

N.E.L.P.G. NEWS



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EDITORIAL

Although 1989 has been a steady and rather unspectacular year for the Group, progress has nevertheless been sustained and although the overhauls of both Blue Peter and the Q7 are taking longer than anticipated, 1990 should see both tasks successfully completed.

During the year various lessons have been learnt, particularly a growing need for the quality control of the Group's various overhaul projects. This was unfortunately highlighted by the J72 which, whilst eventually acquitting itself well on its British tour, only did so after considerable remedial attention which should not have been necessary.

As a consequence greater supervision, inspection and continuity of volunteer involvement should henceforth ensure much more effective control on the quality of locomotive restorations. Both the Q7 and the P3 will undoubtedly benefit from this approach in the capable hands of Richard Campbell but, perhaps inevitably, the time taken to ensure a good and proper job is done will take longer. It is a small price to pay to ensure safety and, hopefully, trouble free running. No effort is being spared to ensure that Blue Peter, too, is restored to the highest standards. It is likely to be very much in the public eye in 1990, so it is of paramount importance that the A2s debut should be unblemished. If that means delaying completion, so be it. We must get it right.

The concern with quality control also extends to main line running, with an ever tightening examination of locomotives and mechanical and boiler standards. This safety consciousness now extends to support crews - whilst always implicit that the highest standards were expected, it is now explicit - with all support crew personnel having to undergo oral examination by BR inspectors on safety.

So we should enter the 1990s, full of the usual expectations, but with a greater awareness than ever before of the need to ensure that a job done is a job well done.

Unfortunately the volunteer workload is unlikely to decrease in the 90s, having been fairly hectic in the 80s. The NEWS will still get out six times a year, hopefully in the month proclaimed on the cover! The Editor does his best but often with the greatest will in the world circumstances combine to thwart publication schedules!

With apologies for the late delivery of this issue of the NEWS the Editor, and Committee, wish all members a happy and prosperous New Year.

P3 No 2392

Richard Campbell continues to make good progress on the mechanical overhaul taking place at the Stephenson Museum site. A working party now takes place on alternate wednesday evenings to carry out cleaning and painting work. If there are any members in the Newcastle area who would like to join Richard's small band he can be contacted on Stanley (0207) 237941.

The loco has now been lifted, inside the workshop, and the wheelsets removed. This involved a precision jacking operation; when lifted enough to provide sufficient clearance under the loco to allow the wheels to be rolled clear, the top of the boiler was only a quarter of an inch from the roof beams. The loco has been lowered and set onto the specially made support pedestals and the wheelsets sent to Wear Dock Engineering for skimming of the journals.

The axleboxes have been examined and a decision made to cast and machine five new axlebox brasses, this being a cheaper option than the repair of the original brasses. The brasses have been delivered from the foundry and now await machining.

If all goes well it is hoped to have the P3 ready for running in at the end of April.

T2 No 2238

On display in Deviation shed.

At wilton, there has been no further progress on the tender since the last report.

K1 No 2005

As many members will be aware that the K1 was not repaired in time for the NYMR gala weekend and only just made it for the members' special on 30th October thanks to a great deal of effort and dedication from the regular working members.

The axlebox repairs took much longer to complete due to it being necessary to make, machine and fit a complete new brass for the RHS axlebox which was returned to Grosmont on 1st October. Remetalling and machining of both rear boxes was then delayed due to the key members of the NYMR staff being away on holiday. Once the axleboxes were completed, the reassembled axle was refitted under the loco and a Thursday evening working party on 19th October refitted the horn stays, springs and brake rigging. The RHS driving spring has been replaced with an overhauled spare, due to loose leaves on the original, one job less on the winter maintenance list.

The usual working party on the following Sunday managed to refit half of the motion, in daylight, and another Thursday evening working party fitted the rest, using handlamps in the dark and working until 11.30pm to complete the job.

The K1 was steamed on Saturday 29th October and completed three light engine running in turns to Goathland plus an empty stock train with all bearings satisfactory. During the afternoon 80135, which was working the service train, required attention and was able to be withdrawn as the K1 was declared fit and put to work on the evening dining train.

