

N.E.L.P.G. NEWS



NO. 158 DEC. 1993

EDITORIAL

1993 has been another year of consolidation, with the Group's activities settling down to manageable proportions. The K1 and Q7 ran their mileage quotas on the NYMR without any major problems and it was possible to keep on top of the routine maintenance. The diminutive J72 once again acquitted itself well on foreign territory, this time on the banks of the Firth of Forth, following the well trodden path of the P3 before it. 2392, after its British tour of the last few years, commenced a major overhaul in No. 5 depot at Wilton, thanks to the continued and invaluable assistance of ICI. Finally, the A2, as reliable as ever, completed it's second year of main line steam with some 'solid' runs over the Settle and Carlisle line, augmented by two excursions to Scarborough and an autumn of Scottish running.

Looking ahead to 1994 the Q7 and the J72 seem likely to see operation on the NYMR, though it is conceivable that the latter may also see use elsewhere should the opportunities arise. The P3 overhaul will progress as time and human resources permit. The A2 and K1, however, are both expected to be used on BR - or rather - Railtrack metals next year! The A2 is already pencilled in for an S & C trip early in May and it is still hoped to reschedule the ill fated Aberdonian for a new date in the spring. The K1 will return once more to its second home at Fort William for what may be its last season of BR running. Its stable mate for 1994 will now be none other than 44767, Ian Storey's 'Black Five', so the support crew operation should be quite sociable, as well as mutually beneficial! Sadly, the expected pairing with 3442 The Great Marquess now seems very remote, with the recent announcement that the locomotive will not now be able to participate, notwithstanding agreement this summer to send the locomotive to Scotland.

It is difficult not to conclude that a unique opportunity is being passed by for reasons that seem far from convincing. The prospect of pairing the K1 and K4 in Scotland is one that has long been harboured and the centenary year of the West Highland was the ideal opportunity for the dream to become reality at long last, with the attendant possibilities of using the combination to double head trains to and from Scotland, and even the chance for each of the locomotives to pay working visits to each other's railways. Now all seems lost, and with the K1 and K4 both coming out of seven yearly certification in January 1995, the chances of seeing the two locomotives at work together on the main line, let alone in Scotland, must be very remote indeed.

On a more optimistic note the Committee wishes to thank all members for their continued support and assistance during the year, and conveys seasonal greetings for a happy Christmas and a prosperous and successful New Year.

P3 NO.2392

The delayed lift of the boiler, frames and tender took place on 11th November thanks to the co-operation, and much appreciated, assistance of the ICI riggers team. The loco was moved out of No.5 depot onto the level track across the old car park; the tender was then lifted from its wheels and placed on packing in the car park. The boiler was then lifted from the loco frames and frames lifted from the wheelsets and also placed on packing. The loco and tender wheelsets were then sent to a specialist contractor on 16th November for the renewal of the tyres.

In late October the blanks for the new tyres were delivered from Belgium, at a cost of E10,000, to RFS in Doncaster where the fitting and machining work is to be carried out.

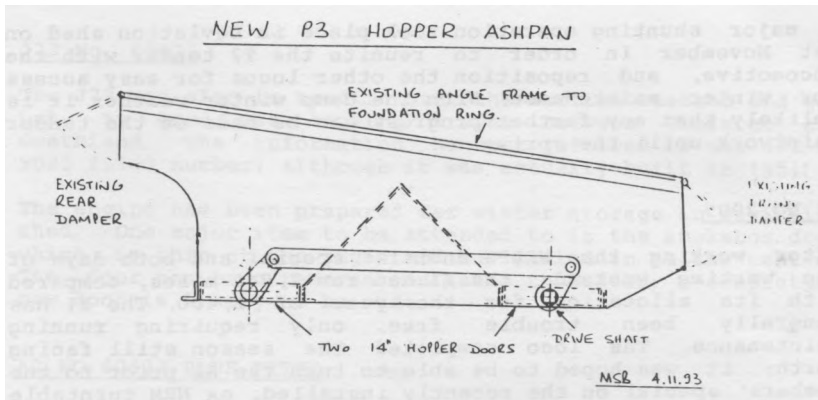
The tender and engine frames will remain in the car park until the return of the retyred wheelsets, expected to be in January. It is unlikely that any work will be carried out on these items over the winter as all volunteer effort at Wilton will be required to complete the planned work on the A2 and support coach.

