

N.E.L.P.G. NEWS



NO. 174 AUG 1996

EDITORIAL

After the trials and tribulations of the last few months it is most encouraging to see the Group's locomotives in use on the NYMR. Both the A2 and the Q7 have been pressed into service in addition to the previously agreed dates, and both the J27 and the J72 have done their bit. However, the J27 is yet to enter regular traffic, though its time is expected to come in November and December. Sadly, though, there seems little use for the J72 in its final year of boiler life, other than at special events (though not even the LNER weekend!), and this has prompted the idea to use it to haul the NER saloon especially for the benefit of Group members in October. Nevertheless it is quite satisfying to be able to pictorially depict in this issue all the Group's available locomotives in use.

It is particularly gratifying that the A2 has covered over 1,000 miles on the NYMR without problem, which augers well for its eagerly anticipated return to the main line on Saturday 26th October 1996, almost thirty years to the day of the Groups inaugural meeting in 1966. It has not happened, yet, of course, but it has taken a phenomenal amount of effort to get this far. As has been explained in the NEWS a number of assurances and safeguards had to be in place, and it is pleasing to report that this has actually occurred, though not without a substantial amount of time and correspondence - and not a little patience! - on the part of the Chairman and others. Driver 'familiarisation', successfully - and enthusiastically - adopted on the NYMR, is to be extended to RES drivers and the new requisite insurance is secured. NELPG support crew are getting passed out in Personal Track Safety, an important prerequisite these days to being on or about main lines. The biggest hurdle, however, has been getting agreement to actually naming the tour but, thanks to a number of unseen persons acting assiduously on our behalf, this has filially been received. It is to be hoped that all the hard work of Paul Hutchinson, Martin Lloyd, Richard Campbell and their team can be rewarded by a full train. It is impressive to see the A2 in action on the NYMR hut its awesome power and acceleration are stifled. On the main line, however, it can be unleashed once more!

Finally, the KI livery saga has been concluded satisfactorily - provided you wanted it black, of course! The prospects for the K1 are inviting but no options can be entertained until such time as the overhaul is complete. Whilst volunteer time must be spent on keeping the locomotives on the NYMR available for traffic, work should also carry on apace on the bottom end overhaul of the K1 at Wilton, maintaining the encouraging progress reported elsewhere in the NEWS. Ideally when the boiler work is complete, the frames, wheels and pistons should also be ready.

LOCOMOTIVE REPORT by Gordon Wells, Maurice Burns & Martin Lloyd

J27 No. 65894

The J27 was in traffic for the June 15th/16th 'Thomas' weekend working a packed eight coach set with Lambton No. 5 as pilot. Following a request from the NYMR Special Events committee for something a little different, the addition of wooden nameplates and stick on numbers temporarily transformed the loco into No. 9 'Donald the Scottish engine, a novelty much appreciated by the thousands of visitors, plus for the Sunday only the loco also carried a chime whistle. Much fun was had by all! Also on the Sunday the final item in the digital speedometer installation, the cab display unit, was fitted at Pickering during a layover between trains and the unit tested most satisfactorily on the return trip.

On the more serious side, the temperature of the axle hearings was monitored over both days by using a digital thermometer, with readings being recorded at each station stop. Much comment was received from the old hands who sneered at our technology, but while a touch with a finger will show a hearing is hot, how hot? and is it heating or cooling down?. At the end of the weekend we had positive proof that the bearings were bedding in and the temperatures were falling to a normal level.

65894 was in traffic again on Saturday 22nd June to work a special charter with the North Eastern Saloon and was also used that evening on the North Yorkshire Pullman dining train. Saturday 6th July saw the loco again working with the saloon on two special NELPG trips. A morning train was run as a gesture of thanks for VIP guests from various organisations that had provided help to the Group during the repair work on the A2 and J27. A second trip in the afternoon conveyed many of the volunteers who had actually carried out the work.

The regulator valve, which is located in the steam dome, had been reported in the repair book as blowing through and on Sunday 21st July a working party removed the dome cover, dismantled the valve and returned it to Teesside for machining. This rendered the loco unavailable for traffic and it had to miss the chance to haul another special dining train on 27th July which on the day had to be worked by the Lambton 0-6-0T No. 5. The repaired regulator valve was returned to Grosmont at the beginning of August, and the locomotive was successfully steam tested on 18th August.

T2 No. 2238

In store in Deviation Shed.

