

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



**NO.262**

**APR.2011**

## EDITORIAL

As reported in this edition of the NEWS, the repairs to the K1 are more extensive and therefore more expensive than planned. As one consequence it will be necessary to seek members' approval for this increased expenditure at the forthcoming AGM. Fortunately, the Group's financial reserves are robust enough to withstand the additional demands now being placed on them, but we have to speculate in order to accumulate. These funds will be depleted but through good financial husbandry, they are robust enough to be able to accommodate unexpected demands on our resources.

Fortunately, before too long, the K1 will be up and running again and starting to replenish those funds, thanks to our stalwart band of working members who not only repair our locomotives but keep them running. However, it is becoming a more and more expensive business especially when we have to employ contractors.

Fortunately our locomotive earnings, particularly from the K1, play a crucial role in topping up funds but members play a vital role too, with a splendid response to the J27 appeal in particular.

The current impact on our reserves has prompted the Fund Raising Group to address the longer term financial needs of the NELPG. Whilst they have had some notable success in sourcing new external funding, particularly from the HLF and the PRISM fund, they are proposing Patron and Legacy schemes to help recharge the Group's financial reserves. To this end it is the intention to launch the schemes at the Annual General Meeting at *Locomotion* on 13<sup>th</sup> May with full details of how the schemes work and how members can participate to appear in the June NELPG NEWS.

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**The North Eastern Locomotive Preservation Group is**



## **LOCOMOTIVE REPORT by Richard Pearson, Martin Lloyd, Paul Hutchinson and Fred Ramshaw**

### **J27 NO. 65894**

We have little to report this month as we are now in a period of waiting on both the current issues. We are waiting for the manufacture and shipping to the UK of the new tyre which will solve the wheel wobble problem as reported in the last NEWS, and we are also waiting our turn in the queue with the foundry for the new cylinder casting. A 50% deposit has been paid (£5,000) for the new casting, with the final payment being made on the successful casting and inspection of the new casting.

### **Q6 NO.63395**

Winter maintenance is almost complete and the Q6 should have entered traffic on the NYMR by the time you read this report. The engine was reassembled in early March with the refitting of the piston valves, the refitting of the clack boxes and the assembly of all the associated pipe work. The leading and trailing tender wheelsets returned to Grosmont in mid-March following machining of the tyres and they were quickly refitted using the wheel drop.



*The Q6's leading tender wheelset is slowly raised back into the frames on the wheel drop at Grosmont on 24<sup>th</sup> February (John Hunt)*

The engine and tender were then reunited inside Deviation shed where the tender brake gear was assembled, some sections of the steam heat pipe were replaced, adjustments made to brackets and a full set of new tender underkeep pads fitted. The locomotive was then steamed and had its safety valves adjusted and passed its annual insurance company steam test on Tuesday 29<sup>th</sup> March.



*63395 moves under its own power during the steam test on 29<sup>th</sup> March  
(Colin Smith)*

The engine was then weighed to adjust and set the correct weight distribution on each wheel, and this should be complete early in the week commencing 11<sup>th</sup> April after which the engine will return to traffic on the NYMR.

As described in previous locomotive reports we were planning to order a new set of tyres for the Q6's driving wheels; they have now been ordered.

### **K1 NO. 62005**

It is pleasing to report that work on the K1 is progressing well.

The frames were re-wheeled on 17<sup>th</sup> February and refitting of hornstays and springs followed shortly afterwards. The brake gear has been overhauled and is

now largely re-assembled. The frames and wheels have been repainted and varnished – they now look too good to use.



*The first of the driving wheelsets is pushed back under the K1 at Hopetown on 17<sup>th</sup> February (Colin Smith)*



*Martin Lloyd prepares some felt strips for the K1's coupling rods on 3<sup>rd</sup> March; these rub on the journals and retain oil for lubrication (Colin Smith)*





*Allan Wilson and Steve Hyman attach a filler pipe to the new K1 sandbox, whilst Nigel Hall continues with frame painting at Hopetown on 3<sup>rd</sup> March (Colin Smith)*

