

N.E.L.P.G. NEWS



NO.268

APR.2012

EDITORIAL

By the time members receive this issue of the NEWS the K1 will be complete and have been steamed in readiness for a forthcoming test run and a season in Scotland on the Jacobite. The last few weeks at Hopetown have witnessed an outstanding performance by the Group's workers to get the engine back together again. Hopefully their efforts will be rewarded by another workmanlike display in Lochaber and come the end of the season we can reflect on a job well done – and a timely boost to the Group's rather depleted finances.

One of the responsible officers at Hopetown is Terry Newman, who is also the Group's Vice Chairman. Terry has decided to stand down from the Committee to make way for a 'fresher face' as he puts it! I should like to take this opportunity to thank Terry for his unstinting work and support on the Committee, but I am pleased to say that he will continue his hands on work at Hopetown and elsewhere that NELPG locomotive work takes us. As a consequence, there will be a new face on the Committee after the May AGM.

May should be a significant month with the K1 back in Scotland, the Q6 re-entering traffic on the NYMR, and the J72 on its travels. That just leaves the J27 at Hopetown. Good progress is being made on the frames and wheels and after the frenetic activity on the K1, the next milestone should see the fitting of the new cylinder block. However, the time is fast approaching to make a start on the boiler but this is very much dependent on the outcome of a renewed bid for Lottery funding. The Finance Committee, and Dave Pennock in particular, are addressing this, with a new bid imminent. Let us hope that there is a speedy and ultimately successful outcome. The J27 was built in 1923 so next year sees the locomotive's 90th birthday; a return to steam would be a most appropriate way to celebrate!

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The North Eastern Locomotive Preservation Group is



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LOCOMOTIVE REPORT by Richard Pearson, Neal Woods, Paul Hutchinson and Fred Ramshaw

J27 NO. 65894

Nothing much to report this month as we have been too busy on the K1, although the new cylinder block has now been delivered to Hopetown and we will turn our attention to fitting this in the summer, once the K1 is up and running again.

We will arrange delivery of the driving wheelset to Hopetown after Easter, now that the K1 has returned to Carnforth.

Q6 NO. 63395

Work on the axlebox repairs is now moving into the final stages. Shortly after the last NEWS went to press, the trailing driving wheel was refitted, then followed by a few days work to refit the hornstays, the trailing springs, brake gear and the leading and trailing sand pipes. Work was also started to prepare for the removal of the 2nd intermediate wheelset; this involved removal of the hornstays, a section of brake gear and the bottom pair of eccentric rods which pass beneath this axle. The axle was removed the follow week by the NYMR shed staff. On inspection, the axleboxes were in quite good condition with attention only required to remove excessive side to side clearance. These adjustments have now been done and the axleboxes refitted to the wheels sets ready for refitting to the engine, and we hope they will be refitted during the first week of April.

As reported in the last NEWS we are also in the process of doing a piston and valve exam and on removal we did find the RH rear valve ring broken; a new ring has now been made and fitted to the valve rod which involve some careful adjusting and setting up shims on the piston valve rod. The valve liners have also received attention with a thorough clean and de-carbon as well as a polish up using the honing tools to true up and clean out any small irregularities in the valve liner bore.

Nearly all our volunteer effort have been on the K1 and unfortunately the repairs to the Q6 have had to take a back seat, so we are in debt to Maurice Johnson who is pushing on with the Q6 almost single handedly, many thanks. If all goes to plan we hope to return the engine to traffic in May.