K1 No. 2005

At Rochester, in Kent, work is proceeding on the laborious task of drilling and tapping the outer steel and inner copper side plates in order to take the many hundreds of

stays. The new steel throatplate has been made and now awaits fitting. A design for the new front tubeplate, whereby the radius ring is welded to the actual tubeplate, has been submitted to the insurance company for approval.

The main mechanical overhaul work has now commenced with the stripping of the frames well in hand. The loco brake rigging and the springs have been removed and the frames prepared for lifting from the wheels to carry out inspection and repairs to the axleboxes. The pistons and valves have been removed revealing heavy deposits of carbon. The valves, especially the LH side, were particularly difficult to extract due to the build up of carbon and one of the heads on the LH valve was damaged during the removal and will require replacement.

On the tender all the brake gear has been removed and examined and re-bushed where required and it is currently being painted ready for reassembly. The handbrake has been overhauled including the manufacture of a new threaded shaft and block. The tender is currently being prepared for jacking to release the axlebox brasses for measurements and remounting where necessary.

Q7 No. 901

The loco was in traffic on the June 15th/16th 'Thomas Weekend' when, with a smile, 'Charlie the Coal Engine' was allowed to join in all the fun. The event produced the NYMR's best passenger figures ever and an income 25% up on last year's event.

The setting of the centre valve has received some further attention, although it is still not correct, and the loco was given a steam test and a short proving run to Green End on 20th July before returning to traffic the following day. The loco has performed reliably in traffic but was stopped at the beginning of August due to the deteriorating condition of the firebox arch and the firebars in the grate requiring attention. A new arch was built on Sunday 4th August and a new set of firebars fitted to the grate consuming all but two of our stock of spares. It is hoped that the engine can be weighed before it returns to traffic.

J72 No. 69023

The loco was in steam for the June 'Thomas' weekend and was used to provide an attraction at Goathland by shunting a short freight train around the station between the normal passenger service. This was the first occasion (June!) that the loco had been in traffic this year and our first opportunity to test the winter repairs. The drivers reported that the brakes are no longer sticking.

A2 No. 60532 Blue Peter

The repair work on the EH trailing axlebox was satisfactorily carried out and the locomotive was successfully steam tested and did some light engine running-in at the beginning of July. This enabled the A2 to enter NYMR traffic on Saturday 13th July

when it successfully worked a special for NELPG members and guests. By Thursday 22nd August the loco had been in traffic a total of 21 days and amassed 1440 miles of very useful and trouble free running-in. However, there are a number of small but important jobs to attend to on the locomotive and a start was made with the loco still in steam after coming out of traffic on 22nd August.

Prior to booking on duty to drive the A2, NYMR drivers have been 'familiarised' with Blue Peter. Initial scepticism was soon dispelled, and drivers have appreciated the short talk, the 'horror' video that includes the slip at Durham and the aftermath, and the information concerning the peculiarities of the A2 and the best way to handle the locomotive. Senior drivers, in particular, consider the initiative taking by the Group to be well worthwhile and most informative. The same approach is therefore planned to be used to familiarise Rail Express Systems drivers who are likely to crew Blue Peter on the main line when they visit the NYMR for practical footplate experience in the autumn.

A4 No. 2509 Silver link

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

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THE NYMR BLUE PETER HOTLINE

We must apologise to any member who rang the NYMR's 'Blue Peter' hotline prior to the A2's return to service and was unable to decipher the information provided. Anyone who did manage to understand the message is to be congratulated as it was submerged beneath a loud mains buzzing noise. Complaints have been passed on to the NYMR who have blamed the answering machine at Grosmont (it's getting old you know!).

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MAIN LINE RETURN FOR BLUE PETER

As this issue goes to press it has been agreed that Blue Peter will return to the main line on Saturday 26th October 1996, just over two years since that disastrous day at Durham. This time, however, the route will be Middlesbrough - Newcastle - Carlisle and return and will mark, almost to the day, the thirtieth anniversary of the NELPG.

It is planned to use the SRPS stock which, as it will be based at Bounds Green depot in north London during the autumn, means that it will be possible to pick up and set

down passengers at Stevenage (06.00/22.50), Peterborough (06.45/22.05). and York (08.00/20.50), with the 200 mile steam section starting and finishing at Middlesbrough (09.30/19.20). These times are approximate and are yet to be confirmed. There should be a lunchtime break of about two hours in Carlisle.

