

N.E.L.P.G. NEWS



NO.170

DEC. 1995

EDITORIAL

1995 has been a very low key year for the NELPG, with only the Q7 seeing regular use. Progress on the overhauls of the A2 and the K1 have been disappointingly protracted, though this was not unexpected in respect of the K1 and good progress is now being made. The J27, however, has progressed to the point that it was almost complete, only to be delivered a devastating blow when ultrasonic testing revealed a scrap leading axle. Typically this set back is already in the throes of being overcome!

Delays by suppliers and contractors have sadly characterised the frustrating lack of progress on the A2, but this has been matched by continuing uncertainty over main line running. During the year efforts have been made to resolve a number of outstanding issues, not least the thorny problem of familiarisation and training of main line steam crews. However, the Group has yet to receive the sort of assurances it seeks that procedures will be in place to avoid another Durham type incident, and the great hope for 1996 is that this particular issue can be satisfactorily sorted out.

Other main line matters continue to receive attention and, with the valuable help of fellow members of the Main Line Steam Operators - particularly Tim Robbins of 35028 and Brian Cooke of 75014 and 34027 - our own Locomotive Maintenance Policy should be substantially complete in the New Year, thus facilitating a return to the main line. With progress also being made and planned for our own support crew training, the future looks increasingly promising.

1996, unlike this year, is expected to see the A2 and the J27 joining the Q7 and J72 available for traffic use on the NYMR, a luxury we have not enjoyed since the Group's Silver Jubilee celebrations in 1991. Once again this is due to the commitment and diligence of our volunteer workforce, whose often unseen and unsung efforts week in, week out, have made this prospect possible.

So with the future looking quite rosy, the Committee would like to thank all members for their support in 1995 and wishes them a happy Christmas and the very best for the New Year.

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LOCOMOTIVE REPORT by Maurice Burns & Gordon Wells

J27 No. 65894

The majority of the welding work on the tender tank is now complete and the tank has been filled, twice, to check for leakage. Each filling has revealed leakage in the sump and further plating work is required in this area. At present, work is concentrated on completing the external work on the tank and the new coal rails as, once complete, this will enable painting work to commence on the tank while welding work continues on the internals. The handbrake assembly has been overhauled and the tender brake gear is now complete and operational.

In early November Len Clarke, who lives in Crewe, paid a visit to Wilton and painted the tender frames. This allowed the refurbished springs to be refitted and the tender to be lowered onto its wheels and the jacks and packing to be removed. Len was aiming to return in December to fill, sand down and paint the tank sides.

Although the future still remains uncertain in order to keep our options open, in the event of the NYMR being able to run into Whitby, the committee decided to have the loco examined and certified for possible use on the main line.

As everything is in a state of flux at the moment, the main line certification examinations are now carried out by a company called Transmark, who took over this work from Interfleet Technology, who had absorbed the steam inspectorate side of B.R at Derby. Complex this privatisation, isn't it!

At Wilton, the frames and tender were examined by Transmark mechanical inspector Brian Penny on 14th November. A few days later at Chatham, the overhauled boiler was successfully steam tested and witnessed by boiler inspector Sam Foster who had also witnessed the previous hydraulic test. The completed boiler, a first class job, was then transported back to Wilton.

From 1st April 1995 it has been a requirement that all main line locos must be fitted with an illuminated speedometer. To comply with this rule it is intended to adapt the design which was used on the K1 last year, as this is already approved by B.R, and to fit the loco with a digital unit.

The loco frames and tender were moved out of No.5 Depot on Sunday 19th November and the overhauled boiler, complete with its new hopper ashpan, was refitted to the frames the following Tuesday morning. The job went very smoothly, being completed by 11-30, thanks to the efforts of the I.C.I riggers and a small team of NELPG volunteers. The loco was returned to the depot the following day and the engine and tender positioned to allow reassembly work to continue. The new rocking grate and hopper ashpan seems to be a big success. Although a 'new' design the rocking grate assembly is based on the K1, and uses standard K1 firebars, while the hopper ashpan is

based on that fitted to 75014, and has been fitted with a water sprinkler. New boiler lagging has been delivered and, after fitting, the cladding will be replaced.

Main line certification requires all axles to be ultrasonically tested and this was done, by B.R, on 24th November. Some unusual results were produced from the front axle in the area of the L.H journal and we were requested to position the loco so that the suspect area would be visible from underneath, jack up the front of the loco and remove the springs and underkeeps ready for a more detailed examination to be carried out the following week. Further ultrasonic and magnetic particle tests were performed on the suspect axle on 28th November with the shock result that the axle has several deep cracks - 2" long by 0.3" deep - in the surface of the L.H journal, is unfit to run and is therefore scrap.