The loco was in traffic the following day for the members' special, completing two round trips this year, plus, due to the failure of Lambton No 5, the K1 also had to work the days last service to Pickering, it's final NYMR duty of the season. Its mileage on the NYMR this year is just short of 2,500.

2005 has been officially requested by BR to return to Fort William in 1990 for another season on the west Highland and will again be sharing duties with 5305. The K1's mainline certificate expired on 5th November but was extended for a month by BR to enable the loco to move to Wilton for winter maintenance. The loco was to move in steam and call at Thornaby to collect the V2 tender and move it to Wilton where the much delayed axle swap will take place. BR replaced the centre axle of the tender on 20th November and an evening working party refitted the spring hangers, springs and horn stays and oiled round ready for the move.

The loco was steam tested on Sunday 26th November ready for a BR exam and the move to Wilton on the Monday. The following morning the loco was steamed again and examined by BR inspector Colin Wood who was to travel on the engine to Thornaby. However, Thornaby were unable to roster a crew for the loco. Despite valiant efforts by the train crew supervisor and several staff in the Thornaby mess room offering to crew the loco, it was not possible to get a traction inspector and the move was cancelled. The move eventually took place on 13th December and the engine and tender are now at Wilton.

The K1 was strongly featured in a Channel 4 documentary on the North British Locomotive Company which was shown on 22nd September, the filming having been done a year earlier.

Q7 No 901

All the boiler cladding has now been fitted thanks to a good attendance of members on 1st October and several other Sundays since.

Attention has turned to the firegrate of which half has been found to be missing. Two new patterns are required for the firebars but the production of these and the bars themselves is not pressing as it will be some time before we can light a fire on them.

A problem has been found on the superheater header in that when the main steam pipes were removed, many years ago, the nuts were cut off leaving the studs in the header too short. A lot of effort has been put into removing the eight useless studs and replacements are currently being produced by Richard Campbell.

The superheater elements have been returned after hydraulic testing and the ends annealed ready for fitting. This will be carried out following the renewal of a large number of the element clips. These are fitted to hold the element tubes together and are either in a poor state or are missing.

The vacuum ejector has been put in place and the exhaust pipe cleaned and painted ready for fitting. Work continues on locating, cleaning and refitting various other items and pipework.

The boiler handrails have been recovered for the storage van but the van had to be half emptied to get them out, as the shelves had collapsed some time ago and the handrails were at the bottom.

A new air compressor has now been installed in Deviation shed and this will allow the final needle gunning, cleaning and painting of the cab to be carried out before it is refitted.

The NYMR staff have completed the welding repairs to the tender tank platerwork and the tender has returned to Deviation shed. There are still several items on the repair list that remain outstanding.

J72 No 69023

Progress continues with the work on this loco; it was intended to remove the valves on 3rd December and subsequently take careful measurements to enable accurate valve setting to be undertaken.

The top mudhole door has been extensively built up and is ready to refit, thanks to Ian Ferguson for a lot of work he has put into the item.

Oilers have been acquired for the brake cross shaft and are ready to fit. The steam sanding valve has been overhauled and refitted, and new front drawbar rubbers have been obtained. A fire hose adaptor has been obtained and is being fitted to the fireman's right side injector overflow pipe. This will make boiler and tank filling easier in such places as Hartlepool Power Station where the water supply is from hydrants.

The dome cover has been removed, the operating shaft appears to have been located with a taper pin instead of a split pin and will have to be removed to allow the taper pin to be taken out as there is no access to it in situ. The bolts securing the regulator block to the main steam pipe have been welded over by the North Norfolk Railway to prevent them working loose and will have to be burned off. The regulator slide is slack on the block and may need building up.

The ejector exhaust pipe has been removed, the drain pipe connection drilled and tapped for a new adaptor and has been refitted.

After the weekend at Hartlepool when the blower did not appear to be as effective as required it has been removed, the blower valve stripped down and checked. Alan Toomer has checked the blower with a smoke cartridge and the blower has been refitted, it will have to be seen if this has been effective when the loco is next steamed.

The injectors have been removed and are presently having auxiliaries removed before being sent to Davies and Metcalfe.