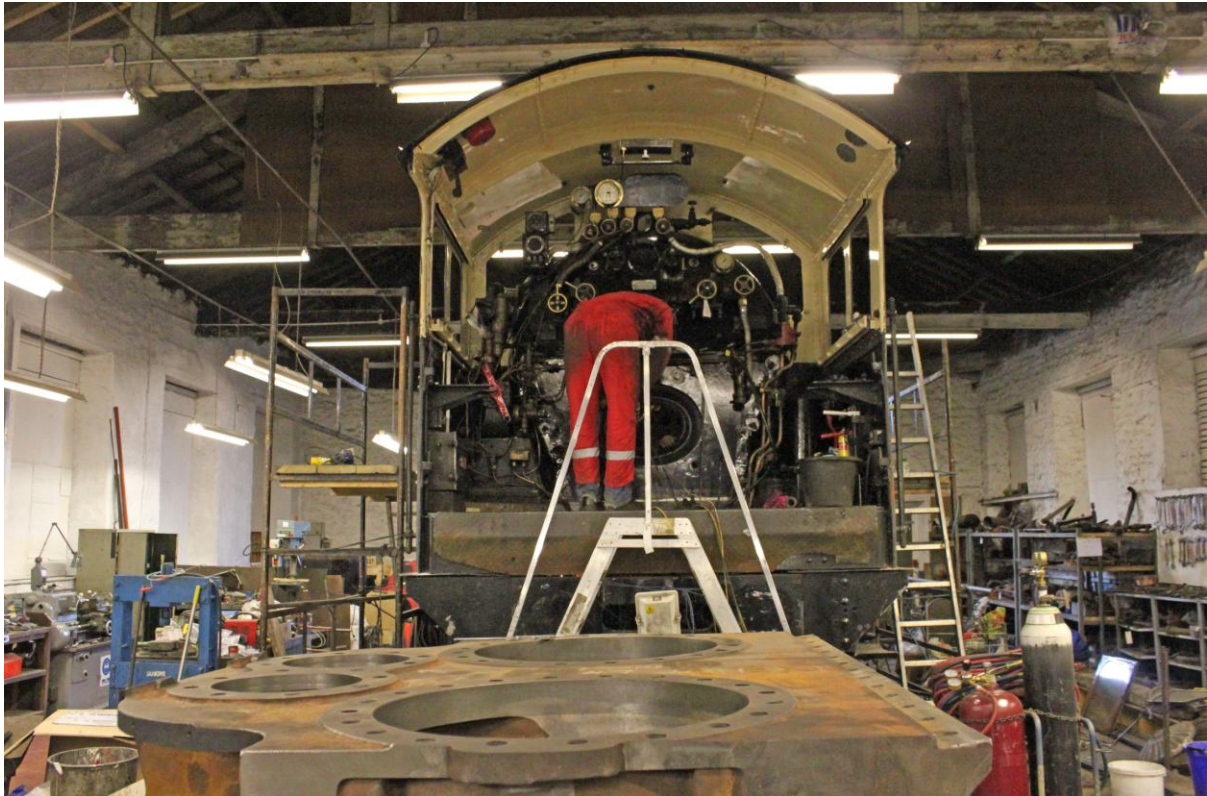
Richard Pearson fitting a new valve ring to the Q6 valve head at Grosmont on 28th February; the broken one is in the foreground (Colin Smith)

K1 NO. 62005

The insurance company in steam examination was successfully passed on 11th February, so the boiler insurance life started on that date. The boiler was then drained and refitted to the frames, followed by refitting of the superheater header and elements.

On 6th March the engine was moved by road from Carnforth to Darlington and reassembly commenced. Thanks to a really splendid effort by the Hopetown volunteers, this process was all but complete by 2nd April. This involved fitting the boiler lagging, cladding, smokebox fittings, cab fittings and all the associated pipework, as well as painting to undercoat stage.

