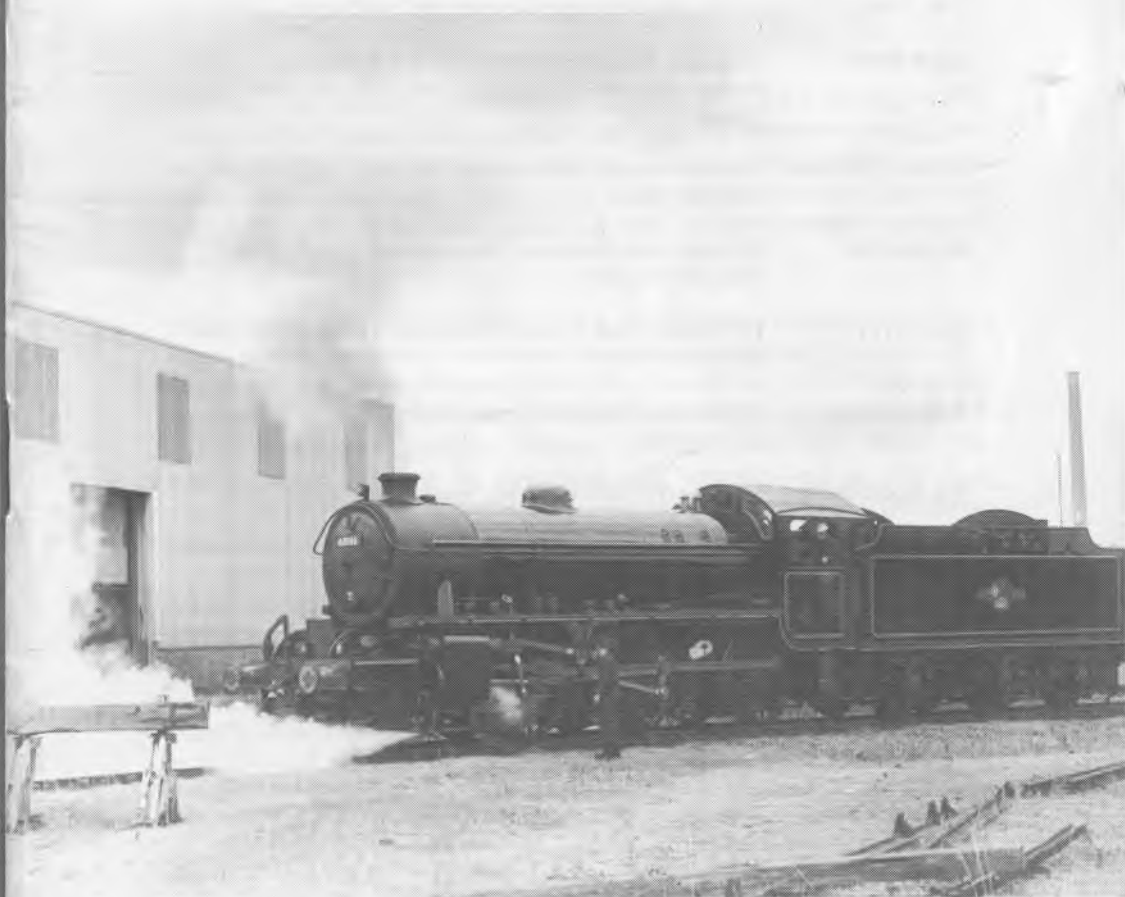


# N.E.L.P.G. NEWS



**NO.186    AUG 1998**

## **EDITORIAL**

An era has undoubtedly ended with the departure of the K1 from the Wilton site (followed a few days later by the other latter day occupant, Deltic Alycidon). Ironically the remarkable relationship with ICI started with the K1 back in 1984 and little did we realise then that the partnership would last so long. The Group was spoilt in those early days since it was to derive considerable benefit from on site ICI staff and various Government sponsored work schemes, which culminated with the overhaul of the J72 with little involvement of the Group. However, this was destined not to last, and following the demise of the schemes, the last few years have seen the Group's volunteers on their own, though with the much valued support of ICI management.