The gauge columns have been removed, cleaned, a new nut has been obtained with the correct size hole, and Klinger's have been approached for the proper sealing rubbers.

As part of a "Big Shunt" on 26th November 1989 the J72 was moved to the middle road of Deviation shed which will improve access for any work during the winter.

A Wakefield Lubricator has been unearthed in the stores van and is presently earmarked as a long term fitting for the cylinder lubrication after overhaul.

Thanks to Alan, Dave, Hughie, Tony and Richard for their help on working parties to date.

A2 No 60532 "Blue Peter"

Over the last couple of months the overhaul work has progressed at a rapid pace. The evening working parties are recording increasing numbers and are still attracting new faces. The working party on Thursday 9th November attracted no less than 24 members!

Boiler - As reported in the last issue of the NEWS the boiler is almost ready for its official hydraulic test, this will take place after it has been refitted onto the frames.

The smokebox regulator has been receiving attention and after the manufacture of a special tool by Geoff Drury the valve seats have been extracted. These require building up and machining in order to restore the seat faces to the correct dimensions.

The 43 new superheater elements have been delivered recently at a cost of almost 19000.

Although the boiler work is complete it will not be refitted until the mechanical work on the frames is complete.

Mechanical - The bogie has been overhauled, including checking the loading of the side control springs, and is now rebuilt, painted and ready to refit under the loco. The cleaning and painting of the frames has been completed and a start made on refitting as much as possible before the engine is rewheeled. All sandboxes are in place and much of the pipework including the exhaust injector steam pipe and the vacuum brake pipework.

The driving wheels returned from tyre turning on 17th October and have since been painted and prepared for the refitting of the axleboxes.

The last of the asbestos lagging has been removed by contractors from the cladding under the centre cylinder, it was not possible to remove this earlier as it required the bogie removing to gain access. Both of the outside cylinders have been lagged and the cladding refitted.

The work on the trailing truck axleboxes is proving time consuming to obtain the correct clearances. Once this job is complete the engine can be rewheeled.

Tender - Most of the remaining parts have now been refitted: lockers, water scoop controls, handbrake, water valve controls and the last items of pipework. New rubber springs have been obtained for the engine/tender intermediate drawgear which can now be reassembled.

The tender external paintwork is now complete in green gloss and awaits only lining out, BR crests fitting and varnishing.

A4 No 2509 "Silver Link"

At the Stephenson Museum, Newcastle upon Tyne.

The Museum closed for the winter season at the end of October and will reopen in April.

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MOVEMENT OF NELPG LOCOMOTIVES AND NYMR RELATIONS

Maurice Burns

The "home base" of all NELPG locomotives, as all NELPG members will know, is the NYMR, so our relations with the NYMR are very important.

In recent years the overhaul of NELPG locomotives away from Grosmont and the occasional loan of the J72 and K1 to other areas have been fully documented in NELPG NEWS and shows the Group is coming to terms with changing financial circumstances. At the same time we are keeping NYMR management fully in the picture and they understand our position.

At Grosmont the repair shed has insufficient space and it was for this reason that the K1, J72, A4 and A2 have been overhauled away from the NYMR at the excellent ICI facilities, with plenty of volunteers available. The P3 was moved to Newcastle for similar reasons. With the P3 boiler life ticking away we could not delay a decision to have the mechanical repairs undertaken at the excellent facilities at the Stephenson Museum. No firm commitments were made by the NYMR to provide facilities for the P3 repairs.

The massive growth of the NYMR has meant that it needs bigger engines and modified track layouts mean the useful days of the J72 have sadly gone. The P3 is a borderline case with its 6 coach limit and in 1990 we are looking for some gentle running in. The K1 Fort William operation is used to raise funds for future firebox repairs and to subsidise our NYMR income.

Discussions with the NYMR Railway Board take place from time to time and a recent communication from the NYMR indicates the understanding between the respective organisations on the movement of NELPG locomotives:-

Dear Maurice,

Re. Locomotives being used elsewhere

Thanks for your recent letter, and the information about the P3. The Board is pleased to hear that you may have obtained some good use for the P3 next July and August at a time when it is unlikely that we may be wishing to use this loco and I would add that the Board understands fully your wish to recover the repair costs. However, we would appreciate the presence of this loco on the NYMR when it is not required elsewhere, particularly for the Gala weekend in October.