This will provide passengers with the opportunity to traverse two scenic north east lines not regularly worked by steam; the coast route was last worked by the K1 in the early 1980s. The coastal scenery of County Durham can be contrasted with the industrial conurbations of Teesside and Tyneside, and the pastoral splendour of the Tyne valley route to Carlisle. Also, there will be the climbs out Hartlepool and Carlisle to look forward to, as well as the classic bridges over the Rivers Tyne and Wear.

The tour is to be entitled *The Northumbrian*. It is hoped to include a booking form with this issue of the NEWS, but if not booking forms will be available by sending a SAE to NELPG Railtours, 57 Millview Drive, Tynemouth, 'Fyne and Wear, NE30 2QD or at the September meeting of the Group.

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DEVIATION SHED

Any members who visited Grosmont in July will have found that the path to Deviation Shed was blocked just beyond the end of the NYMR running shed. This had to be done on safety grounds to allow building contractors access to the MPD site for the removal of spoil, constructing foundations and erection of the structure of a new fabrication shed. This new building, which came from Middlesbrough docks where it was never put up on site, stands in front of the repair shed and encloses an area including No.3 road and into the repair shed and the area up to the side of the running shed. The building will incorporate an overhead crane and provide an area for boiler repairs and other heavy work.

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A WORD FROM THE SECRETARY by Colin Hatton

Meetings of the Company's Directors take place once a month, normally on a Wednesday following The Ladle meeting of members, except of course during the summer, when Board meetings are held usually in the middle of the month. The objective of these meetings is to run the business of the Group and to take decisions which the Directors believe to be in the best interests of the Group. At times decisions might be made which, in hindsight, may not appear to be correct.

Members attending last May's AGM will recall the discussion instigated by Martin Lloyd's question about personal track safety (PTS) certification. These certificates



901 makes steady progress up the 1 in 49 near Beckhole on 17th August 1996.



Children from a nearby campsite wave as 60532 climbs out of Goathland at Abbots House on 20th July 1996.



69023 waits in the down loop at Goathland with a short freight train on 16th June 1996.



44767, sharing services with 75014 this season, near Lochailort with The Jacobite from Fort William to Mallaig on 29th July 1996.

allow our locomotive support crews to go onto railway territory when our engines are operating on the main line, and are very much an essential qualification. Having now overcome the many problems with Blue Peter we are now finalising details of the locomotive's return to the main line in the autumn and it will be necessary to have a support crew with the requisite PTS certificates. In anticipation, therefore, Dave Whitfield is now putting into place the measures required to have members recertified, and new volunteers certified for the first time, though this means starting from scratch, though the processes involved do not now seem as daunting as we were led to believe at the AGM. hopefully the examinations can be held on Teesside and Dave will shortly be contacting the relevant members.

I know, and fully understand, the irritation felt by some members when they read NELPG business in the national press without first having seen it in the NEWS. All of our locomotives, be they on the NYMR, GCR or the main line, are hired, operated or loaned in accordance with correctly drawn up, signed and legally binding agreements. These agreements take many hours to prepare and agree, and are put in place to protect all parties to the agreement. It is incumbent, therefore, on the Directors of the Company to ensure that such agreements are honoured by all parties.

We thus have an agreement with Geoff Drury for the loan of Blue Peter and Bittern and, in turn, we have another agreement with the Great Central Railway for Bittern. Members will no doubt be aware from the national railway press that Geoff Drury is in communication with a prospective buyer for Bittern, and it is for this reason we wish to terminate our agreement with Geoff Drury and the GCR in relation to the A4. Much work has been done on this front to get to the stage of a Special General Meeting, outlined elsewhere, and the relevant resolution. I would particularly wish to thank member Ian Gibson for his legal advice on this issue, and earnestly appeal to the membership to support the resolution on 13th September. Whilst the NELPG has first option to purchase Bittern we clearly do not have sufficient funds or volunteer resources to do this - unless a donation in excess of £300,000 is available to us!

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NOTICE OF SPECIAL GENERAL MEETING - 13TH SEPTEMBER 1996

Notice, in accordance with Clauses 15 and 16 of the Company's Articles of Association, is hereby given of a Special General Meeting to be held at 7.30 p.m. on Friday 13th September 1996 in The Ladle hotel, Ladgate Lane, Middlesbrough, the purpose of which is to pass the resolution as outlined below:-

- 1. That the Group shall not exercise it's right of first refusal to purchase the locomotive Bittern, in relation to its proposed sale by Mr. G.S. Drury to Dr. T. Marchington*

2. That approval is hereby given for the Committee to negotiate and conclude with Mr. Drury and with Great Central Railway plc, on behalf of the Group:-

(a) (in conjunction with the directors of NELPG Enterprises Limited) arrangements for the termination of the 1994 agreement with Great Central Railway p/c for the loan and restoration of Bittern: and

(b) arrangements for the release of Bittern from the 1986 loan agreement between the Group and Mr. Drury,

being in both cases arrangements which shall, before conclusion, have been approved by the Committee as satisfactory and in the best interests of the Group.