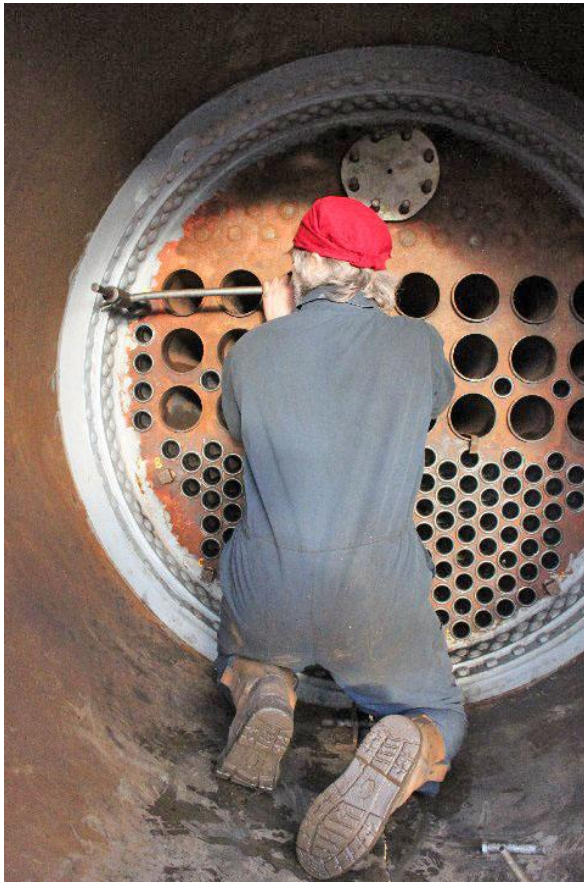
The engine was returned to Carnforth on 5th April, where it was reunited with its tender and steamed over the Easter weekend. The plan was then to identify and rectify any problems before a planned test run, probably in the week beginning 16th April. All being well, the locomotive would receive its final painting, lining out and application of numbers and crests by WCR staff, before departing for Fort William in the week beginning 7th May.



The K1 cab with most of the fittings and pipework in place on 31st March; in the foreground is the new J27 cylinder block (Neal Woods)



On the same day the K1 in undercoat – yes, the paint was still wet, hence the gloss appearance. And, no, it's not a secret livery change but we were using up some surplus green undercoat (Neal Woods)



Paul Hutchinson expanding small tubes in the new smokebox tubeplate (both Paul Hutchinson)



The 'new' AWS/TPWS indicator; acknowledgement is now via the silver handle to the right of the temporary isolation button



Contrasting views of the tender at Carnforth; on the left the old paintwork is rubbed down (Paul Hutchinson), whilst on the right the tender has received red primer (John Hunt)



J72 No. 69023

Joem was used on the Grosmont -Goathland shuttles during the February half term but unfortunately, almost at the end of the week, it was stopped with a steam leak between the two halves of the cylinder casting. Unlike most locomotives, the J72 cylinder casting is in two halves bolted together with substantial nuts and bolts. This joint was found to be leaking and after some phone calls, Furmanite, a specialist firm, was called in and eventually sealed the leak by drilling small holes into the casting and injecting high pressure sealant into the joint, a process which has proved successful.

Following a successful steam test, with grateful thanks to the Grosmont shed staff, the locomotive was steamed through to New Bridge from where it was transported to the Severn Valley Railway for its Spring Gala. Terry Newman, Neil Woods and Mick Hammond acted as footplate reps on the three days it was running and after a few minor problems, all reported that a good time was had.



69023 takes water at Highley on 24th March (Neal Woods)

The locomotive was then transported to the Lincolnshire Wolds Railway for its Easter Gala, where it ran for the three days over the Easter period.

Joem`s passport is becoming well stamped, as soon after the LWR visit, the locomotive is once again on its travels, moving to Barrow Hill for the "Fab Four" event in April, then back to the NYMR for May.



69023 heads south from Bewdley on 23rd March with the 14.20 from Highley to Kidderminster (Ken Woolley)

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WORKING PARTIES

The regular Monday and Thursday working parties continue at Hopetown on the J27. 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 **Hopetown Carriage Works** is **01325 382155**.

However, there will 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 **07779 366796** or **Fred Ramshaw** on **01325 377306**.

With the K1 now back at Carnforth, as well as the support coach, 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).**

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J72 ON TOUR

From the Lincolnshire Wolds Railway at Ludborough, the J72 will return to the NYMR and is expected to be used at the Spring Steam Gala over the weekends of 4th to 7th and 11th to 13th May, and possibly on the days in between.

Discussions are taking place regarding other visits this summer, and the committee has provisionally approved the hire of the J72 to the Princes Risborough and Chinnor Railway from the end of May to the end of October 2012.

