

N.E.L.P.G. NEWS



NO.250

APR.2009

EDITORIAL

Once again it is a story of mixed fortunes for the Group. On the one hand, the Q6 has returned from a most successful sojourn on the Great Central Railway – and sincere thanks to all on the GCR who made it possible, as well as those NELPG members who were able to sample the Q6 at first hand – and the Group's railtour over the Settle and Carlisle line behind the K1 on 4th May is a sell out.

The bad news is that the J27 WILL require a brand new cylinder block at an estimated cost of around £50,000. Furthermore, it is expected that the K1 will need a new set of tyres this winter. The present set were fitted ten years ago and have needed reprofiling every two years since. However, this year they have needed this treatment after just one year, as has Ian Riley's 45407. Representations have been made to ascertain if there is any problem with the track on the Road to the Isles which might have contributed to this accelerated wear. In our deliberations on the cost of tyre wear, Richard Pearson has estimated that the cost of new tyres and subsequent reprofiling averages out at around £7,500 a year i.e. £75,000 over 10 years. Fortunately, the K1's earnings will meet these sort of costs but it does reinforce the point that we must maximise the locomotive's earnings in order to cover these sort of outgoings.

The situation with the J27 is rather more serious; this additional cost will make a very large dent in the appeal funds so far amassed. We clearly need increased funds to cover this expenditure; the J27 appeal is still open so if you want to donate or subscribe, please go onto the website <http://nelpg.org.uk/> or contact our Treasurer Peter Robinson.

Finally, and on this theme, we are looking for someone who might assist the Finance Sub Committee in identifying and sourcing external funding that could help towards the major expenditure identified above. If you feel able to help, please let me know.

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The North Eastern Locomotive Preservation Group is



LOCOMOTIVE REPORT by Richard Pearson & Martin Lloyd

J27 NO. 65894

Following on from the last loco report, the cylinder block is now at Cast Iron Welding where it has been shot blasted and received their official inspection and repair feasibility examination.

Following the inspection we were invited to go down to CIW's works at Coalville in Leicestershire to examine the block ourselves and for a meeting to discuss the findings of the inspection. So on March 10th we set off in hope that we were going to receive some good news about the casting, but unfortunately things didn't turn out as we might have wished. The official inspection confirmed our worst fears in that the casting is just too far gone and is considered to be beyond repaired. So the decision that we might have had to make, either to repair the old block or replace it with a new block, has been taken away from us, as we now know we definitely need a new cylinder block.

Work has already started to source possible suppliers and CIW are been very helpful as they are using all their contacts within the cast iron industry to source and supply three different prices for the manufacture of a pattern and supply of a casting from the pattern. We have also got a number of our own contacts looking at and costing the job for us and we would hope to have all the information and prices in during April which will allow us make a decision and then place the order for the new cylinder block.

I hope this doesn't sound daft but if there is anybody out there with a spare £50,000 then we could really do with hearing from you right now, as this new cylinder casting is going to make a very big dent in our overhaul budget. Equally if there are any members who would like to help by signing up to the J27 appeal we would love to here from you; you could make a one off donation or a small contribution each month, it's entirely up to you. Please contact Peter Robinson on 0191 257 0980 if you can help or see our website for further details.

At Hopetown, work on the cleaning down of the frames continues; the majority of the large areas are now down to bare metal only leaving the small, more time consuming detail areas still left to do. The cab side replacement is progressing well as all the rivets holding on the RH cab side have been drilled out and the cab side has now been removed. Work have now changed sides as we concentrate on drilling out the rivets and removing the LH cab side.

Q6 NO.63395

The Q6 is now back on the NYMR after a successful three month stay on the Great Central Railway. While on loan to the GCR the Q6 ran on 15 days running a mixture of photo charters, gala appearances and normal service trains, and the total mileage run was just under 1,000 miles. For a closer look at what happened on the GCR have a read of Darren Crone's report on his personal experiences and days out with the Q6 on the GCR.

On its return to the NYMR the Q6 was quickly put back into service to help provide cover for the latest NYMR engine crisis, as they have unfortunately been hit with a few failures that left them short of available steam locomotives. We are now planning to keep the Q6 in traffic, or available for traffic, until after Easter; we then plan to withdraw the engine from service to allow us time to catch up on a few repairs.