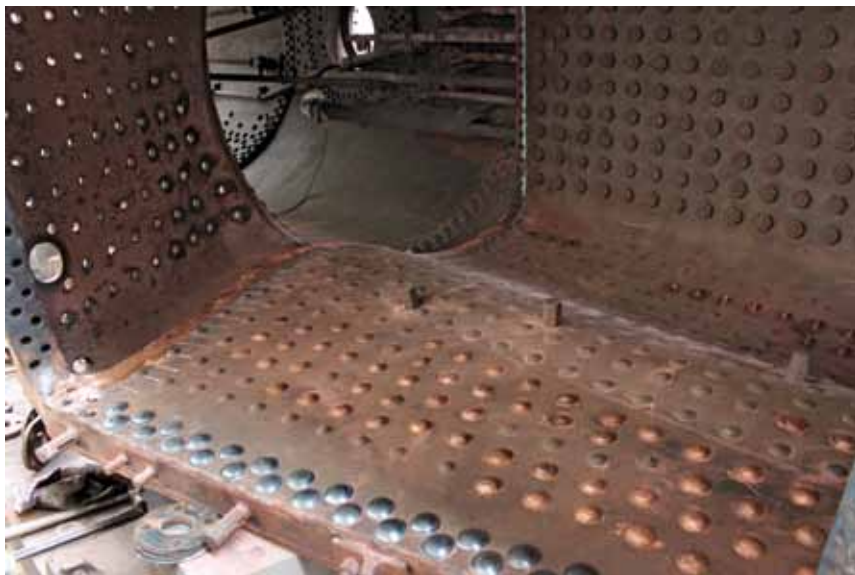
The RH cylinder block is back in the North East. It was delivered to Tees Components at Skelton (East Cleveland) on 5<sup>th</sup> April for machining of the cylinder bore.



*The repaired cylinder at Tees Components (Neal Woods)*

It will then be sent to Hopetown where it will be reunited with the frames. Once in place, all of the fixing bolt holes have to be reamed (through the frames and cylinder casting) and new fitted bolts installed. The new liner will then be fitted. The refitting of the cylinder will enable the mechanical reassembly to be completed and the frames will then be ready to be returned to Carnforth.

Work on the boiler is also progressing well. At Carnforth, of the 311 side stays requiring replacement, the majority have now been changed and the foundation ring has been re-riveted down both sides. The holes in the front lap of the inner firebox have been copper welded to allow the new firebox tube plate to be fitted when it is ready (see below). New bottle ends have been machined and will be welded onto the new flue tubes shortly and the existing superheater elements have been prepared for hydraulic testing.



*A view of the RH side of the firebox; at the bottom, nearest the camera, are the foundation ring rivets, whilst above them are some of the 311 new copper stays. On the extreme left is one of the washout door holes in the outer front firebox plate that has been modified to allow a better fit for the washout door. The thin waving copper seam is where the new inner copper tubeplate will be fitted  
(Paul Hutchinson)*

At Crewe, the first stage of machining has now been completed to the new copper firebox tube plate, and the plate had been formed by 6<sup>th</sup> April, following

which the all tube holes to be drilled and the flue tube holes threaded to match the new bottle ends.



*The new copper tubeplate surrounding the steel former on 6<sup>th</sup> April and awaiting trimming (John Hunt)*

The new steel front tubeplate is on order from H.A. McEwen at Keighley and manufacture of this will commence shortly.



*The repaired ring with the new smokebox wrapper behind (Paul Hutchinson)*



As the smokebox had to be completely removed in order to remove the front tube plate a decision has been taken to replace the smokebox wrapper. The original wrapper was getting a bit thin and was going to be repaired in any event. However, given that the whole smokebox had to be removed it made more sense to replace rather than repair. It has been possible to satisfactorily repair the smokebox ring by replacing the wasted areas.



*One of the K1 tender wheelsets receives a new tyre at Buckfastleigh on 15<sup>th</sup> February (Neal Woods)*



*Paul Hutchinson works on the tender wheelsets at Carnforth*

The tender wheels are back at Carnforth, complete with new tyres. Four of the axle boxes have been refitted and the remaining two will be fitted as soon as a couple of copper liner rivets have been replaced. The tender will then be re-wheeled and the hornstays and brake pull rods refitted.

As stated in the last issue of NELPG News the cost of this repair is going to be significantly higher than that originally estimated (at £125,000). This estimate did not include either tube plate or the replacement of the smokebox (although it did anticipate a sum for smokebox repairs). As the work has progressed a decision has also been taken to renew more side stays than originally anticipated in addition to all of the palm stays. Whilst the work needed on the mechanical side was easier to estimate at the time, the engine brake gear has needed more attention than originally anticipated.