While writing to you, I can add that following our previous conversation when you attended a Board Meeting and explained the

position in regard to the K1, we also appreciate your reasons for wanting extra income to cover the costs of the firebox repairs which are coming nearer, so if this loco does move to Mallaig, we see this as helping to ensure its future service on the NYMR. Once again we would like to have the loco for Gala Weekend.

Although you did not mention it specifically, we do hope that the Q7 will be complete for our main season working, so we may have an NELPG input at that time.

I will be reporting these matters to Council to demonstrate the positive co-operation that we, as management, have with NELPG.

Yours sincerely

DEREK HANSON

Board Chairman

The NYMR Board have now just announced that they are, for the first time, to produce a "Locomotive Policy" and NELPG officers will be having meetings with the NYMR management before the end of the year.

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A NEW POLICY FOR 1990

Maurice Burns

From 1990, with the greater activity of Group locomotives expected, the NELPG Committee have undertaken a review of our "Locomotive Policy" - basically updating that for 1989 previously detailed in NELPG NEWS.

However, two new policies have been introduced aimed at better organisation for 1) LOCOMOTIVE MAINTENANCE and 2) MAIN LINE SUPPORT CREWS. These have been agreed by your Committee on 29th October and 27th November respectively.

A few words on these new policies may be appropriate:-

A Locomotive Maintenance Policy has been brought about following discussions between our President, Bill Harvey, and myself as Chairman, following a run of unfortunate breakdowns. A tightening up on quality control was required that involves not only the NELPG organisers but every volunteer and even the MSC scheme at Wilton.

For a volunteer run organisation, with up to five locomotives running or under repair, to go through life without the odd technical problem would be asking too much. Even British Rail cannot manage that!

The new "Locomotive Maintenance Policy" defines the role of "Locomotive Caretakers", organisation for "Overhauls and Maintenance",

"Inspection of Work", "Record Keeping", "Working Party Organisation" and the role of "Volunteers". An extract from this policy document is reproduced here in full for perhaps the most important part, the role of the volunteer.

VOLUNTEERS - The first duty of all volunteers is to find the person in charge. Under no circumstances must any work be started unless with the permission and authority of the Responsible Officer.

All volunteers must clearly understand the work in hand and if in doubt, ask. Many a job has been made ten times worse by volunteers having a go!

It is the volunteers responsibility at the end of the days work to:-

- i) Return all tools to their correct storage place.
- ii) Leave the job in a safe and tidy condition such that no damage will be caused by the locomotive movement.
- iii) If the job can not be finished make sure the Responsible Officer knows (in writing if necessary) what still has to be done.
- iv) Finally, and most importantly for quality control, ask the Responsible Officer to check your work. This is essential.

All volunteers must carry out the four points above because leaving a locomotive in a dangerous condition could cause major damage to the engine, injury to the crew or even loss of life.

The second new policy for "Main Line Support Crews" has been introduced to define how the Group will organise volunteers for the K1 and "Blue Peter" on the main line. All volunteers qualified by SLOA will receive their personal copy of the policy but budding volunteers may be interested in the following extracts:-

The policy first defines the responsibilities of the "Mechanical Engineer", who will liaise with BR on inspections and keep all records. The "Responsible Officer" will be the man in charge on the day of operation. The "Support Team" will be volunteers containing a balance of footplate, fitting and cleaning staff.

Selection of volunteers, with over 40 likely to be qualified by SLOA by March 1990, is not a major problem for a Fort William operation with four volunteers required on each of 60 plus operating days. Every volunteer will be required for at least 4 days each.

Our problems may occur in 1991 when "Blue Peter" joins other large loco's on the main line such as 4472, 4771, 4498, 60009, 71000, 6201, 46203, 35028 and 46229 bidding for work, 60532 may only work a few runs each year, so how are volunteers picked? who is left out?