But times and industry change and restructuring of ICI has meant that. our tenure of No.5 depot was to come to an end. Of course it should have occurred back in April, but unavoidable delays in completion of the K1 meant that this target was unachievable, and a succession of extensions have been necessary, thanks to the good relationship with ICI's Bill Parfitt, to whom the Group is indebted.

No.5 depot is now empty, and except for a final tidying up exercise, will no longer echo to the sound of volunteers striving to restore our locomotives and acquire and perpetuate the associated skills. It is also the end of a way of life for many of the Group's volunteers, especially as no alternative has yet been found for the now traditional Monday and Thursday night stints. The members' bun fight' on 7th September will, hopefully, not be seen as a wake, but more of an opportunity to find a way to keep the workforce together and ensure the future of our locomotives.

Meanwhile the K1 is now at Grosmont and will be in traffic in the not too distant future, but it is not possible to predict when its first public train will be. Furthermore, whilst no decision has yet been made as to motive power, it would be nice to see the K1 at the head of the members' luncheon special on 10th October. The K1 is a credit to all those who had a role, however small, in its overhaul, not least Maurice Burns and Richard Pearson. Thank you and well done!

## **LOCOMOTIVE REPORT by Gordon Wells**

### **J27 No. 65894**

The loco is currently in traffic on the Yorkshire Dales Railway and to date has performed well with only minor problems. Attention has been given to the cylinder lubricator and the left hand tender water valve. The loco will be in traffic at Embsay until 20th September and will then return home to the NYMR.

Once back at Grosmont several outstanding jobs require to be completed including the replacement of approximately 20 fitted bolts on the leading horns. The boiler will require a wash out and preparation for an inspection by Transmark boiler inspector Sam Foster. If all goes according to plan the loco should be certified for main line use by the end of October. It will then be available for the NYMR's planned runs into Whitby with the stock of the dining train which is now certified for main line use. Prior to this event the loco will require a 'main line' proving run but this will be done on the NYMR.

The main items of work planned for the winter period include a piston and valve examination and attention to the brake gear as required.

### **T2 No. 2238**

In store in Deviation Shed. This loco is now at the front of the restoration queue.

### **K1 No. 62005**

With reassembly of the K1 almost complete the loco was moved outside No. 5 Depot on 30th July to allow preparations for an initial steam test and a small warming fire was lit at 1 pm on the following day. On Saturday 1st August the engine was slowly brought round with the injectors, vacuum ejector, brakes and sanders being tested as pressure was slowly raised, with the safety valves lifting at 2 pm. After carefully checking round, driver Terry

Newman opened the regulator for the first time and the engine slowly moved off along the sidings.

Following this first steam test a list of repairs was drawn up which turned out to be smaller than everyone had expected, and all of the jobs were minor except for some tightness in the right hand valve which will have to be removed again for examination.

The loco was steamed again on Thursday 6th August for the insurance boiler inspector and also a press call for I.C.I and Tyne Tees Television. The item was shown on the evening news programme and featured interviews with Ian Pearson and Dave Whitfield, who also managed to get in an appeal for a new home on Teesside.

The KI was moved by road back to its home base on the NYMR, arriving at New Bridge on 19th August. It was moved in light steam to Grosmont on 27th August where it will be weighed, the springs adjusted, a brick arch constructed and leaking foundation ring rivets will receive remedial attention from boilermiths. It will then require running in before being available for traffic.

### **Q7 No. 901**

Following the repair work on the centre piston valve and motion undertaken by Maurice Johnson, the loco was steamed and tested in the shed yard at Grosmont, but it was unable to undertake a planned test trip to Goathland as there were no spare drivers available.

The Q7 returned to traffic on Sunday 26th July hauling the normal service train with its usual consummate ease. The valve events sounded much improved and an examination at Goathland on the first trip found all to be in order. At the end of the day the engine returned to the shed with the driver happily reporting that he could find nothing to put in the repair book. However fortune was not to last as the engine returned the following day with the right leading spring broken. Unfortunately the loco had to be stopped as there was no spare spring available to fit as the previous batch of broken springs which had been sent away for repair, had not yet been returned. Inevitably this matter was chased up as a matter of urgency and the

locomotive was returned to traffic on 16th August. However, after four days in traffic the locomotive ran a hot right leading axlebox. As the locomotive will require a lift, it is stopped pending further investigation.