Other work progresses, however, as detailed below:-

Boiler

Prior to the removal of the boiler from the frames, the smokebox door was refitted to check the fit of the new internal platework before final welding is carried out. The outer shell was also cleaned and given a coat of aluminium paint for extra protection against the ravages of the north east weather whilst it is stored outside.

When the boiler was lifted the ashpan was removed and this will be examined to determine repairs required and any modifications needed if a rocking grate is fitted in the firebox. This involved measuring up the K1 design for guidance and the cutting out of a mock-up linkage to check that all the parts would fit the 7" limited clearance between the dragbox and the boiler backplate. After considerable redesign, a linkage to operate the proposed 7 rocker bars was finalised. The rocker bar supports and one bar have already been trial fitted for clearance purposes. Coupled with the rocking grate is the hopper ashpan, the design of which was finally approved in a 45 minute spell of intense activity on 4th November. This was the amount of time left at the last working party before the boiler lift, and the last chance to measure up before boiler and frame clearances were lost; when the boiler receives its new ashpan it has to fit! The accompanying diagram illustrates the suggested modification.



With the P3 wheels spaced well apart the engine lends itself to a good, straightforward hopper design, which begs the question why BR did not make such improvements in steam days! It should be stressed that externally the locomotive will look no different. Mike Hammond is making the new ashpan in his Nottingham workshop.

Following its removal from the frames the boiler has been placed on packing close to the west side of the No.5 depot building where it is hoped to enclose it in a scaffolding tent, with lighting and an air supply for tools. This will allow work to continue on the roof stays and lacings while it is outside the workshop.

Mechanical

Prolonged problems with the supply of new cylinder liners by the Severn Valley Railway appear to be on the verge of being solved; the liner castings are now ordered and will be machined by the SVR prior to fitting at Wilton, hopefully early in the new year. Three side rod bearings have been remetalled and machined, and new big end brasses have been cast; these require measuring up, machining and metalling.

All the internal motion has been removed and a start made on cleaning and painting. The front sand boxes have been taken down in order to gain access to the bolts holding the smokebox to the frames.

Tender.

Most of the new platework on the tank was completed before the tender was moved outside. The area at the bottom of the coal space is, however, still to complete and will probably have to wait until the spring to be finished off.

T2 NO.2238

On display in Deviation Shed.

A major shunting operation took place in Deviation shed on 1st November in order to reunite the T2 tender with the locomotive, and reposition the other locos for easy access for winter maintenance. With the damp winter weather it is unlikely that any further progress can be made on the tender paintwork until the spring.

K1 NO.2005

After working the NELPG members' special and both days of the wartime weekend, the K1 had run 2,941 miles, compared with its allocation for the year of 2,400. The K1 has been trouble free, only requiring running maintenance. The loco completed the season still facing north; it was hoped to be able to turn the K1 prior to the members' special on the recently installed, ex NRM turntable at Pickering, but it was not operational in time.

Very good volunteer attendances at Grosmont on 7th and 14th November saw the boiler washed out and the loco prepared for a cold examination by BR boiler inspector Sam Foster. During the washout one flue tube was found to be blocked and clearance necessitated the removal of the superheater element. A week later, in snowy conditions that once again proved the value of Deviation shed, a start was made on removing all the driving wheel springs for examination and reconditioning. In the process one spring was found to have a broken top leaf.

With the K1 requested by BR for the Fort William to Mallaig service next year, the loco must be right up to scratch in readiness and in this respect there is plenty to do and extra hands are welcome (see item on working parties).

1994 will be the last year of the K1's current seven year main line certificate, after which the loco is likely to be withdrawn for general overhaul which will involve major firebox repairs that will cost in the region of E100,000. Negotiations are under way with one of the UK's largest engineering companies which still retains copper welders who do pressure vessel work every day. The K1's firebox has been examined by company representatives and no particular problems can be foreseen in the planned 1995 overhaul. This will constitute one of the most complex undertaken by the NELPG and will be breaking new ground for steam preservation - note Group forward planning!

Q7 NO.901

As with the K1, the Q7 has also run almost trouble free this year, and in the process has accumulated 2,466 miles. The locomotive completed the season working on both days of the wartime weekend. The Sunday working party on 14th November washed out the boiler, in pouring rain, and prepared the loco for winter storage.