The Committee feel that those volunteers who put the most effort into overhauls and maintenance should have the first call of being in the support crews, and will be dividing SLOA qualified volunteers into:-

- A. Volunteers who during the last 12 months have worked on Group locomotives 2 days or nights per month on locomotive maintenance.
- B. Volunteers who during the last 12 months have worked on Group locomotives LESS than 2 days or nights per month on locomotive maintenance.

The above categories will be reviewed annually and are aimed to encourage volunteer involvement whilst giving those who do the repairs, week after week, a chance to see the efforts of their labours on main line runs, by giving group "A" volunteers (on a rota basis) preference, any shortfall being made up of "B" volunteers (on a rota basis). "Support Crew" size would be four volunteers for 2005 and six for 60532.

"Footplate Travel", for which NELPG is normally allowed one representative at any one time, is decided by the Groups Responsible Officer. The SLOA guidelines indicate this is likely to be those who are footplate qualified but where there is a repetitive operation and where the crews are known, such as at Fort William, those non-qualified may, dependant upon circumstances, be given a trip on the footplate.

Other clauses on "Maintenance" (and the introduction of a new repair form), "Safety and Performance of Support Crews" and "Frequency of use" of 2005 and "Blue Peter" are all covered in the policy document.

If all volunteers can keep to our guidelines some great times lie ahead.

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COACH REPORT

The Group has contracted the NYMR's C & W department to undertake the overhaul of the BSK support coach. Following unloading of the vehicle, it was moved to Pickering on 7th December so that work could start before the end of the year. The overhaul involves the following:

1. Body repairs, including doors and vestibules.
2. Full brake overhaul.
3. Body lift to allow bogie overhaul, including reprofiling of wheels and ultrasonic testing.

4. Repair and test steam heating.
5. Replace missing items.
6. Repaint in Pullman style with NER crests and "North Eastern Locomotive Preservation Group"

Completion to BR approved standards, is to be by early March in order to allow for final fitting out and equipping by the Group's volunteers prior to the K1s departure for Fort William in early April.

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SECRETARY'S REPORT

Dave Martin

Ted Parker, a long standing Committee member and meetings organiser, has informed the Committee that he wishes to stand down. He has made this decision with some reluctance but has recently changed jobs and his previous free time has disappeared. Ted has gone freelance with his video work and is currently occupied in establishing his business in the region. I am sure that all NELPG members will join me in wishing him well in the future.

The high standard of speakers at the Group's monthly meetings is to Ted's endeavours. To keep up this quality will be difficult but the Committee has decided to co-opt Steve Alder from Northallerton to take on this role. If members have suggestions for speakers for future meetings please let Steve (0609 70302) or myself know.

Turning to the festive season and material matters, i.e. Christmas presents, most members will have seen adverts in the railway press for a limited edition print entitled "Ready for Action". It portrays two A4s, "Silver Fox" and "Golden Fleece" on shed and costs £16.50. NELPG members have been offered these prints at 15% discount i.e. £14.00 - if we sell 10 or more! If you would like to have one of these prints please write to me and enclose a cheque made out to "NELPG" for that amount.

1989 has been a frustrating and disappointing year for the Group - one of those during which seemingly everything that could go wrong did go wrong. Cancelled railtours, unavailability of locos to work the

NYMR, Joem's problems at Didcot, continued slow progress on the Q7 etc etc. These do not reflect very well on the Group and cannot be idly dismissed. The Committee are taking positive steps to try and reduce similar problems in the future - but we are volunteers struggling to keep what is really a business operating effectively. To this end the Committee has accepted the fact there are not sufficient working members to keep the workload under control. Increasingly we are contracting work out - Richard Campbell working on the P3, the NYMR are to restore the support coach to main line standards, and now we are finalising arrangements to complete the Q7 under contract.

This is not to say we no longer require members to lend a hand but we have to face the fact that we cannot operate as a totally volunteer group any more. At the end of my report in the December 1988 NELPG NEWS I wrote that there was a distinct possibility that we would have 5 locos in steam in 1989. Alas that prospect melted away with the long hot summer - and no member was more disappointed than myself.

