

NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP

CHAIRMAN :

Major W.B. Greenfield
M.B.E.,
104 Dryden Road,
Gateshead 9,
Co. Durham.

SECRETARY :

Mr. M.S. Burns,
13 Auckland Way,
Hartburn,
Stockton-on-Tees,
Teesside.

TREASURER :

Mr. J. Richardson,
125 Haydon Close,
Gosforth,
Newcastle-on-Tyne.

NEWSLETTER NO.17

OCTOBER-NOVEMBER 1969

Dear Member,

We are delighted to announce that the Group's Q6 No.63395 following re-assembly after hydraulic test was successfully steamed on October 18th and 19th. The examination of the boiler at the full working pressure of 180 lb/ins.² showed that it was 100% steamtight throughout, a fact which will please all members and especially those who spent hundreds of hours carrying out the repairs.

It is rather amazing that these members who have successfully repaired the boiler and brought the engine into first class working order, twelve months ago had no experience with steam locomotives, but by carrying out all the repairs themselves now have a wealth of knowledge which will ensure that both our locomotives will be well maintained in the years ahead.

The next steaming of 63395 for the benefit of members will take place on November 8th and 9th, the week-end of our Annual General Meeting. On the Sunday, 9th, under the supervision of our B.R. driver footplate rides will be available to all members. Full details will be given at the A.G.M. or by writing to the Secretary.

Q6 RESTORATION APPEAL

The Treasurer reports that donations for this appeal have been good but with a considerable amount of money being spent on paint and other materials during September and the fact that repairs to the motion and vacuum fitting are scheduled to start on November 15th a large increase in donations will be necessary if the work programme is to be maintained. We would like to express our thanks to all members who have responded so well to this appeal and hope many more members will follow their example and complete the enclosed form.

63395 IN STEAM - AT LAST!!

Once the boiler of the Q6 had passed its hydraulic test on September 5th, the working party organisers set a target date of October 18th for the steam test but realising the huge task ahead planned working parties on Saturdays, Sundays and several evenings during the week. Being under cover and with two inspection lamps we are fortunate that work on the locomotive can continue in all weathers and at any time of day or night.

Records are now being kept to show the progress being made on the locomotive so it may be of interest to briefly describe the vast amount of work completed before the engine was ready for steaming.

- Fri. 5th Sept:- Boiler passed hydraulic test.
- Sun. 7th Sept:- All blank flanges removed, safety valves, whistle, steam reversing valve fitted to boiler. Regulator valve re-fitted, dome cover replaced. New blower ring fitted in smokebox.
- Sat. 13th Sept:- Injector steam valves fitted in cab, looseness in regulator handle repaired. Boiler cleating cleaned, red-lead painted on inside. All lagging replaced. Superheater inspection plate re-fitted.
- Tues. 16th Sept:- All boiler cleating replaced (not bad for a night's work).
- Sat. 20th Sept:- Superheater element tubes replaced and expanded. Cab spectacle plate clipped of paint, sanded down and painted with primer. Sandboxes and frames, drivers side, painted with red-lead.
- Sun. 21st Sept:- Second coat of red-lead applied to sandboxes and frames. On this date three members worked on the J27 removing the motion.
- Sat. 27th Sept:- Main steam pipe from superheater header replaced, chimney replaced using overhead crane. Big-end brasses machined up, new mechanical lubricator drive fitted.
- Sun. 28th Sept:- Smokebox and chimney given first coat of red-lead.
- Tues. 30th Sept:- Loco buffer beam painted red (second coat).
- Thur. 2nd Oct:- Filler used to make smokebox airtight around chimney and anti-vacuum valve.
- Fri. 3rd Oct:- Smokebox door painted black. Smokebox and chimney given second coat of red-lead.
- Sat. 4th Oct:- All boiler cleating smoothed down with emery cloth. Boiler fitted with water. Coal chute cleaned out ready for coal. Handrails polished and replaced.
- Sun. 5th Oct:- Complete smokebox, boiler, sandboxes and frames painted black on fireman's side.
- Sat. 11th Oct:- Tender frames (driver's side) clipped, sanded down first coat of primer applied. $\frac{1}{2}$ ton of coal delivered. New whistle cord fitted. Sandboxes and frames (driver's side) 2nd coat of primer. Underside of running plate 1st coat of black gloss. Sandboxes and frames (driver's side) 2nd coat of black gloss.