While out of service we plan to look at and re-metal the cross heads, as well as changing steam heat pipe and also a bit of touching up of the paintwork in the cab particularly on the handrails and cab door way edges. If all goes to plan we will return the engine to service in time for the NYMR gala weekends in early May.

K1 NO. 62005

Under new management, I suppose one could say. Paul Hutchinson has taken his K1 engineer role in his stride; well we would expect that wouldn't we? The only problem is communicating with him. His employers are sensitive to sending block emails, he is regularly out of the office and his mailbox gets full and he doesn't have a landline at home. I suppose if it were different, I'd be out of a job!

Anyway I must thank everyone who has responded to pleas for help with working parties. On occasions we even had just a few too many to organise – but we mustn't complain. Trips to Carnforth are fast becoming less necessary with the final loco moves being planned as we write. By the time you read this the locomotive will have been to Barrow Hill for a Peppercorn jolly, then to Tyseley for tyre turning with a return to Carnforth in time for our rail tour, before it's off to Fort William again.

Since our last report we have finished the final assembly of all the valves, pistons, side rods and valve gear. We had one little setback during the annual inspection of the cab steam valves (on the manifold, supplying brakes, etc). Examination of one valve revealed a crack around one of the threaded parts. These valves get examined every year and it is usually just a bit more than a formality. Further examination of the other three valves showed slight signs of similarity. As a precaution all four valves had new parts made in the usual last minute fashion. There is some doubt as

to whether the valves were over tightened at some stage or if the damage is the result of frost.

The various examinations by the Insurance Company boiler inspector and the Vehicle Acceptance Body examiner have taken place and the locomotive is now passed for another twelve months. But a bit like the MOT on your car, it doesn't absolve us from adhering to our Locomotive Maintenance Policy with its regular examinations and remedial work by ourselves.

A lot of repainting of the frames has taken place. Last year the top half had a re-spray but things below the running plate got a bit neglected. This year a determined effort to paint whenever the opportunity arose, has been taken. Even just moving the locomotive a few feet can expose areas hidden by wheel balance weights, for example.

I've done a few 'back of an envelope' calculations. We started work at Carnforth in October. We have had two working parties most weeks. Assuming a group of three volunteers each time (this takes account of larger groups on some occasions and some weeks when we missed one or even both visits). If we assume an eight-hour day it comes to around 1,200 man-hours. If we value our time at say £10 we have contributed approx £12,000 to this year's overhaul in volunteer effort. The calculations may be very rough and ready but it just goes to show that we will never be able to run our locomotives without volunteers. So thank-you to everyone who travelled to Carnforth, not only from the Northeast but from places as far afield as Bristol. It'll soon be payback time – see you on the railtour!

J72 No. 69023

At Carnforth work on the boiler is progressing well. In early March the boiler, which has been upside down for the last six months to allow access for the work on the bottom of the firebox, has now been laid on its side following the completion of this work.

With the boiler on its side it has allowed access the section of boiler barrel plate that needs to be replaced, on the bottom of the barrel just in front of the firebox, around the area of the two palm stays. With this section of plate cut out it has given easy access into the boiler barrel and access to the top of the firebox, which has enabled the girder stays to be refitted.

The next and final few stages of the boiler overhaul are now being progressed with the material now on order to make three new longitudinal stays, the replacement boiler barrel plate is also been rolled and should be fitted by the time you read this report, and the final stage of the overhaul will be to fit the new boiler tubes. If all goes to plan then we should be in a position where we can steam the boiler off the