What has the Group got to look forward to in 1990? The completion of the three contracts mentioned earlier will ensure that the K1 will have a proper support coach with it when it goes to Scotland in April. The Q7 could operate on the NYMR during the peak season. The P3 should be in steam at Easter, in Newcastle, and fit for usage during the rest of the year. Joem, after its traumatic 1989, requires relatively little work during the winter to make it fit for the coming year. This leaves the 'big one' - Blue Peter. Steaming dates are still to be finalised but by late summer we should be getting there. Things are indeed looking up.

As the year unfolds we shall be able to see how we keep to programme. Before that we have the festive season to look forward to. Once again, may I, on behalf of the Committee, wish you a Happy Christmas and a prosperous New Year.

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NELPG CONSTITUTION

Dave Martin

In the October 1989 edition of NELPG NEWS I mentioned the Constitution review and it is my duty as Secretary of the Group to report that at its meeting on Wednesday 29th November the Committee passed the following motions:-

1. That the existing NELPG organisation be wound up and replaced by a new organisation in the form of a Company Limited by Guarantee but still a charity. This new Company would absorb the assets (and liabilities) of the existing organisation.

2. That NELPG accepts the offer made by D Morgan (i) to act on the Group's behalf with the legal formalities in setting up the new organisation.

3. That the NELPG agrees to the programme as discussed (ii)
Notes: (i) David Morgan is the Chairman of the ARPS and that organisation's Legal Adviser.

(ii) These recommendations were based on a report, detailed below, I presented to the Committee on 20th September 1989 and subsequent correspondence with David Morgan which cleared up several points.

Interim Report presented to the Committee on 20th September 1989
Introduction

Many months ago the Chairman and Secretary informed the Committee, that, in their opinion, the existing Constitution was outdated and in certain aspects was inappropriate and inadequate. Various drafts were prepared with the object of drawing up a new Constitution which would incorporate the most relevant clauses from each.

Since then, however, our attention has been drawn to the inadequate financial provisions of our existing form of Constitution by Andy Scott. As director of the London Transport Museum he has been involved in preparing a Constitution for that organisation. He was able to call on expert advice from David Morgan (ARPS Legal Advisor) and LTC legal advisers on this subject.

Andy was strongly advised that LTM should become a Corporate Organisation (in this case a Company Limited by Guarantee). This would restrict the legal liability of its officers and members in the event of large financial claims - but still be a charity.

The Choices - Corporate or Unincorporate

The principle disadvantage of the charity established as an unincorporated trust, association, society and club is perceived as

the unlimited personal liability to which its trustees (or officers or committee members where there are no trustees) will be exposed. For they personally enter into contracts on behalf of the charity and if it is such their names will appear on the summons or writ and they will have to pay any damages.

Although it is possible these days to get Insurance Cover for almost anything it is not unusual for an Insurance Firm to sue an organisation after paying a claim if they consider that inadequate measures have been taken by that organisation to prevent the incident occurring. Also there is the possibility that the insurance cover is inadequate or due to an oversight is not renewed or updated, or is deemed not to apply in certain circumstances.

What is clear is that for the larger, dynamic charity - particularly the membership charity - the corporate format is the right one. It provides the regulation, control and certainty which will be needed, plus a worked out constitutional relationship between trustees/directors and the members.

Corporate Organisation - which format?

There are only two choices for corporate organisations with Charitable Status.

1. Company.

2. Industrial and Provident Society.

Apparently for an organisation to become a charitable IPS is an unusual (and somewhat untested procedure) because applicants may find it difficult to satisfy the two different sets of requirements laid down by the Charity Commissioners and Registry of Friendly Societies. More to the point there is no guarantee that tax concessions would be granted by the Inland Revenue!

Company - which type?

There are two main forms of company

1. Limited by shares - appropriate for commercial business

2. Limited by guarantee - more appropriate for charities

In a company limited by guarantee, there being no shareholders, the members agree to guarantee to pay any debts of the company up to a limit of (normally) 11 (one pound) each. The limitation is crucial, otherwise, if the company collapsed those involved would not only lose

what they had put into it but all their other assets as well. This is why the vast majority of non-charitable companies must carry the word 'limited' after their name. If a charity, which is a company, wishes to drop the word 'limited' from its name, that can be simply achieved by swearing and filing with the Registrar of Companies the necessary statutory declaration.

