For Martin's chocolate mousse alone I cannot wait till the next tour!

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## **J27 LIMITED EDITION PRINT**

Our longstanding Life Member and renowned railway artist, John Wigston has supported the J27 Appeal by painting a spectacular water colour picture depicting our 65894 being prepared for duty on the turntable at York shed – now part of the National Railway Museum. It is a moody study with the J27 illuminated by shafts of light beaming down through the windows in the roof and casting shadows on the pools of oil and water on the floor. A ‘supporting cast’ of other locomotives are seen in the stalls surrounding the turntable. These are from left to right 60501 *Cock of the North*, 60022 *Mallard*, 60147 *North Eastern* and, last but not least, 62005.



We have produced a Limited Edition Print each individually numbered and signed by John Wigston. They will be sold at a price of £20 unframed or £50 professionally framed to a very high standard. We will be able to supply the prints by post unmounted for a further £2 P & P. We do not think that we will be able so send framed prints and these will need to be collected or delivered if mutually convenient. We hope that both framed and unframed will be sold in the Grosmont Shed shop and they will be available at our monthly meetings. This initiative has the potential to raise a significant amount towards the J27 Appeal and we do hope that many of our members will buy one. A framed print will be a superb memento on the walls of your home – lady of the house permitting. John is also donating the actual painting to the NELPG for sale and it is available for the sum of £1,000.



Please send orders specifying framed or unframed to our Treasurer – Peter J Robinson, 57, Millview Drive, TYNEMOUTH, NE30 2QD

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## **MEMBERSHIP MATTERS by Colin Smith**

New member joining us since the last issue is :-

Mr. M. Allatt from London,  
Mr. & Mrs. M. Chamberlain from Hucknall,  
Mr. & Mrs. R. Hobson from High Peak,  
Mr. & Mrs. K.J. Tait from Bedlington,  
Mr. R.S. Tibbits from York,  
Mr. A.G. & Mr. M. Walker from Wakefield,  
Mr. R. Wilson from Newcastle.

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## **LETTERS**

Gentlemen,

Please convey the appreciation of the "Darlington contingent" to all concerned with the operation of the above train yesterday.

First to NELPG for the idea, the planning, ticket sales and the support crews on the day, not forgetting those who have spent the winter turning out the K1 in such excellent fettle.

Secondly to WCRC for their patience and perseverance in dealing with timing issues with Network Rail and the alterations to the revised amendments to the changes to the varied options on offer. For the provision of a 37 and matching stock. For the dedicated, helpful and enthusiastic staff who operated the train with a level of efficiency of which the LNER would have been proud.

Thirdly and reluctantly thanks to Network Rail who provided a path which was robust to say the least and worked on the day. I cannot recall ever being on a railtour where the timings were so closely adhered to and not a work of fiction.

Fourthly to the Wensleydale Railway for ensuring such an efficient passage for the train over their line. Without the gates and crossings being attended it would probably not have been possible to reach Redmire.

Finally to the young man who had the task of rubbish collection. I have rarely seen anyone carrying out such a mundane task with such enthusiasm and dedication. Well done whoever you are!

Here's to the next one.

Sam Woods and as Newman would say " the Darlington Mafia



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## **J27 APPEAL – PROGRESS REPORT - PRIZE DRAW UPDATE**

The J27 Appeal Prize draw for donors and monthly contributors was held at the AGM in Darlington on the 18<sup>th</sup> May.

The winners of the three draws were as follows:

Draw 1 – In which all categories of subscriber were eligible or donations up to £250.

Steam Railway Subscription	PA Bates and G A Fairbairn.
Wensleydale Family Ticket	H K Hedley.
NYMR Pairs of Tickets	R Jackson, J C Butler and J M Hall
NYMR Gift Shop Pack	D Heath and C J Davison.
NE Focus Booklet	B V Limb, J Hunt, P J Crossland, P Proud, A M Skidmore, S N Pearson, J A Dalton, R A Clarke, D I Sergeant, K R Mason and C Smith.

Draw 2 Subscribers of £15 and above or donations between £250 and £500

Pair of Jacobite tickets	R S Yole,
NRM Tour + Wheel	P Proud and C R Brookes.
J39 OO Model	J A Patmore
Lo Pro Camera bag	G A Fairbairn, B Orange, N Brown, D Heath, P Elsdon and M Bray.
Steam Railway Video	P Stoddart, R A Pearson, C J Lawson, A Campbell, J D Adcock and M Hoyle.

Draw 3 Subscribers of £20 and above or £500 donation

Shildon footplate experience	D Heath and A Campbell.
NYMR Footplate ride	K R Mason and N A Swindle.
Teesside airport flight	O D W Smith.
Weardale Cab Ride	A Wilson and D Pennock.
Bowes Railway Footplate Day	C Manuel and M Bray.
65894 Smokebox No	E R Nott
Beamish Museum Family Day	P Stoddart and P Proud.

Thanks are due to the donors of the prizes, notably EMAP, West Coast Railways, Locomotion, and those mentioned in the prizes.

The appeal is now over £40,000 and new contributors will be eligible for the second draw at the 2008 AGM.

New contributors either via monthly subscriptions or single donations continue to be welcome and applications can be made by application to NELPG 57 Millview Drive Tynemouth Tyne & Wear NE30 2QD.

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## ANNUAL GENERAL MEETING REPORT

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## FORTHCOMING EVENTS

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## COVER PICTURES

Front:

Back (top):)

Back (bottom):

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