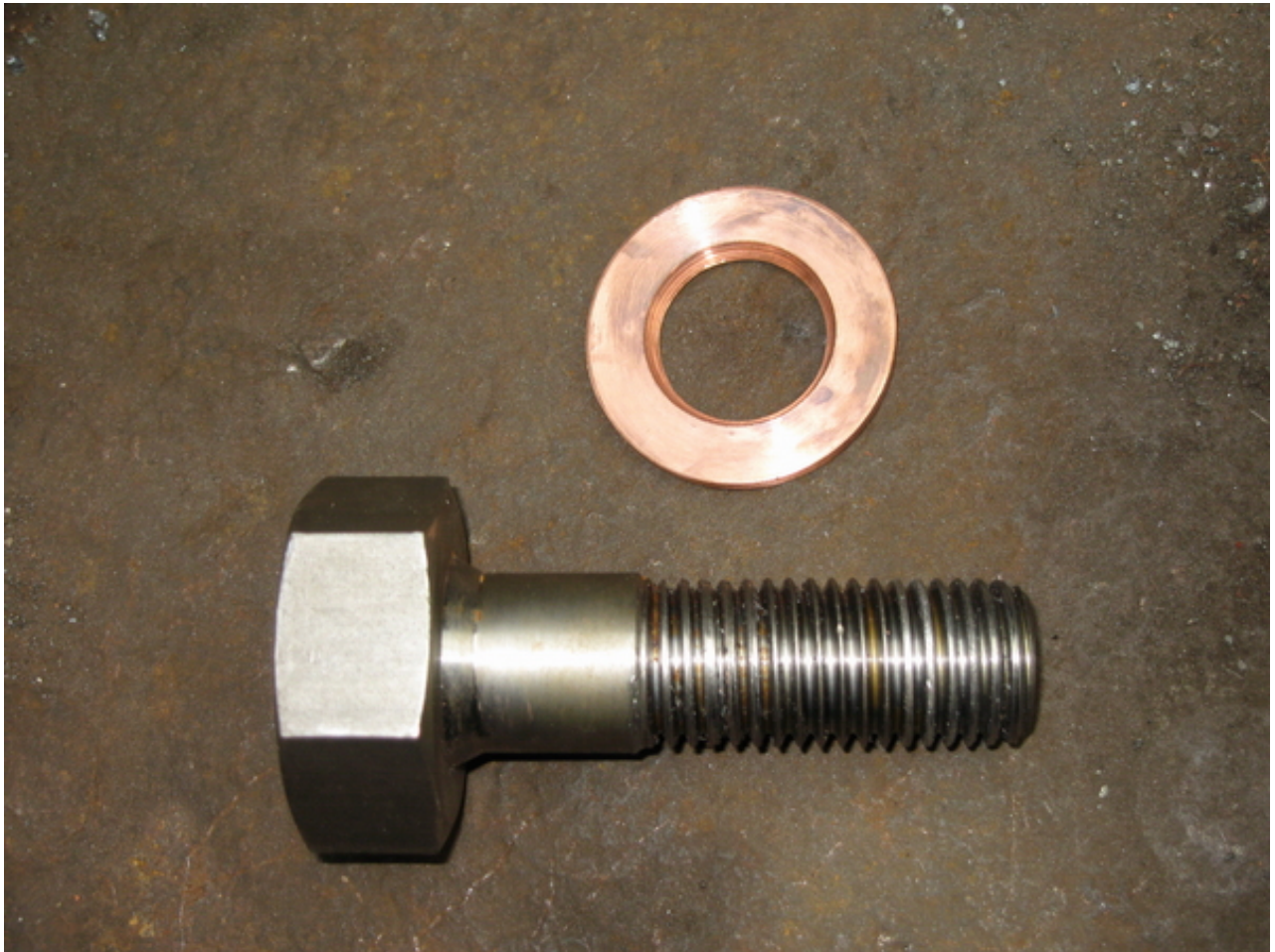
frames during May. So with a bit of luck by the time I'm writing the June locomotive report I hope to be able to say the boiler is back at Hopetown and on the frames!



This shot taken from inside the boiler barrel looking across the top of the inner firebox shows the first girder stay back in position. The girder is grey and the new shining ferrule can be seen; the new roof stay bolts screw up from inside the firebox through the ferrule and into the girder to hold it in position (Richard Pearson)

At Hopetown work is progressing to resolve a few minor faults that we picked up during a routine inspection as reported in the last NEWS. Progress had been slow due to the difficulty in accessing two defective taper pins; the engine has had to be jacked up to allow the springs to be dropped and to remove the hornstay just to access the pins. This might not sound too difficult and it wouldn't be on a larger engine like the K1 but with the J72's small driving wheels there isn't much space between the frames under the wheel, which all adds to the access and time problems.

Once these defects have been put right we will then look at taking some readings from the valves with a view to setting the valves and completing the work on the frames before the boiler is refitted.