Members are reminded that they may vote by Proxy, in accordance with Clause 33, providing the Proxy takes the following form:-

I..... ofhereby appoint..... of and failing him/her of to vote on my behalf at the Special General Meeting of the Company to be held on the 13th day of September 1996 at 7.30 p.m. at The Ladle Hotel, Ladgate Lane, Middlesbrough.

Proxy votes shall be sent to the Secretary at 20 Sorrel Court, Marton. Middlesbrough. TS7 8RZ to reach the Secretary 48 hours before the meeting.

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K1 LIVERY BALLOT RESULT

As a result of the ballot the K I will be painted black when it returns to traffic. The full result is as follows:-

Apple green LNER 2005 fully lined out	157
Black BR 62005 fully lined out	251
Tender style lettered BRITISH RAILWAYS	28
Early BR crest	106
Later BR crest	112

NB Five members indicated two choices of tender style but these would not have influenced the result and have not, therefore, been allocated.

The current total membership stands at 755 and 408 members chose to take part in the ballot. In accordance with our ballot procedure. insufficient votes were cast to warrant a change of livery colour during the K1's boiler life. The K1 will therefore remain

black With the tender having the later BR crest. Thanks are due to all those who contributed to the ballot.

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AREN'T WE ALL CHILDREN? by Len Clarke

Members will be interested to know that LNER 21661, the Directors', carriage better known as "The Old Gentleman's Saloon" after its starring role in the 1970 film version of *The Railway Children*, has had the attention recently of two of our members.

It is once more resplendent in varnished teak as befits this vehicle of such historic lineage (S&D, NER, LNER, BR) and in its 125th anniversary year, too! Chris Lawson, its owner, and myself recently spent two Weeks on the project. Chris has a long commitment to the NELPG and NYMR, being a founder member and early secretary of the former.

Normally located on the KWVR, in 1991 for the 25th anniversary of the NELPG, the vehicle graced the metals of the NYMR where it was used on VIP and other specials behind the J72. During that year Chris suggested to me that as the previous varnish had been applied way back in 1975 at the end of its BR career, it must be due for a works repaint shortly. When used for *The Railway Children* filming in 1970 the carriage was still in BR ownership and actually in maroon livery but temporarily overpainted in 'simulated teak'! However, it entered York Carriage Works in 1975 from where it emerged in real vanished teak, lined out in cream and red.

On the subject of *The Railway Children*, dining a rather boring evening a few years ago a programme on the television attracted my attention. The theme of the ten minute feature was places of interest adjacent to the M25 motorway around London. Apparently not a stones throw away from the hard shoulder is the house in which E. Nesbit wrote the script for the film. There were shots of the house, room, and desk where it all took place, then scenes of an electric train emerging from a tunnel - all in colour - then, in black and white, Joem emerging from a tunnel!

The 1970 film starred Jenny Aglitter, Bernard Cribbens, Dinah Sheridan amongst others, but a few years earlier BBC TV had made *The Railway Children* as a serial in black and white, hence the scenes of the J72 on the 'Scotch express'! Who played the supporting roles to our 'star'? Enquiries at the KWVR reveal from the driver whose hand was on the regulator of the J72 for the 1968 black and white version that, sadly, the film no longer exists - except perhaps for that fifteen second clip in a film about the M25!

NYMR VIDEO

The Group still has some copies of the video North Yorkshire Moors Railway 1968 - 1994 - a compilation of the best of members' time and video. Those who have purchased this video highly recommend it and some have bought additional copies for presents. With Christmas not too far away now is the time to buy your copy before stocks are exhausted! Copies can be obtained for £13.95 from Colin Hatton, 20 Sorrel Court, Marton, Middlesbrough. TS7 8RZ.

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LNER WEEKEND 31ST AUGUST/1ST SEPTEMBER 1996

As this issue of the NEWS went to press details of the actual timetable for this weekend were not available. However, 60532, 60007, 901 and 65894 are rostered to work trains. The latter is expected to work a freight train three times a day between Grosmont and Goathland while the other three locomotives will share passenger services on the gold timetable. 60007 will work the Saturday evening diner train. For further details ring the NYMR on 01751 472508.