Enquiries commenced immediately to source a supplier for a forging for the manufacture of a new axle, with the result that a new axle forging has already been ordered via the East Lancs Railway, and plans are being made to have the axle machined and fitted at British Steel Redcar - the same place that did such an excellent job on the A2's crank axle. Hopefully, therefore, this unforeseen setback may not delay the final completion of the loco. It is still hoped we can have it back on the NYMR at the beginning of April as the railway plans to run shorter trains in the early months of the season and these are within the loco's load limit. Once into June train lengths will increase and the larger locos will take over the service.

T2 No. 2238

On display in Deviation Shed.

K1 No. 2005

The first steps in the loco's mechanical overhaul were made on 24th September when the front piston valve and cylinder covers were removed in readiness for an examination as part of the main line overhaul requirements. Transmark inspector Brian Penny examined the loco on 14th November when he visited Wilton to examine the J27. All the axles have been successfully ultrasonically tested, and were done on the same day as the J27s.

The loco frames and tender, which were stored just inside the door of No.5 Depot, were moved outside on 19th November and spent three days in the runround loop when the J27 was shunted out for the refitting of its boiler.

At Hull, the skilled copper welders at B.P - Jim Moulds and Gordon Tennison, under the management of Ivan Leadley - have been progressing work on the boiler. The new 3' deep bottom section of the copper firebox tubeplate is now welded into position. Using the double handed technique, with welders working on each side of the plate simultaneously, the new section was completed in just twenty two minutes. The welds have been fully radiographed and the results are first class. In early December work

had commenced on the fitting of the new plate to the right hand side. This will entail hanging the boiler vertically from a crane as the welding must be carried out downhand, with the weld vertical (see photo on the front cover). This major copper firebox welding job, which should be complete by March 1996, is being carried out for the first time since the 1960s and the end of B.R. steam. Whilst the B1 No.1264 has had a similar repair to the K1 it was achieved by patching and set screws, a much more time consuming method.

Once the copper work is finished the boiler will be returned to Chatham for the completion of the steel plate repairs, restaying, fitting of a new front tubeplate and retubing.

Q7 No. 901

The final runs of the season for the Q7 took place on 21st October, the NELPG members special, and 28th/29th October, the Wartime Weekend, bringing the total mileage for the loco this year to 2,800 miles. The major work on the motion carried out earlier in the year has been satisfactory but further work is required this winter on the RH crosshead, little end pin and big end bearing.

The boiler was washed out on 5th November and the firebox arch removed to allow access for work repair work. All of the coal, and much dross, has been cleared out of the tender before the commencement of next season the coal space will be given a coat of protective paint. The loco is now in winter storage in Deviation Shed.

The RH crosshead was taken down in late November and together with the RH big end bearing was taken to Teesside for repair and machining. The RH bearing of the centre valve rocking lever was found to have turned, restricting the oil supply; the bearing has has been stripped down and pinned to prevent further movement.

J72 No. 69023

Following the NYMR 'Thomas' weekend the J72 returned to Deviation Shed and an investigation was undertaken into the troublesome brakes. Much time was spent under the loco examining the various components of the brake gear before the final conclusion was reached that the centre brake table had been fitted the wrong way round! This has now been corrected.

When the loco was in traffic the steam brake had a constant blow to exhaust. When the brake valve was stripped down it was found that the main steam seat had become loose in the valve body, allowing steam to leak past the threads into the exhaust port. This leakage had caused slight erosion to the seat face and the valve has been sent away for remachining

The boiler was washed out on 5th November and the loco put into winter storage.

A2 No. 60532 Blue Peter

At the NYMR Council meeting on Friday 24th November, a request by the Group to accept the A2 as an NYMR based loco was approved. The A2's home base is now Deviation Shed.

The remaining motion - one expansion link, two radius rods and two eccentric rods - is now complete and was to be delivered to Thornaby on 18th December ready for refitting. However, the trailing wheelset is still at Birmingham and not now due back until 22nd December. This, of course, is right at the start of the Christmas holidays and planning the remaining work is difficult. However, once the wheelset is received, there is about one week's work required to replace the wheels, put up the motion and set the valves. Otherwise the locomotive is mechanically complete and the boiler is ready for steaming. This is expected to take place at Thornaby where the locomotive will be tested within the depot complex.