The way forward

Companies are now governed by the Companies Act 1985. Company must consist of a Memorandum (containing objects and powers) and Articles of Association (rules and regulations). There is a Companies Act Model Constitution (known as Table 'C') which an organisation can adopt or amend as appropriate.

It is probably easier, however, to copy an existing constitution already approved by the Charity Commissioners and Inland Revenue. To this end the Constitution of the Great Western Society is a good one to use.

It is essential to engage the services of a solicitor who has a working knowledge of charities to deal with the Charity Commissioners and Inland Revenue as well as advise on the Group's needs. It is preferable to have a draft constitution for approval by Charity Commissioners and Inland Revenue - it always costs more to change the Rules after the 'body' has been incorporated.

Programme

Approval by the Charity Commissioners cannot be guaranteed in less than 8 months. The AGM in May 1990 would be a suitable time for the members to approve the new Constitution. The Company could then absorb the assets (and liabilities) of the existing Group on 31st December 1990 and keep the financial year end the same for both old and new organisations.

Costs

- (i) Forming the company and obtaining charitable status - approx £500
- (ii) Registration Fee at the Companies Registry - £50
- (iii) Printing costs.

This is a major development as far as NELPG is concerned but essentially the objectives of the Group remain unchanged. The primary

purpose of the change is to protect the Committee and other members from large claims and put the whole organisation onto a more sound legal and financial footing.

When David Morgan has completed his work and the Committee is satisfied with the draft I shall arrange for a copy to be sent to every NELPG member and call an EGM to discuss and (hopefully) approve the new Constitution. For the meantime I shall be pleased to receive any questions or comments on this item.

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LETTERS

46 Walsingham Road
London E5 8NF

15th November 1989

Dear Mr Martin

With reference to your report in NELPG NEWS 133 re - sweaters. When I purchased mine earlier in the year I assumed from the description that the NELPG emblem would simply be the initials in the shape of a locomotive headboard. When I received it I was amazed and delighted with the detail.

Although a black and white photo close-up of the badge on the sweater would not do it justice I am sure it would tempt more members into ordering one of these excellent garments.

Perhaps this could be included in a forthcoming NELPG NEWS.

With very best wishes for Christmas and the New Decade.

Yours sincerely

C.S. CONWAY

NELPG No 585

53 Thorpes Avenue
Denby Dale
Huddersfield HD8 8TB

21st November 1989

Dear Mr Hunt

Please find enclosed some slides of 60532 as requested in NELPG NEWS. I don't know whether they will be good enough but if they are I do not want any reproduction fee for them, any monies to go into NELPG funds. I would, however, like them back when you have finished with them.

I have always had a high regard for the Peppercorn Pacifics and rode on 60532 a number of times in Scotland in 1966 amongst others. Although not the best engine to ride on due to the high lateral movement on straight track (which resulted in drivers being unwilling to push her very hard) it was certainly the 'quietest' steam locomotive I have ridden on. You could clearly hear the railjoints and actually speak without shouting. When transferred from Dundee to Aberdeen in the spring of 1966 she was tried on the 3 hour Glasgow trains and on the second occasion an inspector banned the engine from working them in future due to bad riding at speed, thereafter she was confined to the 13.30 4 hour semi-fast. I understand that when the engine was in Doncaster works in 1970 the staff discovered the bogie spigot was out of true and the side bearers were badly worn. It will be interesting to see how she behaves in future on the main line although I have no doubt about the engines ability to pull anything BR can hang onto the drawbar.

Yours faithfully

MR D.F. WOOD

Membership No 480

Our Mechanical Engineer replies to Mr Wood's letter on the poor riding qualities of "Blue Peter"

The Peppercorn A2s and A1s were renowned for poor riding especially when due for overhaul or were exceeding 60 mph.

In Peter Townsend's excellent book "East Coast Pacific" considerable detail is given on the riding problems and NELPG is fortunate that Peter has offered NELPG his advice. Like Bill Harvey our President, Peter was a shedmaster who did more than manage men! He got involved in everyday technical problems of the locomotives.