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MEMBERS' AUTUMN SPECIAL

It is proposed that on Saturday 19th October 1996 this year's special take on a different form in order to allow members a final chance to ride behind the J72 prior to overhaul. It is planned to use 69023 on the NER saloon, in which a buffet will be provided, on a number of trips up the 1 in 49 between Grosmont and Goathland.

Those wishing to ride the specials should write, with a SAE, to the Secretary at 20 Sorrel Court, Marton, Middlesbrough, TS7 8R7.

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FORTHCOMING EVENTS

Friday 13th September 1996*: **RAILS TO NORTHALLERTON** by John Midcalf. Another selection of splendid historic slides.
NB This presentation is preceded by a **SPECIAL GENERAL. :MEETING** (see text for details).

Saturday 5th & Sunday 6th October 1996: **NYMR AUTUMN STEAM GALA** hopefully including 60532, 65894, 901, 69023 and 60007.

Friday 1 1th October 1996*: **THE RESURRECTION OF THE EDEN VALLEY RAILWAY** by David Sayer and Mike Froyd. A slide and overhead projection presentation.

Saturday 19th October 1996: **MEMBERS' AUTUMN SPECIAL** using 69023 and the NER saloon between Grosmont and Goathland (to be confirmed)

Saturday 26th October 1996: **THE NORTHUMBRIAN** steam railtour featuring Blue Peter between Middlesbrough, Newcastle and Carlisle and back (see text for details).

Friday 8th November 1996*: **STEAM IN SOUTH AFRICA 1981 TO 1985** by Gordon Best. A slide presentation on the twilight of South African steam.

Saturday 23rd November 1996: *Keep this date free for possibly another main line tour with Blue Peter!! Watch this space!*

Friday 13th December 1996*: **NORTHERN RAILWAYS, PAST AND PRESENT** by Richard Lumley. A video presentation (*TO BE CONFIRMED*).

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

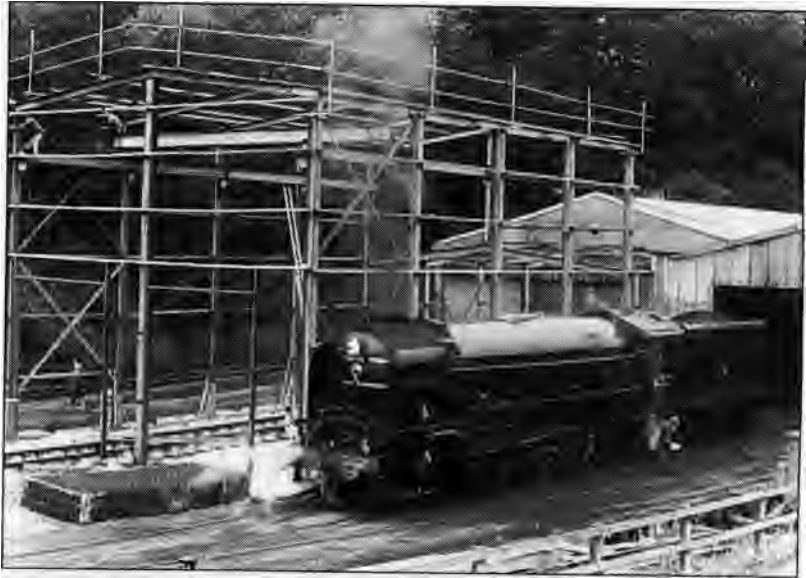
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COVER PICTURES

Front: 60532, its troubles behind it, shows a typically clear exhaust as its heads eight coaches effortlessly up the I in 49 past Esk Valley on 20th July 1996.

Back (top): 901 passes 90775, 60532 and 5 outside Deviation shed on 22nd July 1996.

Back (bottom): 65894 masquerading as 9 Donald, the Scottish engine, awaits departure from Grosmont on 16th June 1996, the Sunday of Friends of Thomas Weekend; 5 is the pilot engine (all pictures in this issue by John I Lunt).



60532 rests between duties outside Grosmont running shed on 17th August 1996. Behind it is the newly erected framework of the workshop extension, including the provision of an overhead travelling crane.



60007 Sir Nigel Gresley, on its first day of service on the NYMR, passes Blue Peter outside Deviation shed on 14th August 1996.