Detailed information received from the NYMR indicates that the track is expected to be broken in Northdale on or around 13th January 1996. It is therefore imperative that the A2 is ready to go to Pickering in the week beginning 8th January. If you are able to help over the next few critical weeks please ring Paul Hutchinson on 01642 674844.

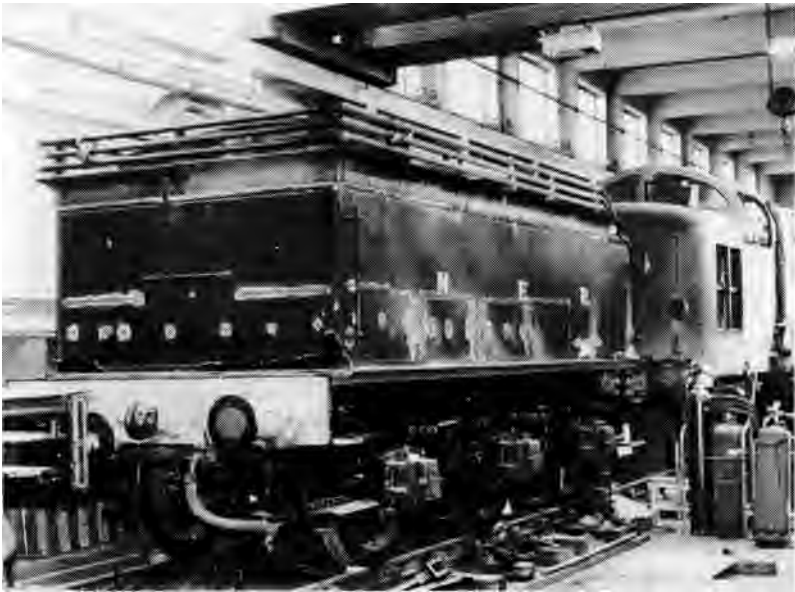
A4 No. 2509 Silver Link

At the Great Central Railway, Loughborough, undergoing restoration to running order.

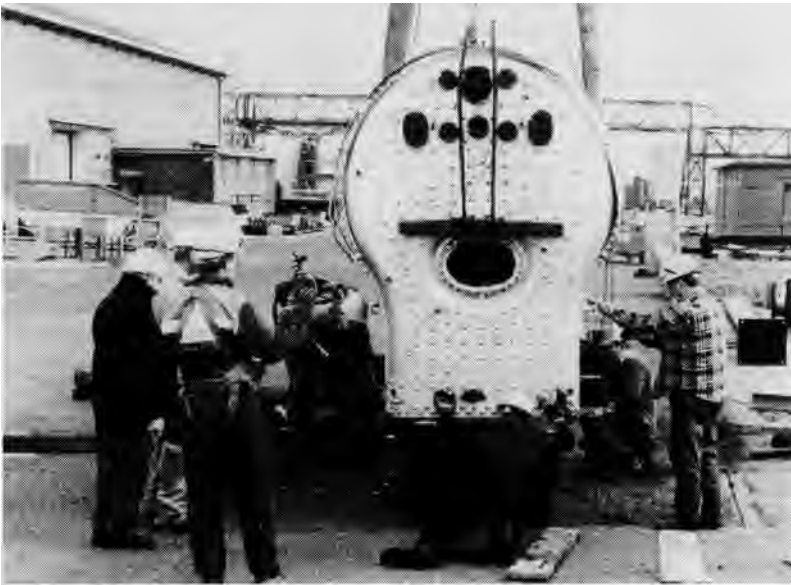
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WORKING PARTIES

We are currently working on three sites - Thornaby (A2), ICI Wilton (J27 and K1), and Grosmont (Q7 and J72). With the aim of having at least two of these locomotives available for traffic at Easter, work priorities may occasionally change depending on progress. Intending volunteers are therefore requested to check with the respective Responsible Officers on what work is available, when and where, as follows:-



The J27 tender at Wilton on 16th November showing evidence of internal welding and plating. The new coal rails and cooing are also in position.



ICI riggers, watched by NELPG volunteers, guide the J27 boiler onto the new ashpan at Wilton on 21st November.



Minor adjustments being made to the new hopper ashpan by Maurice Burns at Wilton on 21st November prior to fitting to the firebox; Richard Pearson looks on.