One of the new J72 roof stay bolts and copper sealing washers; the bolts screw up through the firebox roof and into the girder, the copper washer goes under the bolts, between it and the roof of the firebox. There are 9 bolts per girder and 6 girders in total (Richard Pearson)

A2 No. 60532 Blue Peter

The A2 is still on display at Barrow Hill. As yet there have been no developments to report on the locomotive's future. However, in an initiative by the Barrow Hill roundhouse operators the locomotive has been repainted into British Railways apple green livery to match the new A1 *Tornado*. This was timed to coincide with the LNER festival at Barrow Hill over the weekend of 3rd, 4th and 5th April when, along with the A2, the A1 and two A4s are expected to put in an appearance. Hopefully some pictures will be published in the June NEWS.

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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 will also be work on the Q6 at Grosmont, and to this end there can be 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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SUPPORT COACH



The Group's support coach stands outside the old steam shed at Carnforth after refurbishment (Richard Pearson)

As pictures speak louder than words, the above image speaks volumes of the standard of work by the C&W department at Carnforth!

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PROPOSED RAILTOUR

Response to the planned railtour has been excellent with the train fully booked by the end of March.

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DEVIATION SHED

The construction of the new pit inside the shed was satisfactorily complete by the middle of March, as planned. Following a three week wait while the concrete 'hardened' the rails were due to be fitted before Easter by the NYMR's PW department.



The new pit on 25th March (John Hunt)

Dave Whitfield has kindly revamped the display boards that are positioned on the inside of the rear gable wall of the shed. The previous display, which had been in place for quite a number of years, was getting rather 'tired', so Dave volunteered to completely renew it. The result can be seen below. Now in full colour, it has been brought up to date and includes much more written information for the benefit of visitors. Hopefully it will not only be informative but will also encourage new members, volunteers and donations.



The new display boards on 25th March (John Hunt)

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EXTRAORDINARY GENERAL MEETING

At the Extraordinary General Meeting held 13th February 2009 for the purposes of ratifying the expenditure of £30,100 on the construction of a 120' inspection pit inside Deviation shed, members approved the resolution *nem con.*

2009 ANNUAL GENERAL MEETING

The seventeenth annual general meeting of the Company will be held in the Darlington Club and Institute (Northgate Club), High Northgate, Darlington on Friday 8th May 2009 at 7.30 p.m.

In response to the notification in the February NEWS and invitation for nominations to the Committee and motions, one nomination and one motion had been received by the due date.

Two of three retiring directors – John Hunt and Fred Ramshaw – have indicated their willingness to stand again for the Committee. Eric Nott has decided to stand down.

The accompanying AGM Supplement contains the agenda, minutes of the 2008 AGM, 2009 EGM, directors' reports and full details of the Committee nomination and motion.

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ARCHIVE CORNER by Chris Lawson

Following on from my article in the December issue of News, the Editor has kindly agreed to let me have some space every now and then for archive matters. This is the first, and my most important task is to thank all those who have been in contact in the intervening months.

Contributions

I am grateful to Jeffrey McKeever for photographs of the Group's locomotives on display at the Newcastle Festival Railway exhibition at Newcastle Central station in October 1972, Alan Grange for photographs of the K1 at North Tees Sidings when it was providing steam to the Phillips Oil Refinery in January 1968, copies of some of the Steam in Europe booklets from Bob Lumb, the original artwork for the covers of some of the early Steam booklets from the estate of the late Alan Hunter, and notifications of material held by Richard Wheeler, Andrew Scott, John Richardson, Maurice Burns, Jackie Maples and Peter J Robinson.

If you have any items relating to the Group which you think c(sh)ould be included in the archive then please do get in touch with me – my contact details are below. In

particular, originals of the early newsletters, from No.1 – 24 seem fairly thin on the ground, and copies of Nos 2 and 6, 7 and 8 are missing completely, so, if you have any of these up in your loft they would be particularly welcome.

Contact – by post at Autumn, Wych Hill, Woking, Surrey GU22 0EX, or by email at chrisjlawson@btinternet.com

Anniversaries

2009 is an important year for the Group. ‘The North Eastern Mountaineer’ railtour on 9 May marks the 40th anniversary of the Group’s first ever railtour. ‘The North Eastern’ ran on 29 June 1969 from Newcastle via York to Keighley (for a trip on the Worth Valley), over Shap to Carlisle and then via Hexham to Newcastle, terminating at York. Hauled throughout by ‘Flying Scotsman’ with a fare of £5/10/- (£5.50). This year also sees the 60th anniversary of the building of the K1 by the North British Locomotive Company in Glasgow. It was outshopped on 10 June 1949. Ex Lambton Tank No 5 can do better than that though, and this year celebrates the centenary of its construction in 1909 by Robert Stephenson and Co in Darlington. Hopefully some way will be found to mark these anniversaries.