The additional cost of all of the above has pushed the estimated cost to £190,000 although this includes some items (including a new set of superheater elements and a complete new grate) that will not be used immediately. By way of additional contingency the Committee is seeking Group approval to spend up to £200,000 on the locomotive at the forthcoming AGM

#### **J72 No. 69023**



*The J72's crank axle awaiting the refurbished axleboxes at Grosmont on 24<sup>th</sup> February (John Hunt)*



*A Mad Hatters tea party with a difference in front of the J72 at Grosmont on the Monday of half term; driver Ian Pearson is not distracted! (Tony Danks)*



*The J72 brings up the rear of a cavalcade at Levisham on 3<sup>rd</sup> March, comprising 45428, 76079 and D7628; the two tender engines were en route to Ilford for tyre turning, whilst 69023 was going to New Bridge for onward road movement to the North Norfolk Railway (John Hunt)*



*WCR staff drilling out old K1 firebox stays on 15<sup>th</sup> February (John Hunt)*



*The new 'bottle ends' for the K1 flue tubes (Paul Hutchinson)*



Sadly the J72 only ran for three of the planned days at half term; it was withdrawn on Monday 21<sup>st</sup> February after it was noticed that one of the centre driving wheel cranks was striking the axlebox hornstay. On the Wednesday with considerable help from NYMR staff the offending wheelset was removed on the wheel drop, the locomotive shunted back inside Deviation shed and the axleboxes delivered to Richard Campbell's workshop in Stanley, County Durham! Following remedial attention to reduce the side to side play the wheelset was refitted over the weekend of 26<sup>th</sup>/27<sup>th</sup> February and the locomotive was successfully steamed through to New Bridge yard on 3<sup>rd</sup> March. It was then moved by road to Weybourne on the NNR.

The J72 ran very well on the North Norfolk Railway and is doing the same on the Colne Valley Railway; it returns to the NYMR on 26<sup>th</sup> April in time for the Spring steam gala.

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

The A2 remains on display at Barrow Hill. There is no news to report on the future of the locomotive.

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## **WORKING PARTIES**

The regular Monday and Thursday working parties continue at Hoptown on the J27 and the K1 frames. If you want to join them and help 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 **Hoptown Carriage Works** is **01325 382155**.

However, there will also be work on the Q6 and J72 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**.

With the K1 boiler and tender, as well as the support coach, at Carnforth working parties may also be required here as well. **If you can help at Carnforth please contact Martin Lloyd on 01642 316258 (or 07970 851895).**



## **PRISM AWARD**

The Group is pleased to acknowledge the receipt of £7,000 towards the restoration of the J27 from the PRISM fund (*The Fund for the **PR**eservation of **I**ndustrial and **S**cientific Material*). This fund is managed by the Museums and Libraries Association and assists the restoration of historic objects. We are very grateful for this valuable support towards the restoration of our unique engine.

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## **ARCHIVE CORNER by Chris Lawson**

### **Contributions**

Following my appeal in the last issue, member Graeme Cook, who now lives in Canada and professes to be missing the sights and sounds of the NYMR, got in touch to say that when clearing out ready for his recent move, he came across three enamel locomotive badges. Fortunately they were not thrown away, and so he has kindly donated them – the Q6 in green, the J27 in black and Joem in green (which was not at the time one of our engines but is now) – to the archive. Many thanks to him for these.

Whilst I was at Darlington North Road Museum last month, I spied a postcard on sale of Blue Peter on the down Aberdonian on 21<sup>st</sup> August 1994 taken by our Chairman. For 30p that is now also in the archive, but it served to remind me of the postcards of our engines that were produced for sale, particularly in the early days of the NYMR. These included one of the P3 leaving Grosmont, a particularly hideous colour reproduction, the P3 on Grosmont Crossing, the Q6 at Goathland in LNER livery and the T2 on Grosmont Shed. I am also aware of some of Joem, one on the Derwent Valley Railway and another at Mytholmes on the KWVR. If any of these, or any others, are lurking away in a drawer, then the archive would be delighted to have them.