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K1 ON TOUR

The K1 is expected to start the Jacobite season off, initially sharing the roster with 45231. The plan is that the K1 will work the weeks beginning 21st May, 4th and 18th June, 1st, 15th and 29th July, 12th and 26th August, 10th September, and 1st and 22nd October.

The service is essentially the format of previous years: 10.15 off Fort William, Mallaig arrive 12.20, Mallaig depart 14.10 and Fort William arrive 16.00. For further details of fares and bookings, contact WCR either by telephone on 0844 850 4685 or on www.westcoastrailways.co.uk/

ARCHIVE CORNER by Chris Lawson

We are now well into 2012, and the history of the J27 has reached a tipping point. It first entered service on 19th September 1923 and continued in traffic until 13th November 1967 – a total of 44 years – when it was bought by the Group. This year therefore marks the point at which the locomotive has been in our ownership for longer than it worked on the Big Railway, and it thus joins a select band of preserved locomotives that have reached that milestone. A notable achievement: long may it continue.



A reminder of the handing over of the J27, as P3 2392, at Grosmont on 25th October 1971; founder member Kevin Hudspeth can be seen third from the right. Also in the picture are John Hardy, Phil Smith, Richard Rowntree, Peter Hutchinson and Cliff Cox (John Hunt)

Contributions

John Richardson has provided a set of originals of the first 27 newsletters, which will be used to replace some of the copies already held in the archive. He has also provided a copy of Tyneside Steam 1967, autographed by the author, Neville Stead, and some copies of the Steam in Europe booklets to augment those already held. Edward Colver has donated his (unworn!) NELPG pullover (green with crest), Dave Pennock some copies of the J27 print from a painting by John Wigston entitled ‘Spirit of the North Eastern’ and the ‘Railway World’

printing blocks for the postcard of the P3 leaving Grosmont, and Keith Halton, via Bryan Orange, three photographs of the K1 at Neville Hill in 1970. Many thanks for these.



62005, flanked by The Great Marquess and the N7, inside Neville Hill roundhouse in 1970 (Keith Halton)

As ever, 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 . I look forward to hearing from you.

40 years ago (from NELPG Newsletters)

K1 – the big news 40 years ago was the offer of the K1 62005 to the Group as an outright gift by the 45428 Stanier Class Five Locomotive Society Ltd, being four individuals – Lord Garnock, Brian Hollingsworth, Geoffrey Drury and George Nissen. The offer was unconditional, though the owners hoped that the Group would respect their wishes regarding the livery and naming of the locomotive, and its availability to work special trains. To formally consider this most generous offer, formal notice was given for an EGM to be held on 19th May 1972. Other items for discussion were the use of monies in the Shed fund,

the NYMR Locomotive Hire Agreement, and some alterations to the NELPG Constitution. As background to the offer, an article by John Bellwood on the K1 locomotives, with particular reference to 62005, together with some personal reminiscences, was included in the Newsletter.

Locomotives – the P3 had been the victim of vandalism, glass bottles having been thrown at the boiler and tender. Damage was relatively slight, but re-emphasised the need for secure covered accommodation at Grosmont. Following fitting of a new joint to the steam dome to cure a leak, the locomotive worked a special train for the LNER Society on 18th March and was ready to work trains at Easter.

Other locomotives – the inside of the cab of No 5 had been completely repainted and revarnished, and it was hoped to give the locomotive an overall coat of paint in the Spring. A successful steam test was held on 19 March. Painting of No 29 continued whenever the weather allowed, and the fireman's side bunker and tank were nearing completion.

Elsewhere –

NELPG Newsletter – a further change to the design saw the first of the now familiar A5 newsletters appear, with photographs on the front and back covers, but a still duplicated content. Advertising was included, with one for 'Folk Train' at 95 Parkgate, Darlington, and articles on a fireman's life on the NYMR (by '60137'), a poem – 'Locomotiveman's Soliloquy' by 'Redgauntlet' – and a short piece on the Why and Wherefore of Boiler Washouts.