Chairman Maurice Burns (right) presents the inscribed A2 'key' to Paul Hutchinson at the volunteers' meeting on 29th November (all Colin Smith).

THORNABY - Paul Hutchinson 01642 674844

ICI WILTON - Dave or Richard Pearson 01642 474978

GROSMONT - Clive Goult 01642 473451

New volunteers are welcome. "Three new volunteers at Wilton have made a big impact on progress and soon became part of the team!"

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VOLUNTEERS MEETING 30TH NOVEMBER 1995

The annual volunteers meeting took place in the Wilf Mannion Club near ICI Wilton when over 30 volunteers had a most enjoyable evening. Its purpose was to give the working members an opportunity to discuss future locomotive policy. The loco caretakers Paul Hutchinson (60532), Clive Goult (901), Maurice Bums (65894 and 2005) gave a current status report on each loco. We hope to have the Q7, J27 and J72 available on the NYMR at Easter next year, whilst the A2 was expected to arrive on the NYMR by the end of this year, although many factors, such as a further delay in getting the wheelset back or non availability of the Thornaby wheeldrops, could affect this aim.

Future main line running of the A2 was the subject of much debate between the Committee and the loco owner. The Chairman advised members present that the concerns of Geoff Drury (who was at the meeting) were shared by the Committee and that the question of driver familiarity and training were being addressed to ensure that there would never be a repetition of the Durham incident. The Chairman added that he had been 'hounded' by a certain investigative railway reporter and advised volunteers to not always believe what they read!

The meeting concluded with much hilarity as the Chairman presented three awards for volunteer effort in 1995. A special award was given to the loco caretaker with the hardest job - Paul Hutchinson on the A2 - in the form of the special key used to refit the A2 wheel, which was suitably engraved (see photo). The other awards were to Chris Davison - the '1995 Len Clarke Award for Painting' - for the greatest number of nuns on the J27 ashpan. A paintbrush, suitably mounted, left him speechless - and embarrassed! He promised to do better in future. Talking of embarrassment, the final

award went to Dave Donegan - the '1995 Golden Rivet Award' - for his 'rivetting performance on the J27. A beautifully mounted rivet (one that went wrong, of course!), painted gold and suitably inscribed, had Dave blushing. Thanks are due to those who thought of and produced the awards - Maurice, Val, Chris, Roger, Richard and anyone else passing by with a good idea! Nominations are invited for 1996.

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NYMR MEMBERS' VIDEO

A new NYMR video has just been produced from members' cine and video covering a 25 year period. Professionally put together by Dovedale Studios of Hull, it contains some rare footage and although some sequences are of poorer quality due to the age and format of the original material, it is generally of a good standard, and an excellent fund raising item.

Highlights include the Lambton tanks 5 and 29 at work on the Philadelphia system in 1967, 63395 and 29 at Thornaby in 1970 and engines arriving at the NYMR in 1971. These events were filmed by Maurice Burns. Sequences of the Stockton and Darlington celebrations of 1975, with the cavalcade and engines arriving at Darlington, are quite breathtaking. So many engines in steam on the same day! On the NYMR locos 44767, 60532, 2005, 2392, 2238, 901 and 69023 are all seen in action, together with 30841, 34027, 3672 and so on. A main line section includes some superb footage of 60532 on the Forth Bridge, the K1 in Scotland and 34027 on the S & C. The video runs for no less than 120 minutes.

The producers have cut the costs so that for every video sold, the NELPG will receive a generous donation of £5.50. Copies can be obtained for £13.95 (including P&P) from Colin Hatton, 20 Sorrel Court, Manor Farm, Marton, Middlesbrough, Cleveland, TS7 8RZ, with remittance payable to NELPG.

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TOO NEW TO BE OLD

On the Sunday of the NYMR Wartime Weekend, with the Q7 in traffic, the regular band of Grosmont volunteers embarked on a tour of inspection along the line, to view the various items on display, inspect the troops and visit the NAFFI at Pickering.

For the return trip the train formation included the superb teak Gresley Buffet car No. 641 enjoying one of its rare outings in traffic. As connoisseurs of all things LNER, the NELPG members naturally took their seats in the buffet to savour the journey in this splendidly restored coach, with its two tone blue decor and polished chrome fittings, and to partake of coffee which was being served by a chap in an RAF uniform who was obviously moonlighting.