### **J72 No. 69023**

In store in Deviation Shed. Unfortunately poor Joem cannot be left to rest in peace as the grave robbers have recently paid it a visit and parts of the vacuum brake ejector have been removed for a transplant operation on the J27.

### **A2 No. 60532 Blue Peter**

The overhaul at Ian Storey's Hepscott works is behind schedule due to additional work being required, and this was always the risk once the engine had been dismantled. The main area of extra work is in the firebox where, instead of the 70 rivets to be replaced by patch screws, the figure has risen to 156. This constitutes the rivets that were not replaced in the original overhaul, and the decision to replace these has been agreed with Halcrow Transmark, the Group's Vehicle Acceptance Body. The small tubes are on site and have been annealed in readiness for fitting. However this will not commence until the work in the firebox is completed.

On the mechanical side it seems that the problem of the warm LH crankpin might have been solved. It transpires that the crankpin is very slightly bent, probably a legacy of the Durham incident, and will require to be trued up on a special machine at the next major overhaul. In the meantime the brass, which was found to be bored out of square by contractors, has been machined from 7 to 15 thou clearance and squared up in the process.

The middle and LH crossheads have had their thrust faces remetalled to reduce side to side play, and new felts have been fitted to all bearings. The exhaust injector has been overhauled and refitted, as has the vacuum ejector. The graduable steam brake is currently being overhauled.

It is hoped that all the outstanding work will be completed by the middle of September. The engine will then be moved by road to New Bridge, Pickering,

where it will be reunited with its tender. Hopefully the locomotive will see use on the NYMR before the end of the season, especially at the autumn steam gala on 3rd and 4th October.

## **PAINT BRUSHES**

John Stephenson from Leeds, a member of the Vintage Carriages Trust based on the Worth Valley Railway, paid a visit to the NYMR on a July Sunday and calling in at Deviation Shed was lucky enough to actually find someone there (a rare event these days!). Bearing gifts ,he donated to the Group a box filled with an impressive assortment of new paint brushes. Thanks very much John.

## **REVIEWS by Gordon Wells**

### **Video Review - MOORS STEAM SILVER JUBILEE**

This is the latest video in a highly successful series which have been produced by the NYMR Volunteer Association. Members who have seen the earlier 'Moors Steam Celebration' and 'Moors Steam Supreme' videos will certainly not be disappointed with this most recent production.

The programme is presented and narrated by Yorkshire Television 'Heartbeat' star Derek Fowlds (Sergeant Blaketon) and once again combines the winning combination of Ted Parker's excellent camerawork and Dave Martin's informative script with scenes of spectacular steam action set in the stunning

moors scenery. A continuation of the well proven format which has been so popular in the previous best selling productions.

Among the many items featured is archive film of the line in its formative years when services ran for Grosmont to Ellerbeck and showing in action the Group's P3 2392 and T2 2238. Also included are scenes of the early days at the shed, tunnel cottages and Deviation Signal Box, the site where Deviation Shed stands today. Also featured are more recent items including Grosmont Signal Box and developments at the shed and even proposed projects with a view of the model of Pickering Station complete with overall roof.

The action sequences feature the Q7, J27 and J72 plus scenes of the A2 and K1 on the main line providing good publicity for the Group. Also included are some stunning aerial views of the line taken from a specially chartered helicopter.

This tape, priced at £14-99, is yet another excellent video to add to your collection and one you will certainly want to watch more than once.

### **Book Review - MOORS LINE STEAM**

This is a hardback colour album priced at £9-95, produced by Group Chairman and well known photographer John Hunt, which provides a pictorial record of the NYMR. The images portray the changing scene on the railway over the past 25 years in over 60 pages of quality photographs some of which have never been seen in print before. All the locos are featured including the visitors plus the various Special Events showing the railway as it is - even 'Thomas' is included !

The above items are available from the NYMR station shops or by post for an additional £1-50 from:

NYMR Postal Sales Department,  
Pickering Station,  
Pickering,  
Y018 7AJ.