J72 No. 69023

The J72 was also in traffic over the wartime weekend and was put to good use banking trains between Grosmont and Goathland. The information handout referred to the J72 as 9023 (1943 number) although it was actually built in 1951!

The engine has been prepared for winter storage in Deviation shed. One major item to be attended to is the smokebox door which is thin at the edges and has pulled in at the centre. The door has been removed and taken to Wilton; a completely new door is likely to be made.

A2 NO.60532 BLUE PETER

The A2 worked the Glasgow - Edinburgh 150 specials as well as the ill fated Aberdonian (see Railtour Report) before in the Bo'ness and Kinneil Railway gala on 24th October, along with 60009, then returning south to Wilton the following day.

The return trip was made down the East Coast Main Line as far as Newcastle, thence down the coast to Teesside. Water was taken at Tweedmouth, courtesy of the fire brigade which used no less than 13 lengths of hose to reach the tender, and from a nearby hydrant at Morpeth with the help of Ian Storey. As the schools were on holiday and the grapevine must have been working overtime, appreciable crowds turned out to admire the A2.

The run home was excellent with some long periods of sustained high speed running and much use of the whistle; passing the British Gas training base at Killingworth, RO Terry Newman, who was on the footplate and works for British Gas, heralded his passing with several long blasts on the chime whistle! At Pelaw the A2 out accelerated a Tyne and Wear Metro train, its windows packed with amazed faces and, emerging suddenly from the tunnel at Sunderland station which is underground, surprised the locals waiting on the platform for a local train - such is the powerful aura of main line steam!

The A2 arrived at Wilton at 16.50 and the fire was dropped. The loco and coach were moved round to No.5 depot the following day. On 7th November the firebox and smokebox were cleaned out, and the boiler washed out. Following the removal of the P3, the loco and coach were moved inside the depot on 11th November. The loco has now been prepared for a cold examination by BR and a list of winter maintenance jobs drawn up. The target for completion of this work is the beginning of March 1994.

A4 NO.2509 SILVER LINK

On display at the Stephenson Museum, Newcastle.



901, 2005, 69023 and 5 await their respective turns of duty at Grosmont on 3rd October 1993 during the NYMR's Autumn gala (John Hunt)



ICI riggers lift the P3's boiler at Wilton on 11th November 1993 (Maurice Burns)



60532 awaits departure to Birkhill amidst an admiring throng at Bo'ness station during the B & K steam gala on 24th October 1993 (Maurice Burns)



60009, in the hands of John Cameron, enters Edinburgh Waverley station as 60532 waits to take the train back to Glasgow on 10th October 1993 (John Hunt)

WORKING PARTIES

For existing and - hopefully - new volunteers it is opportune to set out the winter activities, which are as follows:-

GROSMONT - EVERY SUNDAY IN DEVIATION SHED

K1 - preparation for BR operation in Scotland in 1994. Contact Paul Hutchinson on 0642 674844.

Q7 - winter maintenance for 1994 NYMR operation. Contact Trevor Mussett on 0642 783271.

J72 - Winter maintenance for 1994 NYMR operation and possible loan. Contact Alan Toomer on 0642 530301.

WILTON - EVERY MONDAY AND THURSDAY EVENING IN NO.5 DEPOT

A2 - preparation for BR operation from March 1994, including some firebox stay renewal and numerous general maintenance items.

Support coach - preparation for use on BR in 1994 with the A2 and the K1, including frame repairs and routine maintenance.

P3 - major overhaul to continue after March when A2 will be ready and the retyred wheels will be available.

For Wilton working parties on Mondays contact Terry Newman on 0642 586009, and on Thursdays contact Dave Pearson on 0642 474978.

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RAILTOUR REPORT

GLASGOW - EDINBURGH 150 SPECIALS

These took place, as planned, on Sunday 10th October to celebrate 150 years of train services between Scotland's principal cities, using 60009 and 60532 on each leg. Union of South Africa started proceedings in spectacular fashion by taking its train of eight coaches out of Queen Street station and up the fearsome Cowlairs Bank, albeit with rear end class 37 assistance! At Edinburgh Blue Peter took over for the return to Glasgow Springburn before continuing back to Edinburgh; here 60009 came on to take the train back to Queen Street, while the A2 returned to Bo'ness. All went well, with the A2 and support crew performing faultlessly.