Locomotive Repair Shed – negotiations continued into ways of financing the construction of the shed. For the money raised by the Group, it was suggested that this be used to equip the shed, since the provision of additional machinery, electrical equipment, plant, lighting and heating was as important as the structure itself, but was felt to be more within our capabilities. A decision would be made at the EGM in May. On site, the long awaited crossing timbers from Hull had arrived, the site had been cleared and track laying was planned to begin at Easter, with an appeal for as many volunteers as possible to come and help.

NYMR – a new railmotor had arrived following thorough overhaul by an engineer at Easingwold, who was working on three more at his home. At Goathland, the tank house had been cleared out in readiness for its use as a workshop by the Building section, while, at Grosmont, proper sales areas had been provided, including one for NELPG. A sink unit and electric water heater had been installed in the small side office to enable the regular serving of

refreshments at Grosmont. The car park at the rear of the station buildings had also been extended by levelling the northern part of the site. Staff training was well under way – Mutual Improvement Classes were held twice a month by the Locomotive Department, classes in signalling and block working were organised at Goathland, and expressions of interest in being trained as Guards were sought. To complement this activity, a NYMR Rule Book had been drawn up and was to be sent to the Department of Environment for approval. Once this had been obtained, pocket sized editions would be printed and issued to all operating staff. Work was also proceeding on preparation of a General Appendix for the line.

NELPG Sales – the 1972 editions of the Steam in Europe booklets were in final stages of preparation. Other new sales items included NELPG felt tip pens (blue, black, green and red) at 6p each.

And finally.....

Volunteers were required in most departments on the NYMR, and, by reporting to Grosmont or Goathland at a reasonably early hour at weekends, they were promised plenty to do!

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SECRETARY'S REPORT

Please find below the précis of the last two committee meetings. Discussions on vehicles and the Patron scheme are communicated elsewhere.

PRECIS OF NELPG COMMITTEE MEETING HELD JAN 16TH 2012 AT MIDDLESBROUGH GOLF CLUB

8 committee members and 1 other NELPG member was in attendance.

Feedback from the bunfight was discussed. It was agreed that the minutes of the bunfight together with the slides used on the night would be posted on the NELPG website

It was agreed that the bunfight would be open to working members and those considering becoming a working member in the future.

The Treasurer's report was tabled and accepted.

It was hoped that use could be made of the recent primary school visit to Hopetown in order to contact other schools with which it might be possible for the Group to network.

Date of next meeting: Monday 13th February

**PRECIS OF NELPG COMMITTEE MEETING HELD FEB 13TH 2012 AT
MIDDLESBROUGH GOLF CLUB**

7 committee members and 2 other NELPG members were in attendance.

Following the suggestion from one of the NELPG members in attendance it was agreed to authorise the printing of information sheets to hand out at open days to inform people of the group and how to join. In addition it was hoped to sell some of the remaining group merchandise at open days.

Due to recent costly maintenance it was agreed to look into the purchase of a new support car.

The Treasurer's report was tabled and accepted.

A risk assessment is being produced to address 'the assembly of locos at Hopetown after overhaul'.

Bryan Orange was appointed as the group's Child Protection Officer.

The guttering work on Deviation Shed has been completed.

Date of next meeting: Monday 12th March.

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MEMBERSHIP SECRETARY'S REPORT

All members should now be in possession of their membership cards. Members who resubscribed after 1st February will find their cards in with this newsletter (envelope marked X).

New members joining us since the last newsletter are:-

Mr .T. Crone from Thornaby,
Ms. C. Dawson from Darlington and
Mr. J. Walton from Shildon.

PATRON MEMBERSHIP by Dave Pennock

In advance of the 2012 AGM it is fantastic to announce that within 12 months of launching the Patron scheme we now have 110 Patron members. A massive vote of thanks is due to all of you that have joined. The boost to the funds is a great fillip at a time of belt tightening and the current heavy overhauls on the locomotives.

In cash terms the monthly income for the Group is currently £1,115 giving an annual total of £13,530. Allowing for Gift Aid the annual actual benefit rises to £16,912.50.

Also the above figures do not include lump sum contributions of £5,169 where some 10 members have preferred to join with a single payment contribution.