As ever though, if you have **any** items, no matter how large or small, related to the Group (and particularly of its early days) hidden away in your loft, cupboard or garage then please go and find them and let me know – but please give me a ring or drop me an email before sending anything, and particularly bulky material in the post. I can be contacted at ‘Autumn’, Wych Hill, Woking, Surrey

GU22 0EX, telephone 01483 769584, or by email at [chrisjlawson@btinternet.com](mailto:chrisjlawson@btinternet.com) . I look forward to hearing from you.

#### **40 years ago (from NELPG Newsletters)**

On 17<sup>th</sup> March, the Secretary received a letter of resignation, for personal reasons, from Bryce Greenfield as Chairman of NELPG. (The letter is held in the archive). The Committee accepted this with deep regret and paid tribute to his invaluable role in the success of the Group. A vote of thanks was proposed and passed by acclamation by the members present at the monthly meeting in the Bridge Hotel, Newcastle on 19<sup>th</sup> March. Ian Storey took over as Acting Chairman.

**Locomotives** – on 27<sup>th</sup> March, the Q6 was hauled out of Grosmont Tunnel by 0-6-0ST *Salmon* and prepared for the NYMR Easter Gala. New wheesers were fitted to the mudhole doors, the boiler filled, and three and a half tons of coal loaded on to the tender. A satisfactory steam test was carried out on 28<sup>th</sup> March, in connection with some filming by the BBC.

Work on the J27 continued at ICI Billingham.

#### **Elsewhere –**

Having received approval from BR, NYMR members' trains were to be run on 10/11/12 April (Easter), 30/31 May (Whitsun), 26/27 June, 31 July/1 August and 29/30 August (Autumn Bank Holiday). During these weekends it was expected that both the Q6 and No 5 would see regular service. The highlight though was expected to be the debut of the P3, in lined black NER freight livery, at the June Steam Weekend.

On 27<sup>th</sup> March, a special meeting was held at Pickering to change the status of the NYMR Preservation Society to the North Yorkshire Moors Historical Railway Trust. The 500 members present at the meeting, chaired by Lord Downe, unanimously approved the change. The application for charitable status awaited the approval of the Charity Commissioners. After the meeting, Richard Rowntree, Chairman of the NYMRPS, said ' I think the railway will become the busiest privately owned one in the country.....I am confident we will be able to open the line in 1973.....the tourist potential of the railway, which runs through a National Park, is enormous, and should become one of Yorkshire's major tourist attractions'. Indeed!

Plans were announced for the eventual use of Armstrong Whitworth built Black Five 5428 'Eric Treacy' on the Railway, if and when the line becomes operational and accommodation is available.

Appeals were made for volunteers to man the new NELPG Sales Shop at Grosmont during the forthcoming Steam Weekends

**And finally.....**

Newcastle University Railway Society, in conjunction with NELPG, announced a railway film show to be held in the University Agriculture Department on 14<sup>th</sup> May. The main feature was to be 'Indian Steam' by Maurice Burns, including the sights and sounds of steam in and around Madras with 113 steam departures every day, and scenes from Basin Bridge MPD's allocation of sacred cows. With three supporting BR films, tickets were 25p and available from a certain Mr J R P Hunt.

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## **ANNIVERSARY DATES FOR THE DIARY by Chris Lawson**

Following Neal Woods reminder in the last issue that this year marks the 60<sup>th</sup> anniversary of the outshopping of the J72 from Darlington Works on 17 April 1951, below are some more anniversary dates for the diary over the next 10 years.

### **2011**

175<sup>th</sup> anniversary of the opening of the Whitby and Pickering Railway

60<sup>th</sup> anniversary of the outshopping of the J72 from Darlington Works (17 April 1951)

40<sup>th</sup> anniversary of the delivery of the P3 from ICI Billingham to the NYMR (23 October 1971)

### **2012**

40<sup>th</sup> anniversary of the donation of the K1 to the Group by Messrs Garnock, Drury, Hollingsworth and Nissen (19 May 1972)

30<sup>th</sup> anniversary of the purchase of the J72 by NELPG

### **2013**

90<sup>th</sup> anniversary of the outshopping of the P3 from Darlington Works (19 September 1923)

40<sup>th</sup> anniversary of the opening of the NYMR (1 May 1973)

30<sup>th</sup> anniversary of the delivery of the J72 to the NYMR (30 January 1973)

### **2014**

50<sup>th</sup> anniversary of the withdrawal of the J72 by BR (October 1964) renumbered 59 in Departmental stock at North Blyth