- Sun. 12th Oct:- New steam valve for reverser fitted, adjusted then tested using compressed air. Oil boxes and pipes (fireman's side) re-fitted. Piston valve glands tightened up. Tender frames (driver's side) second coat of red-lead. On the same side the boiler cleating sandboxes and frames painted black gloss. Running plate sanded down to bare metal then painted black.
- Tues. 14th Oct:- Firebox mouthpiece fitted. Tender bufferbeam given second coat of red gloss.
- Wed. 15th Oct:- Cab roof bolted down, roof felt replaced.
- Fri. 17th Oct:- Tender frames (driver's side) painted black gloss. All screwed joints on the cab fittings made tight with threadtape and asbestos string.

OCTOBER 18TH AND 19TH

On a very foggy Saturday morning the final parts to be replaced on the engine, the oilboxes and mechanical lubricator arrived by car. During the past hectic week, it would not have surprised anyone of we had forgotten something, well we did.... a box of matches !! As it happens every member who works on the engine is a non-smoker, (theres a motto in that somewhere) but this problem to everyones relief was quickly solved.

A thin layer of coal was spread over the firebox and wood and oily rags placed in the centre of the firebox. At 9.30 the fire was alight and we all waited for the first sign of smoke from the chimney - a very historic moment. While the fire was gaining size members started to complete the last minute jobs while others were methodically oiling the engine. A further group of six members spent the entire day polishing the motion to produce a brilliant effect against the black wheels. By lunchtime, we had pressure on the gauge and the blower valve was partly opened. After further coal had been added the pressure rose to about 60 lb/in². at which point we made our first inspection of the boiler and found everything perfectly dry. This fact alone was extremely rewarding to the members who had carried out the boiler repairs, but when both injectors "worked" at the first time of asking it left everyone speechless, although one member did manage to suggest we order a crate of well known ale to celebrate that evening, this was approved unanimously !!

Having checked the engine was safe to move 63395 made her first movements every inch being recorded by the photographers. Once outside the roundhouse and with 100 lb/in². on the gauge we set the engine in various crank positions to examine wear on the big-ends, little ends, side rod bushes and axleboxes. Once these tests were complete we put the engine through her paces on about

$\frac{1}{4}$ mile of line. By this time it was becoming dark so the engine was safely returned to the roundhouse and kept in steam throughout the night.

On Sunday morning we soon had 100 lb/in² on the gauge and moved the engine outside to set the safety valves. Both valves fitted to the engine are new, one being set at 180 lb/in². and the other at 200 lb/in². so we had to adjust the 200 lb/in². valve to blow off at 180 lb/in². This job might appear to be a dangerous operation to carry out under steam but was completed without any difficulty.

All the examinations and adjustments to the engine were now complete so for the remainder of the day we ran the engine over a short stretch of line giving footplate rides to all members who had been working on the engine. Our B.R. driver for this day was Stan Hindmarch from Thornaby M.P.D. who volunteered to take charge of the engine and obviously had the time of his life. Having a cottage at Ruswarp near Gosmont, Stan hopes to drive 63395 when she works over the N.Y.M.R. By 4.30 p.m. we had little coal left in the tender so after a final trip we threw out the fire and returned the engine to road No.9 in the roundhouse. Everyone was very pleased with the week-end's results but those members who had been working 14 hours on Saturday and a further 13 hours on Sunday were now, not surprisingly, feeling exhausted !!

Since this steaming, we had carried out repairs to the steam reversing gear, re-packed several glands and completed another major job by building the brick arch.

The engine is now all set for the next steaming on November 8th and 9th.