While awaiting departure, a couple boarded the coach. The woman glanced around the coach and was overheard to say "Let's not sit in here it's far too modern, let's go into one of the older coaches". The volunteers took great delight in pointing out that a great deal of effort had been put into making the buffet interior look exactly as it was when built in 1937, and that the other coaches which they considered to be old were in actual fact 20 years younger!

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NEWS FROM THE LINE

Geoff Drury's tool van ADB 975455 has been overhauled by the C&W Dept, including fitting a window in one end, and a brake valve for use when propelling. It has been painted in engineer's red livery and is now with the breakdown train at Grosmont.

The NYMR enjoyed a very good end to a good season, no doubt due to the 'Heartbeat' factor, and business in October never seriously fell below September levels. One week mid-month was 60% up on October 1994 and in the school holiday week passenger numbers reached August levels. The week saw some of the longest trains of the season, nine coaches, and it was necessary to run extra trains. Final passenger figures for the year are expected to easily beat last years 235,000, such is the popularity of Aidsensfield. It is certainly good for business to have the railway seen by 17 million TV viewers on Sunday evenings.

In November the Permanent Way gang were carrying out a total renewal of the track in Goathland station, along with drainage works and reballasting. The sleepers here were very old and the track is NER in origin and of less than normal weight per foot. After Christmas, the work moves to the exposed section of track on Northdale Curves. Three quarters of a mile of track is to be renewed and the line will be broken until

March. This means that if the A2 does not make it to Grosmont by the end of the year it may not be able to get there for another three months.

At Pickering, work is continuing on cleaning up the main spans of the footbridge which it is hoped will be complete next year and will then cut out the marathon walk presently entailed just to get from one platform to the other. Progress is being made on the overhaul and installation of the C&W wheel lathe and a paint shop extension is planned for the carriage shed.

At Grosmont, the work on the entrance to the Bellwood site is awaiting investigation work into the exact position of a culvert before the location of the access point can be finalised, and the position of all other trackwork and the actual building. At the MPD, a European grant will mean that the new fabrication shop will be erected by next spring; this will be located over one road in front of the repair shed. At the station, the signal box is being fitted out and the hope was to have the functions of Grosmont Crossing ground frame operating from the new box by Christmas but work is running late due to problems with the late completion of contract work in mid-summer.

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MEMBERSHIP RENEWALS by Colin Smith and John Drew

Members are reminded that their membership will be due for renewal at the end of 1995. A form for this purpose is enclosed with this issue of the NEWS. With it comes the annual plea for tax paying members and friends to covenant their payments to the Group. A form is printed on the reverse of the membership renewal form which you can use, not just for your subscription, but for any amount that you are willing to pay to the Group for at least four years.

Last year's covenants will raise about £600 return from the tax man, and this from 130 members. With Ordinary and Husband and Wife membership totalling about 500, it is hoped that we can receive at least another 150 covenants this year, so we can raise over £1,000 income for the Group without it costing you an extra penny.

If you have any doubt as to whether or not you already covenant, please *complete* the form anyway, and we will clarify the situation for you later and, with the imminent reduction in tax rate, to gain maximum benefit for the Group, payments must be made *before 1st April 1996*.

This year's annual appeal is for the completion of the overhaul of the J27. Expenditure is likely to exceed the amount set aside in the locomotive's deferred maintenance fund,

by about £15,000, so to avoid having to 'rob Peter to pay Paul' it is hoped that members might be able to reduce the shortfall through the appeal.

At 1st December 1995 membership of the Group was as follows:-

Ordinary	370
Husband and Wife	125
OAP/Junior	84
Life	77
TOTAL	656

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1996 ANNUAL GENERAL MEETING

Members are hereby given due notice that the 1996 Annual General Meeting of NELPG Ltd and NELPG Enterprises Ltd will be held on Friday 10th May 1996 at 7.30 p.m. in The Ladle Hotel, Ladgate Lane, Middlesbrough.

Directors due to retire by rotation are Messrs. P.J. Robinson, P. Hutchinson and D. Whitfield and all have indicated that they wish to seek re-election. Any nominations for directors, together with a brief CV, should be sent to the Secretary by 15th March 1996.

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FORTHCOMING EVENTS

26th December 1st January 1996 NYMR Christmas Services, for details ring 01751 472508

Tuesday 2nd January 1996 **RAILWAYS of EAST ANGLIA** by Bernard Harrison.(NYMR) Ainsty Hotel, Boroughbridge Road, York. 7-30 p.m.

Friday 5th January 1996 **NORTHERN RAILS PAST & PRESENT** by Richard Lumley.(SLS) Settlement Community Centre, Union Street, Middlesbrough. 7-15 pm.