40 years ago (from NELPG Newsletters)

J27 – following overhaul at NCB Philadelphia costing £628, the locomotive moved under its own power to Thornaby MPD on 11 April for work on its axleboxes and bearings. At a time when steam was now banned on BR (except for 4472), its appearance on the coast route through Ryhope, Seaham and Hartlepool caused amazement among waiting passengers – but none were picked up!

Q6 – after a short stay at Hartlepool Shed, where working parties struggled in the snow over the winter, the Q6 was moved to Thornaby MPD in February 1969. Preparations were under way for its hydraulic test, including the cleaning of the 150 small, and 24 large superheater, tubes. Approximately half were blocked with a substance akin to concrete, but, after 12 weeks work, only 5 small tubes remained to be cleared. Elsewhere, the cab was being cleaned for repainting and the sand gear, which had not worked for over three years, was being repaired.

North Yorkshire Moors Railway – trackwork was being altered to provide for a run round loop at Ellerbeck which was to be the initial running limit from Grosmont. Three locomotives had arrived to great excitement – an 0-4-0 Hudswell Clarke saddle tank named ‘Mirvale’ in February, followed in March by an 0-4-0 oil fired Borrowdale tank owned by Newcastle University Railway Society (NURS), and an 0-6-0 Barclay saddle tank named ‘Salmon’. After an extended journey involving numerous stops en route for water, hot boxes and ‘blow ups’, the latter two eventually arrived at Grosmont from Pickering some two and a half hours late.

Elsewhere – steam working at NCB Philadelphia was expected to finish on 15 February; a snowplough was bought for the Q6 from Sunderland MPD for 10/- (50p); the latest in the series of NURS film shows was held at the University; details of the first NELPG railtour were announced; the latest ‘Top Ten’ prints and Steam booklets were launched by the Sales Committee who warned their activities would be curtailed in May and June because of exam commitments (who said students spent all their time chasing steam!)

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THE Q6 ON THE GREAT CENTRAL RAILWAY by Darren Crone

I originally organised to go to the GCR to see the Q6 over the two weekends of 14th /15th February and 21st/22nd March. However, after enjoying the first weekend so much with Ben Duncan, we organised to go again on 14th /15th March, so in all I spent three weekends riding the Q6 on the GCR.

We stayed about 45 minutes from the railway, at Mick Hammond’s farm on the north side of Nottingham. On the first Saturday we arrived at the GCR shed at Loughborough at about 7.30 to find the Q6 alight with the fireman on the footplate and the driver oiling round.

At the shed we received a warm welcome. With Ben, I went to sign on and get the footplate passes that Ben had previously organised. I made up my can of tea and placed it on the engine warming shelf and as Ben took some photos I had a look round the engine. Eventually sufficient steam was raised by the use of the blower and we moved off shed.

The GCR drivers had not used the NER steam reverser before so I gave advice to them on how to use it. It was easier to operate than I had expected and over the weeks it received more than a few favourable comments from drivers. I also explained the lubrication of the steam reverser cylinders but most drivers had read the notice in the cab.

We took water and backed onto the first Loughborough to Leicester train of the day. At the station another NELPG member, Neil Smedley, dressed in a very smart set of new overalls waited for us. While we stood in the station Neil and I checked over the oil boxes and we found the two trailing oil boxes on the firebox sides were about half full so we topped them up and made sure all the lids were fully down. On the

Q6 the lids are fitted with spring steel catches and some need to be pushed down quite hard to make sure they are fully closed. This is important to keep dirt and rain out.

I also noticed that with the steam heat on there was a blow from the steam heat hose under the locomotive's cab so the pressure was kept at about 10 psi. at which there was little or no steam escaping.

Soon we had the right away and were straight onto the double track mainline. From the footplate it makes an impressive sight disappearing under bridges in the distance. Looking along the line the track appears very tidy and well maintained. The crews commented on the good riding of the engine but the condition of the track certainly contributed to a very smooth ride. The gradients on the line are easy compared to the Q6's usual home on the NYMR so the engine was worked very easily. In fact on this first run the fireman could not stop the engine from blowing off for most of the journey.