The next Patron event is organised for the 12th April at Barrow Hill where those who have elected to attend will see the J72 amongst a ‘Fab4’ of LNER pacifics.

Further on in the year arrangements for a Patron visit to the North Bay Railway, in Scarborough are now in place. The proposed visit is Wednesday 20th June meeting at the railway’s North Bay Pay point. The visit will cost £5 per head and includes for a buffet, a water slide trip, shed visit and a ride to Scalby Mills and back. Depending upon numbers and time available there even may be an opportunity to drive a locomotive. To round off the evening the buffet will be provided in the on-site pub before departure.

Patron Members who wish to take up the offer please contact Bryan Orange before 30th April 2012. His contact details are bryan.orange@ntlworld.com or telephone 0113 259 1672.

New Patron members are of course welcome and should you wish to join please print an application form from the NELPG web site or contact me on 01423 868138 and I can send a form to you in the post.

What’s a QR Code?

Often seen in magazines and on posters is a square code that can be read by the latest mobile phones to allow direct connection to an internet web site. The NELPG web site <http://www.nelpg.org.uk/> now has a registered QR code printed right.



If you have, for example, an iPhone or Android phone by downloading a code reading application your phone could then read QR codes and direct you to the appropriate web site. Please feel free to have a go!

If all this is above your head I suggest you find sons/daughters, etc who no doubt will be pleased to help!

J27 Cylinder Exhibition

Two cylinder blocks associated with the J27, the original cracked unit and the initial 'failed' casting, are now being exhibited at Locomotion, Shildon. To complement the exhibition three display boards have been produced to stand alongside the cylinders to summarise the J27 in terms of build, preservation and its current overhaul.

The main objective is to develop our presence in the North East and advertise who we are and what we do. Hopefully this will just be the start of raising our profile as a Group and making ourselves more widely known with the message of come and support us.

Heritage Lottery Funding

At the quarterly meeting of the Fundraising Committee in March the prospects for resubmitting a bid have been reviewed. The consensus is that we should have another attempt and build upon the previous bid feedback. Principally our strengths are engine conservation and operations but our weaknesses have been the ability to allow the public to access and interpret the heritage we have in our care.

Within the bid therefore we anticipate setting up an exhibition which would 'follow' the J27 to specific museums and railways to tell its story. If you think you can help supporting such a bid and its practical implementation please get in touch. The main idea would be to market the J27 through a 'Coals from Newcastle' theme expanding on why it was built, what did it do and its role in the North East economy for 44 years. Please contact Dave Pennock on 01423 868138. We would be pleased to bring you aboard.

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ANNUAL GENERAL MEETING

Notice is hereby given that the 2012 Annual General Meeting of NELPG Ltd., will be held in the main hall at Locomotion, Shildon on Friday 11th May 2012 at 7.30 pm.

Accompanying this issue is the AGM SUPPLEMENT which contains the agenda, minutes of the 2011 AGM, details of nominations for the Committee and motions, officers' reports and the accounts, along with a proxy form.

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FORTHCOMING EVENTS

Friday 13th April 2012: **THE ROUTE OF THE STOCKTON AND DARLINGTON RAILWAY** by Ray Goad

Friday 11th May 2012: **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 date falls on a Bank holiday), starting at 7.30 pm. Further details appear on the NELPG website. * AGM to take place at *Locomotion*, Shildon.

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COVER PICTURES

Front: 63395 in use in 2011 and seen reflected and silhouetted at Moorgates with a late afternoon train from Grosmont to Pickering (John Hunt)

Back (top): An unlikely pairing in an unlikely setting; Caledonian Railway 0-6-0 828 from the Strathspey Railway pilots the J72 over the River Severn at Victoria bridge, south of Arley during the recent Severn Valley Railway gala (Bob Green)

Back (bottom): 69023 after arrival at Kidderminster on 24th March (Neal Woods)



*LNER Company 1: 69023 alongside N2 0-6-2T 1744 at Highley on 24th March
(Neal Woods)*



*LNER Company 2: 69023 is cleaned in the early morning at Bewdley along
with A4 pacific 4464 Bittern on the same day (Neal Woods)*