Friday 12th January 1996 **BRITISH RAILWAYS IN THE 1960s** by Gordon Best.(NELPG) Upstairs room of The Ladle Hotel, Ladgate Lane, Middlesbrough. 7-30 p.m.

Wednesday 17th January 1996 **MAINTAINING A CROSS-COUNTRY RAILWAY** by Phil Kirkland.(SLS) Poverina Hotel, High Street, Normanby, Middlesbrough. 7-30 p.m.

Friday 26th January 1996 **TWO DECADES of RAILWAYS** by Martin Green.(NYMR) Settlement Community Centre, Union Street, Middlesbrough. 7-15 pm.

Friday 2nd February 1996 **STEAM AROUND THE TEES** by Ken Greenhalgh.(SLS) Settlement Community Centre, Union Street, Middlesbrough. 7-15 pm.

Friday 9th February 1996 **1950s and 1960s STEAM IN THE NORTH EAST** by Dr. Bill Hampston. (NELPG). Upstairs room of The Ladle Hotel, Ladgate Lane, Middlesbrough. 7-30 p.m.

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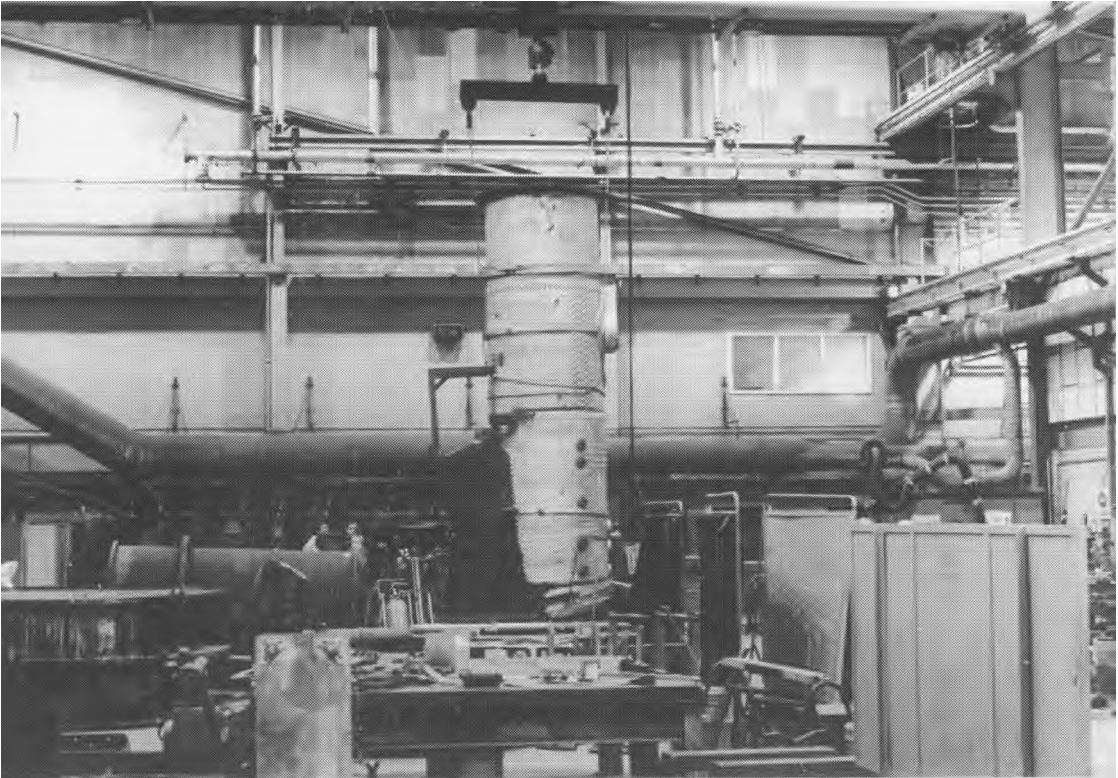
COVER PICTURES

Front:- Progress on the K1, with the RHS 3' deep copper side sheet being welded in place at Hull on 1st December (Maurice Burns).

Back(top):- Another view at BP's Hull premises showing the K1's boiler suspended from the overhead crane in order to facilitate the copper welding (Maurice Burns).

Back(bottom):- 901 makes a smokey departure past Goathland's impressive down inner home signal gantry with the members' dining special on 21st October (David Warren).

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