"Blue Peter" is fitted with the B1 type bogie and it is generally regarded that the A1s and A2s should have been fitted with the better designed A4 bogie. This was proved in service by fitting 60136 "Alcazar" as a one off with an A4 bogie, and it rode not surprisingly like an A4. The side control springs were a problem with the bogies of the A1s in the early days of service and our A2 springs have been checked for correct pre-load.

NELPG is fortunate in that in 1969/70 60532 was lifted in Doncaster workshops and the bogie and driving axleboxes were remetalled. Recent calculations have shown that no wear is apparent on these boxes. However, the cartazzi truck (under the cab) was found in poor condition with some very large clearances. Drawings have been obtained from the NRM York to correct the end float of these bearings. The cartazzi truck is identical on the A1, A2, A3 and A4s.

One tip from Peter Townsend was to keep the end float of the leading tender brasses as small as possible (i.e. less than the works clearances) and the engine/tender drawgear as tight as one could make it. These measures were taken to use the tender to steady the engine. It is doubtful if these practices at King's Cross were ever carried out by the fitters at Dundee or Aberdeen in 1966.

The riding qualities of "Blue Peter" have certainly been checked out very thoroughly during the current overhaul to do the best we can with the existing design. Peter Townsend considers we should in any event have no trouble up to the 60 mph maximum permitted by BR for steam.

Maurice Burns

Footnote - Peter Townsend will be speaking at The Ladle Hotel at the NELPG meeting on 9th March.

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MEMBERSHIP RENEWALS

Members are reminded that their subscriptions now fall due for renewal. Members are once again reminded of the benefits to the Group if they covenant their subscriptions and this reminder is followed by a short article by John Drew on the covenant scheme.

A combined renewal form and deed of covenant form is enclosed for members' use.

The appeal this year is for the Q7 to ensure that its final completion in 1990 will not be held up for lack of finance!!

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COVENANT SCHEME

John Drew

This is a way of raising money for NELPG without members dipping into their pockets any further. It simply means that for every 75p that is covenanted, the Inland Revenue pays NELPG 25p (at present rates). All that new covenanters have to do is to complete a deed of covenant, get it witnessed and send it, with their subscription, to the Treasurer. In due time Certificates of Tax will be sent out to new covenanters for their signature.

It really is very simple; however there are two problems which can easily occur. One is that subscriptions go up, which means that those who covenant the minimum have to make out new forms and the other is that in covenanting you promise to pay for four years or life, whichever is the shortest. If you agree to covenant and stop after, say, 2 years, the tax can be reclaimed from NELPG.

Some helpful hints for those who do start covenanting; please consider covenanting more than the minimum subscription even if only 1, especially if you regularly give a donation. Make sure the Covenant Deed is completed correctly (I have great fun sometimes!!) and please ensure that you continue your membership for the four years, unless you die beforehand of course!

Seriously, in 1987 we received £239 from the Tax Man, with 76 covenants, in 1988 we received £416 with 79 covenants and in 1989 we are set to receive £565 with 140 covenants. How much can we get in 1990? Every penny helps NELPG.

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FORTHCOMING EVENTS

*Friday 12th January 1990 - THE STAINMORE LINE AND ITS CONNECTIONS. An illustrated talk by Ray Goad (a sequel to his excellent show on Darlington works)

*Friday 9th February 1990 - STEAM ON THE BOX 1989 by Ted Parker

*Friday 9th March 1990 - MORE ABOUT TOP SHED by Peter Townsend

*Friday 13th April 1990 - DR BEECHING by R.H.N. Hardy (subject and date to be confirmed)

*Friday 11th May 1990 - ANNUAL GENERAL MEETING followed by a slide auction.

* Meetings held in the upstairs room, The Ladle Hotel, Ladgate Lane, Middlesbrough, commencing at 7.30pm.

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COVER PICTURES

FRONT: P3 No 2392 inside the Stephenson Museum on North Tyneside on 8th November 1989.

BACK (top): The T2, as LNER 3395, at Goathland summit on 21st November 1971, with a freight train run in conjunction with the Group's fifth anniversary.

(bottom): The T3 inside Deviation shed during November, with replacement of cab fittings well under way.