THE ABERDONIAN

Sadly, as members may already be aware, this tour proved to

be a disaster! Those who travelled will already have received a detailed explanation and the railway press was quick to report the debacle, though in differing ways! Suffice to say, a combination of late running of the rolling stock, unseasonably inclement weather, pathing and water problems, conspired to terminate the train at Perth instead of the intended destination of Aberdeen. Although a daylight departure back to Edinburgh was hastily arranged, it proved to be scant consolation to the 370 passengers on board. It was a particularly galling experience in view of the considerable effort put into the tour not only before, but during, the event and the realisation that the long held dream of getting Blue Peter back to the Granite City was to be cruelly unfulfilled.

At the time of going to press efforts are continuing to reschedule The Aberdonian for a spring 1994 date and, if successful, details will be published in the NEWS as soon as possible. If, in the meantime, members require prior notification, they should send a SAE to NELPG Railtours, 57 Millview Drive, Tynemouth, Tyne and Wear, NE30 2QD.

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COACH REPORT

BSK 99760 (E34557)

The major outstanding job, involving the replacement of a cross member between the frames that supports the floor, has now been commenced. This has involved removing a section of floor in the area of the guard's compartment, in order to ascertain the extent of the corrosion. The method of repair needs to be approved by BR.

BR has agreed to allow the top speed of nominated steam locomotives to be increased from 60 mph to 75 mph, and the A2 is one of these locomotives. This, however, poses a problem since the support coach, fitted with B1 bogies (plain white metal bearings), is only passed for 60 mph running. BR is insisting that for 75 mph running Commonwealth or B4 bogies are required (roller bearings). Whilst this matter is being investigated further as the coach was passed for 90 mph running when BR owned it, and as the A2 itself has plain white metal bearings and CAN run at 75 mph, the Group is examining the possibility of acquiring a pair of roller bearing bogies and fitting in order to adapt the existing vehicle if and when necessary.

ADB 975455

In store at Wilton. The siding where the vehicle stands is in close proximity to an old cooling tower which is due to be demolished by a crane with ball and chain. As a

precaution Wilton rail depot deputy Terry Bye has moved the coach to the safety of the curve outside No.5 depot. As the coach is now within range of a power supply, Geoff Drury is taking the opportunity to carry out some maintenance work on the batteries.

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FORMER WEST HARTLEPOOL STATION CLOCK

The clock is now in No.5 depot at Wilton thanks to the efforts of Andy Scott and Chris Lawson who successfully 'repatriated' it from Collectors' Corner at Euston.

Careful examination has shown the clock to be complete and in good condition, except for the faces and hands. Unfortunately the latter were vandalised when the station was unmanned and new ones will have to be made. After the remains of the hands had been removed and the paint stripped from them, it was apparent that they were made of copper. Does anyone know of a good coppersmith who could make reproductions?

Also, after some paint on the faces had been removed it was discovered these were enamel, with gold figures. The enamel is, however, corroded in places, hence the repainting of the faces, and new ones may have to be made. Does any member know how to restore enamel or where to get new ones made?

The barrel of the clock has been repainted so many times that it has almost defied the efforts of Mike Eccles to needle gun it clean, and up to now we have been unable to discover the original colour of the barrel. Again, any help as to the 'livery' of NER station clocks would be appreciated (no, we don't need a ballot!).

It is hoped to restore the clock for use somewhere on the NYMR (Pickering station, perhaps?). If anyone can help with the above queries, or has any technical knowledge of clocks and would like to get involved with this unusual and interesting project, would they please contact Dave Whitfield on 0429 261053.

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MEMBERSHIP RENEWALS

Members are reminded that membership is due for renewal at the end of December. Members wishing to do so should use the form enclosed with the NEWS. However, members are urged to consider covenanting their subscription, as explained by John Drew below.

COVENANT SCHEME

Following the conclusion of discussions between the NELPG and the Inland Revenue, we are now in a position where all covenanted payments made to the Group are eligible for tax reclamation. However, during the time of these discussions several changes have taken place with the scheme administration on the part of the Inland Revenue. We are therefore restarting the scheme from this year's payments under the new rules.