John Coiley, with Ian Storey, inside the NRM on 3rd December 1977 on the occasion of the handover of the P3 on loan to the museum (John Hunt)





A final glimpse inside No.5 depot at Wilton on 13th August with Len Clarke touching up the lining and Eric Nott overseeing work on refitting the shortened drawbar (John Hunt)



With assembly of the K1 all but complete Derek Shorten sets about cleaning the motion on 16th July (Colin Smith)



60532 at Ian Storey's Hepscott works on 22nd August. In the foreground are the small tubes awaiting fitting and in the background 76089 in a kit of parts (John Hunt)



Neil Woods continues with the assembly of the K1's motion at Wilton on 9th July (Colin Smith)



In a remarkable break through, the West Coast Railway Company is providing its own train crew for the Fort William steam operation. One of the firemen is Kevin Gould (bottom left) a founder member of the NELPG and co-owner of 75014 and 6619. Also pictured are Peter Kirk (driver) and in the cab Tony Brassington (driver), on the left, and Phil Wheeldon (fireman) (John Hunt)

## **WORKING PARTIES**

These take place every Sunday at Grosmont for work on the K1, the Q7 and, when it returns from Embsay, the J27. Contact Clive Goult on 01642 473451 or Fred Ramshaw on 01740 621301.

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## **RAILTOUR REPORT**

Sadly the plans to promote a tour with 60532 from the North East on Saturday 17th October embracing the ECML and the WCML have been abandoned for a variety of reasons, not least a very poor response from members to the booking form in the last issue of the NEWS.

However, negotiations continue with Days Out with regard to a proposed winter programme for the A2. No agreement has yet been reached but as soon as details are available they will be included in the NEWS.

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## **A WORD FROM THE SECRETARY by Colin Hatton**

As can be read elsewhere, the K1 is about finished and as I write we are about to take our leave of No.5 depot. In recent years I have dealt with Bill Parfitt, ICI's Community Manager, and through NELPG NEWS I would like

to thank Bill for obtaining a further, but final, extension to our tenure of No.5 depot in order to complete the overhaul.

As a farewell thank you Richard Pearson arranged for Bill to ride on the footplate during the engine's recent steam test. He was absolutely delighted particularly as the engine carried suitable ICI headboards and logos! A relatively small gesture of our thanks, but throughout my long dealings with Bill I found him genuinely saddened that due to ICI restructuring we have had to leave No.5 depot.

Unfortunately at this time I am unable to give any information on alternative premises. However I am still persevering and am in regular contact with Darlington Council on this issue. I do hope to have a discussion on this subject at our forthcoming bun fight on 7th September and hope to see as many members as possible at Middlesbrough golf club where this, amongst other subjects, will be debated.

At our last Committee meeting we were grateful for the presence of Andrew Scott, who gave us an insight into lottery bids. In recent years we have had frequent debate on lottery bids and as a Committee we are determined to submit a bid. Our problem is to decide on the subject of such a bid - the Q6, Q7, A2, J72, Deviation shed improvements, etc. However, whatever we select, Andrew believes that our track record is a valued pointer and in this regard we are perhaps second to none. Again we hope to discuss this at our September get together.

Unfortunately we had to cancel our proposed October railtour due to pathing difficulties and an extremely small response from the membership. We will shortly meet with Days Out to hopefully batten down a winter programme for the A2. When details are available please do try to support these runs, as it is important for the Group that Blue Peter trains are filled.

As the Group's NYMR representative, I attend Council meetings on behalf of the Group. Coming out of the last meeting was the determination of the railway to run into and out of Whitby and I am pleased to say that they have chosen our J27 to haul the inaugural train in November.

In concluding this report I would like to return to the K1. That the major overhaul is finally complete is down to many people, all of whom have made

a contribution in some way or other. Whilst the reasons for the KI 's lateness have been well documented, the need to complete the overhaul at ICI, rather than elsewhere, was well recognised and spurred some of our members to attend Wilton on a daily basis. On behalf of the membership I would like to thank all who took part in the overhaul and especially those who put in the Herculean effort at the end. Well done and thank you.