40<sup>th</sup> anniversary of the delivery of the K1 to the NYMR (first steamed by NELPG 19 May 1974, moved to NYMR 28 May 1974, entered service 8 June 1974)

### **2015**

50<sup>th</sup> anniversary of the last train on the Scarborough – Whitby line hauled by the K1 and K4

### **2016**

50<sup>th</sup> anniversary of the formation of NELPG (28 October 1966)

50<sup>th</sup> anniversary of the J72 being condemned (18 September 1966), purchased by Ron Ainsworth and moved to the Keighley and Worth Valley Railway

50<sup>th</sup> anniversary of the last train on the Wansbeck Valley line from Morpeth to West Woodburn (2 October 1966)

### **2017**

50<sup>th</sup> anniversary of the Three Dales Railtour (20 May 1967)

50<sup>th</sup> anniversary of the end of steam in the North East (September 1967)

50<sup>th</sup> anniversary of the purchase of the P3 by NELPG (13 November 1967)

50<sup>th</sup> anniversary of the withdrawal of the K1 (31 December 1967)

### **2018**

100<sup>th</sup> anniversary of the outshopping of the Q6 at Darlington Works (2 December 1918)

50<sup>th</sup> anniversary of the purchase of the Q6 by NELPG (1 April 1968)

50<sup>th</sup> anniversary of the first steaming of the P3 by NELPG at NCB Philadelphia (15 November 1968)

### **2019**

70<sup>th</sup> anniversary of the outshopping of the K1 at the North British Works, Glasgow (10 June 1949)

**2020**

50<sup>th</sup> anniversary of the delivery of the Q6 from Thornaby to the NYMR (25 June 1970)

Hopefully all 4 of the Group's locomotives will be in traffic to mark our 50<sup>th</sup> anniversary, but the Q6 for its centenary.....?

**--ooOoo--**

## **SECRETARY'S REPORT**

### **PRECIS OF NELPG COMMITTEE MEETING HELD JAN 10<sup>TH</sup> 2010 AT MIDDLESBROUGH GOLF CLUB**

9 committee members were in attendance.

It was agreed that the committee meeting dates for 2011 would be the 2<sup>nd</sup> Monday of each month.

The proposed rail-tour was to be postponed until the Autumn. At a committee meeting in late spring the decision would be made on its itinerary and indeed whether to operate it at all.

Recent safety reports on Hopetown were discussed including the Catlin's liability assessment and the requirement for a fire risk assessment.

Potential training for volunteers on various health and safety areas was discussed and external advice will be sort before a final decision is made.

Noted that the response to the request for ICE updates remains disappointing.

Proposed amendments to the standard Deviation Shed usage agreement were discussed in light of the new pit facility and increased requests to use the shed. A draft agreement will be circulated to the committee before final approval.

It was reported that snow had damaged the guttering on the roof of Deviation shed. This would be assessed and reported to the committee for potential rectification work.

A note asking for working members' views on the Bunfight was sent out in December. Only 10 replies have been received.

It was agreed that the Bunfight would be held at Locomotion, Shildon on Wednesday 2<sup>nd</sup> February and access to exhibits prior to the meeting would be sort. Catering would also be laid on.



A cheque was received from the raffle on the Jacobites. A thank you letter will be written.

It was agreed that the website should be set up with a private section for working members; this potentially being extended to the full membership when it has been fully tested.

It was agreed that more regular updates on locomotives would be sent to the working members; and that this could be provided by the website in the future.

The Treasurer's report was tabled and accepted. Late payments of hire fees are to be chased with the railways concerned.

A new caretaker for Hopetown was being sort.

No response has been received from the article in the News asking for a volunteer to promote the group locally.

A deputy webmaster was being sort.

A new information leaflet incorporating a membership form was being produced.

It was agreed that an advertising flyer could be placed in the News concerning a new railway photography book published by Ted Parker (a former NELPG committee member) and Ken Horan. In return NELPG will receive a donation for each book sold via this advertisement.

The Mainline Steam Locomotive Operators Association meeting is to take place on Saturday 29<sup>th</sup> January.

Deep regret was expressed by all as to the recent passing away of Paul Kane.