We would ask all members and friends of the Group to consider taking out a Covenant Deed to the Group, bearing in mind the following details:-

1. There is no lower limit on the amount you can covenant; however, the upper limit is £400 (any volunteers welcome!).
2. The payment must continue for a maximum of 4 years unless exceptional circumstances occur and agreement is reached between all parties.
3. The covenant can continue after 4 years without being renewed, or it can be terminated.
4. You MUST pay income tax to the Inland Revenue before you can covenant.
5. The adult subscription to NELPG is £10; tax reclaimable on that is £3.34. With an adult membership of approximately 600, that would gain an extra £2,000 annually for the Group, which would be a significant contribution to maintaining our stock, particularly the non revenue earning parts, at no extra cost to members.

Please give your support to the Covenant Scheme and complete the enclosed form and return it to the membership secretary with you subscription/donation.

All existing covenanters MUST complete the form unless they wish their covenants to lapse after the current period. Please indicate if that is your wish when returning the membership form.

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MIKE SATOW

Maurice Burns

It is with deep regret that we have to report the death of Mike Satow on 12th November 1993. Mike, who spent much of his working life with ICI in India was instrumental in assisting the Indian Authorities in setting up a National Railway museum in Delhi, and searching out the unusual

survivors of the steam age.

I first met Mike in 1971 during the first meeting of the Stockton and Darlington 150th Anniversary committee to draw up a list of engines for the 1975 Shildon exhibition and cavalcade. It was at this meeting that Mike had the idea to involve north east engineering know-how and apprentice training skills to build a full size working replica of George Stephenson's 'Locomotion'. Mike's drive and enthusiasm, together with his good management skills, saw this complex project through, and it was a proud moment for everyone involved when 'Locomotion', with Mike at the controls, headed the Cavalcade. Later Mike turned his attention to the working 'Rocket' replica that appeared at the Rainhill celebrations in 1980. Both replicas are still in use today as testimony to Mike's efforts and showing new generations how railways started in 1825.

Always cheerful and optimistic in character, he was an engineer who could turn his hand from draughtsman to lathe operator. He had a marvellous love of Indian railways and steam preservation: his departure means a great loss of a fine character and engineer.

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THE KEN HOOLE STUDY CENTRE

Ken Hoole, the renowned North Eastern railway historian died in 1988, but his lifetime's work can now be appreciated in the Study Centre that bears his name. Specialising in North East railway history it is based in the Darlington Railway Centre and Museum at North Road Station, Darlington, DL3 6ST (telephone 0325 460532).

The collection, a unique resource devoted to the railways of north east England, includes many photographs of locos, rolling stock, stations, workshops and signalling; scrapbooks; Board of Trade railway reports; timetables; maps and plans; railway company publications; Acts of Parliament; etc. The collection is fully catalogued and indexed for ease of reference.

The Study Centre is open on weekdays and some Saturdays but the opening times vary from day to day. Intending visitors are strongly advised to book an appointment on 0325 460532.

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NYMR SAFETY

Due to recent Health and Safety Regulations the NYMR, in

line with the rest of industry, has introduced a safety induction briefing covering the Grosmont shed area. After 1st January 1994 volunteers cannot work on the shed complex, including Deviation shed, unless they have attended a safety induction.

The briefing takes about an hour and explains the safety aspects of the workplace, locations of safety equipment, dos and don'ts, etc. It is very straightforward and, do not worry, there is no test to pass! After attending the briefing volunteers are issued with a grade card which starts you, if you wish, on the bottom of the ladder to the footplate.

It is most important that volunteers who go to Grosmont, even if only on odd occasions, attend the safety course so that they might continue to be able to help the Group. Please contact one of the regular volunteers and an induction course can be arranged.

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FORTHCOMING EVENTS

Friday 10th December 1993: STOCKTON AND ITS RAILWAYS - PART 2 (sequel to Part 1 shown in September 1992) by Chris Davies.

Friday 14th January 1994: RESTORATION OF N.E.R. H CLASS, EARLY R.C.T.S. RAILTOURS ON CINE, AND THE MIDDLETON RAILWAY, LEEDS by Ken Cockerill.

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

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COVER PHOTOGRAPHS

Front: A classic view of 2005 heading northwards out of Levisham on 30th August 1993 (John Dawson).

Back (top): 60532 heads the ill fated Aberdonian purposefully out of Perth towards Hilton Junction and Stirling on 17th October 1993 (John Hunt).

Back (bottom): 901 brings 'a pick up freight from Whitby' into Grosmont on 3rd October 1993 (John Hunt).