During one of its outings on the GCR's 'windcutter' rake of 16 ton mineral wagons, the Q6 makes good progress at Kinchley Lane between Quorn and Rothley on 31st January (Dave Rodgers)

After leaving Loughborough and reaching line speed we soon sighted the distant signal for Quorn. But this isn't the end of the double track section, which continues to Rothley. At Rothley we received the staff that ensures only one engine is in the single line section from Rothley to Leicester North. At Leicester North the staff is

used to release the ground frame, which enables the engine to run round the train and return to Loughborough.

The GCR firemen found firing through the NER flap challenging but managed to maintain pressure. The difficulty for them most of the time was not to blow off. Another Q6 feature which fireman found tricky was the operation of the injectors. The Q6 has a water feed adjustment on the tender which takes the form of a serrated rod that can be finely adjusted and locked in place with a wedge. Once set there is no need to adjust the water each time the injector is used. The firemen on the GCR preferred to use the on-off water handle and adjust each time.

After two round trips with Ben, Neil and I taking turns on the footplate, the morning crew handed the engine over to the afternoon crew. We stayed riding the engine for the rest of the day, leaving after the crew left the Q6 for the night. On the GCR engines are left with the remaining fire on the grate. The smokebox is emptied very thoroughly being finished off by sweeping the smokebox bottom clean with a hand brush. The smokebox ash is carefully shovelled out into a metal bucket, which is then emptied into a wheelbarrow to prevent any ash from being blown onto the locomotive's moving parts. The ashpan is cleaned out next morning after the grate is cleaned and a new fire built.

The next day the Q6 worked the same diagram but with different crews. We had to share the footplate with GCR firing trainees so we spent more time riding on the cushions trying to stay awake. During my spell on the footplate, during the last trip, it was noticed that a firebar had failed leaving a hole in the centre of the grate. It did not cause a problem but there was another firebar failure on a following weekend and on my last weekend I noticed a burnt firebar had been put on top of the tender.

The timetable for the second weekend, 14th/15th March, called for three round trips instead of four. Saturday passed without incident so we arrived at Loughborough on Sunday morning, with excellent weather, and looking forward to another pleasant day with the Q6. It was soon time to move the engine onto the pit so that the driver could oil between the frames. The regulator was opened, the snifting valve snapped shut and steam roared from the cylinder cocks, but the engine refused to budge. A few more attempts were made but the Q6 was stuck to the spot with the brake blocks against the wheels. The handbrake was off, as was the steam brake, so I had a look underneath and could see the steam brake piston rod was nearly fully extended. This did not look right to me. Eventually when the pressure had come round a bit more the engine overcame the brake force and moved. The brakes were still on but the tender wheels rotated.

Once on the pit I went underneath with Mick Hammond, who luckily had come to see the engine go off shed that morning. We decided that the brakes were sticking because the brake piston was jamming towards the end of its stroke. Mick has adjusted the brakes on the K1 so we decided that we would have a go at adjusting

the brake linkage, reducing the brake piston stroke. This was soon done and Mick left, having to take advantage of the good weather to work on his farm. So with fingers crossed the regulator was opened again and the engine moved off shed. The brakes worked fine. The following weekend, after talking to Richard Pearson, we were under the Q6 again, making some fine adjustments.

The next and final weekend, 21st/22nd March, was the GCR's 1960s Gala and the Q6 was rostered to work a variety of trains including a pick-up freight and the rake of 16T mineral wagons. An intensive timetable was in operation and it was very impressive to be on the footplate of a Q6 on a freight train, on a double track mainline, with a steam hauled passenger train approaching in the opposite direction. Martin Ashworth, who was responsible for organising the loan of the engine, was driving on the Saturday morning. He remarked that they were very grateful for it's loan as they were the only railway, other than the NYMR, to have had use of it since preservation.



The Q6 heads south from Loughborough as a northbound train heads for the station on 31st January (Noel Williams)

Sadly it was soon all over and as I write this the Q6 should be back on the NYMR. I only hope it is able to make a return visit. I've learnt a lot about the Q6 while operating it. Like many in the Group I was involved in it's most recent overhaul and subsequently with it's maintenance. I thought I knew the engine but being on the GCR operating it, made me realise I've got more to learn.

Finally I've got to thank Richard Pearson for advice and for letting me ride on the Q6, Thanks also to Mick Hammond for providing accommodation, and for being there just at the right time to adjust the brakes. Thanks must also go to the GCR crews and staff for their hospitality and in particular firemen Robin Britten and Pete Buckley who generously let me have a go on the shovel.