#### **PRECIS OF NELPG COMMITTEE MEETING HELD FEB 14<sup>TH</sup> 2010 AT MIDDLESBROUGH GOLF CLUB**

7 committee members were in attendance

It was agreed that an invitation for the J72 to visit Barrow Hill for the gala over 13<sup>th</sup> – 16<sup>th</sup> October would be accepted.

The Treasurer's report was tabled and accepted.

It was reported that an award of £7,000 had been received from the Prism fund.

Another attempt had been made to break into the Darlington Railway Preservation Society diesel by cutting through NELPG's compound fence at Hopetown. It was agreed to pursue the installation of a CCTV system.

10 new fire extinguishers had been acquired and arrangements for a fire inspection made.

New locks are to be fitted to the front doors at Deviation shed.

Following the Bunfight two volunteers had come forward to collate the website photos.

The feedback from the Bunfight remained very disappointing – just 9 out of 55. However, the continuation of informal get-togethers with the working members was agreed.

### **PRECIS OF NELPG COMMITTEE MEETING HELD MAR 14<sup>TH</sup> 2010 AT MIDDLESBROUGH GOLF CLUB**

7 committee members were in attendance.

It was agreed to hold the AGM at the Locomotion, Shildon.

The Treasurer's report was tabled and accepted.

The Finance Sub-Committee's report on fund raising was accepted. This is to be finalised and referred to the April Committee meeting for final approval.

It was reported that the Government were making CRB checks simpler but that there was still a requirement.

It was agreed that the minutes of the Bunfight be published on the working members section of the website. Comments and amendments from working members were welcome.

Bachmann had gifted model #001 and its certificate, in the limited edition run of *Blue Peter*, to the group. This will be auctioned via the railway modelling press to raise funds for NELPG.

The electricity agreement for Hopetown had been renegotiated effecting a saving of £200 per quarter.

The access agreement for Deviation Shed had been finalised and would be issued to all users.

New locks had been fitted to the roller shutter doors of Deviation Shed. Repairs/replacement of the rain water gutters was to be investigated.

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### **ANNUAL GENERAL MEETING**

A reminder that the 2011 Annual General Meeting of NELPG Ltd., will be held in the main hall at Locomotion, Shildon on Friday 13<sup>th</sup> May 2011 at 7.30 pm. Accompanying the NEWS is the AGM Supplement containing the agenda,

directors' reports, notice of elections and motions, together with the audited accounts for 2010.

It is expected to be followed by a short presentation by Andrew Scott and Dave Pennock on a new fund raising initiative through a proposed Patron Scheme.

Then, thanks to a kind offer from the National Railway Museum, there will be a showing by the NRM's Chris Hogg of a 90 minute compilation of North East steam scenes from the 1960s, including 65894 and 63395 at work, from the Arnott Brown collection, now in the National Collection at York. The locations are not identified so this is an opportunity to wallow in nostalgia and, hopefully, give some answers!

The full collection comprises over 300 reels of high quality 16mm cine film; John Arnott Brown was a leading, if controversial, figure in the very early days of the NELPG, but died in a road accident in the 1970s.



*John Arnott Brown, with trademark grease top hat, takes cine from the footplate of 43121 near Lambley on the occasion of the last steam train to Alston on 26<sup>th</sup> March 1967 (John Hunt)*

## **FORTHCOMING EVENTS**

Friday 13<sup>th</sup> May 2011: **ANNUAL GENERAL MEETING** (see above) \*

Friday 9<sup>th</sup> September 2011: **PHOTOGRAPHS FROM THE ARMSTRONG COLLECTION** by Richard Barber

Friday 14<sup>th</sup> October 2011: **THE HUSH HUSH STORY** by William Brown

Friday 11<sup>th</sup> November 2011: **RAILWAYS AND REMEMBRANCE** by Ian McInnes

Friday 9<sup>th</sup> December 2011: **MEMBERS' SLIDES AND QUIZ**

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 date falls on a Bank holiday), starting at 7.30 pm. Further details appear on the NELPG website.

\* The AGM will take place in the Collections Hall at *Locomotion*, Shildon at 7.30pm

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## **COVER PICTURES**

Front: The J72 looks the part as it stands on the Gresley Quad art set of coaches at Sheringham (Richard Pearson)

Back (top): 69023 in steam at Castle Hedingham on the Colne Valley Railway (Sally Halls)

Back (bottom): 69023 brings the Quad art set into Weybourne (Richard Pearson)

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