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## **MEMBERS' LUNCHEON SPECIAL ON THE NYMR**

It is planned to run another members' luncheon special on the NYMR in the autumn. The date now agreed with the NYMR is Saturday 10th October 1998, not the 31st as originally anticipated.

The train will leave Grosmont at 10.50 and Pickering at 12.20, when the meal will be served on the journey to Grosmont and return. Arrival back in Pickering will be at 14.57 and at Grosmont at 16.25. The menu is as follows:-

*Cream of tomato soup, hot croutons and cream*  
*Whitby shellfish salad*  
*Honeydew melon served with cointreau and orange cream*

*oOo*

*Roast beef from Glaisdale with Yorkshire pudding*  
*Roast loin of pork, apple sauce and stuffing*  
*Baked stuffed aubergine*

*Selection of vegetables and potatoes*

*oOo*

*Autumn fruit shortcake  
Chocolate sponge with vanilla cream sauce  
Pineapple sundae*

*oOo*

*Tea or coffee and mints*

The cost of this year's meal is £13.50. The number of diners is limited to 109 and last year's train was fully booked in less than two weeks! Members who wish to dine are asked to complete the enclosed booking form and send it, together with their full remittance, made payable to NELPG Ltd., to:- NELPG, Glebe Cottage, Main Street, Stillington, York, YO6 1JU, as soon as possible. Please enclose a SAE for confirmation of your booking.

Members not wishing to partake of lunch may travel free in the non-dining part of the train.

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## **OBITUARIES**

### **Bruce Poole**

It is with regret that we must report the death of Bruce Poole. Bruce came to railway preservation rather late in life as an enthusiastic volunteer and a regular support crew member, especially on Blue Peter runs. Latterly he organised our annual members' special, and made a critical contribution to the Group's Locomotive Maintenance Policy.

Our sympathies go to Bruce's wife and family.

### **Dr. John Coiley**

John Coiley died suddenly on 22nd May during a trip to Switzerland. A lifelong railway enthusiast and accomplished photographer, John was the first Keeper of the new National Railway Museum at York. During his 17 year tenure he was responsible for the long term loan to the Group of the Q7 and the temporary exhibition of the J27 in the museum from 1977 to 1982. In 1991 the NRM was ascribed 'Museum of the Year'

John had a genteel manner and quiet professionalism, and a passion for the NRM, and it was always a pleasure to meet and talk with him. Following his retirement in 1992 he became heavily involved with the 'Friends of the Museum', organising publications and exhibitions. He will be sadly missed.

Our sympathies go to his wife and family.

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### **APOLOGIES**

Apologies are due for the error in the last issue which was number 185 not 184 as shown.

Also the delay in publication of this issue due to a combination of holidays and work commitments. It is hoped to get back on schedule for the October issue!

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## FORTHCOMING EVENTS

Monday 7th September 1998 **MEMBERS' BUN FIGHT** at 7.30 pm in the Municipal Golf Club, Middlesbrough. All welcome.

Friday 11th September 1998 **SPEED - THE FASTEST TRAINS IN THE WORLD**, a slide show by Richard Hellawell.

Saturday 3rd and Sunday 4th October 1998 **NYMR AUTUMN STEAM GALA - LNER WEEKEND**. It is suggested that this years gala has a LNER theme with the following locomotives in action: 60007, 60532, 62005, 901, 65894 - and 29!

Friday 9th October 1998 **ON THE NARROW GAUGE**, a slide show by Bob Schofield.

Saturday 10th October 1998 **MEMBERS' LUNCHEON SPECIAL ON THE NYMR** (see text for details)

Friday 13th November 1998 **REFLECTIONS ON 42 YEARS SERVICE ON BRITISH RAILWAYS** by Ray Goad

Friday 11th December 1998 **CHRISTMAS BRING AND BUY AUCTION** - and a bit of festive fun!

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## COVER PICTURES

Front: An important moment at ICI Wilton on 1st August as 62005 moves for the first time in steam following its major overhaul (Colin Smith)

Back (top): 60532 Blue Peter speeds through Peterborough with a Finsbury Park - York special on 10th May (John Hunt)

Back (bottom): 65894 heads past Water Ark between Grosmont and Goathland with the evening North Yorkshire Pullman on 16th May (John Hunt)