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LETTERS

Dear All,

As most of you will know by now I have resigned as Secretary of NELPG. Although this is the sensible thing to do in view of the difficulties and expense of travel from North Wales, the decision has saddened me more than my move from Grosmont two years ago. I will very much miss contact with everyone and trust you will give the support to the new Secretary, Ben Duncan, that I have received. As I live a mere 14 miles from the Llangollen Railway I hope you will call on me should you be visiting the area.

I wish continued success to NELPG.

Best wishes,

Jackie Maples

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FORTHCOMING EVENTS

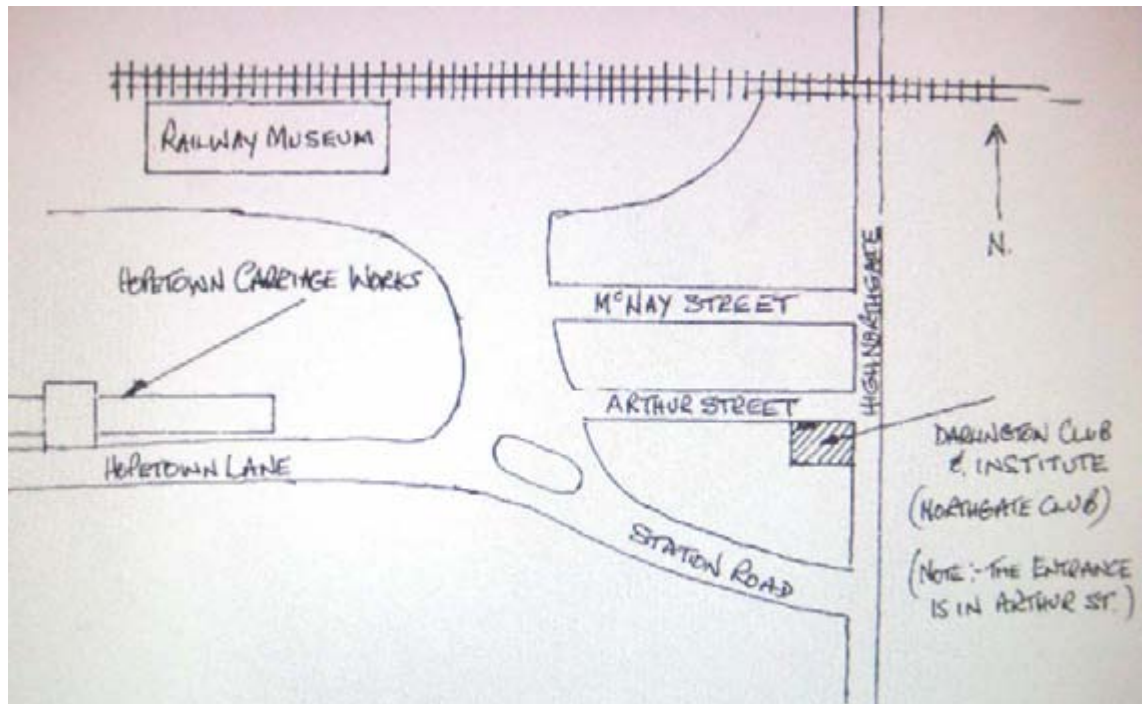
Friday 10th April 2009

M.O.D. TRAINS ON THE WENSLEYDALE RAILWAY by Adrian Walby

Friday 8th May 2009

ANNUAL GENERAL MEETING.

The meetings take place at the Darlington Club and Institute (Northgate Club), High Northgate, Darlington, on the second Friday of each month (except when that day falls on a Bank Holiday), starting at 7.30 pm. Further details appear on the NELPG website.



Map of the meeting venue

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COVER PICTURES

Front: 63395 leaves Loughborough amidst a fine array of signals with an afternoon local passenger train to Leicester North on 21st March (John Hunt)

Back (top): 60532 Blue peter in its new livery is passed by matching A1 60163 *Tornado* at Barrow Hill on 2nd April (John Hunt)

Back (bottom): 62005 resides in Barrow Hill roundhouse on the same day in the company of J17 8217, LMS 5MT 45110 and MR 1F 41708. Also in the roundhouse were 04 63601 and GCR Director 506 *Butler Henderson* (John Hunt)

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