WORK TO START ON 5894 SHORTLY

On Sunday 21st September three members successfully prepared the J27 for the axlebox repairs to the approval of the B.R. staff at Thornaby M.P.D.

This work involved removing the big-end brasses, drawing forward the connecting rods, disconnecting all the eccentrics, withdrawing the piston valves and dismantling the brake gear. All the above work was completed in $3\frac{1}{2}$ hours and because members had done this work we have saved the Group £15. on our bill to British Rail. The new brass liners have now been collected and notification that both the engine and materials are ready has been given to the B.R. department concerned. Work is expected to start on the axleboxes during November but it must be realised that with a price of £135 for all the work involved this job to B.R. is not first priority and will be fitted in when the wheeldrops are available.

MEETINGS

The third Annual General Meeting of the Group on Friday November 7th, 1969, will take place in Room 36, Newcastle Central Station. The Agenda for this meeting, revised constitution and audited accounts are enclosed on separate sheets with this newsletter. On display during the meeting will be the Group's two excellent models, and after the business part of the meeting, a film will be shown of restoration taking place on 63395 and the recent steaming.

The first meeting after the A.G.M. will be held at The Bridge Hotel on December 5th, and the films to be shown will include 4472 on our N.E.L.P.G. Railtour and we hope as a special attraction, a short but amazing film called "Blowing up for a stop" depicting a certain well-known 0-4-0 locomotive.

NEW CONSTITUTION

One of the items on the Agenda for the A.G.M. on Friday 7th November is the adoption of a new constitution for the Group. This has been drawn up in consultation with a Solicitor to enable the Group to be registered as a Charity with the Commissioners for Inland Revenue. By this means, our Sales Department whose income is in the region of £1,000 per annum, will avoid taxation and also we will be able to accept donations by means of Deeds of Covenant. An added advantage is that the aims of the Group and its locomotives will be secured, even if the Group should cease to function at some future date. Many preservation Societies are adopting this procedure and it is one recommended for a Group such as ours by the A.R.P.S. In the event of the Group's dissolution, it is proposed that our President and Vice-Presidents would act as the Trustees.

NORTH YORKSHIRE MOORS RAILWAY PRESERVATION SOCIETY

Membership of the N.Y.M.R.P.S. has now reached 2,300, the highest of ANY standard gauge preservation society in this country. Determined efforts are at present being made by the society to extend the present 6½ miles of track from Grosmont to Eller Beck to as far as Levisham another 6 miles.

STORES VAN : The stores van at Thornaby M.P.D. which the Group hopes to buy has been given a value by B.R. Derby of £166. As this figure is far in excess of the actual value of the vehicle, tactical moves are now being attempted in the hope of reducing the price.

WORKING PARTIES : These will be taking place throughout the Winter (in our air-conditioned shed!!) every Saturday. All members are welcome.

WANTED BY MEMBER : Any station or signal box nameboard, all proceeds from sale will go towards Q6 Restoration Fund. If any member would be willing to donate any items of this kind, please write to the Secretary, without delay.

WANTED BY WORKING PARTY ORGANISERS : Any parts from J27 and Q6 locomotives. Even small parts such as handwheels, pressure gauges, gauge glass protectors are now urgently required. Please send details to the Secretary.

SOCIETY CHRISTMAS CARDS

- (i) A4 No. 2512 "Silver Fox" and A3 No. 2582 "Sir Hugo" racing each other across King Edward Bridge, Newcastle with expresses for Kings Cross and Liverpool (May 1936).
- (ii) A3 No. 4472 "Flying Scotsman" standing in Newcastle Central Station with an express (1934).

Price : 1/6d. each or 7/6d. per half dozen.

Orders to:- Mr. C.G. Smyth,
Brantwood,
Regent Road,
Altrincham,
Cheshire.

NEWCASTLE UNIVERSITY RAILWAY SOCIETY FILM SHOW

The next film show organised by the N.U.R.S. will take place on Tuesday December 16th 1969 at the Curtis Auditorium, Newcastle University. Films to be shown will include "Beyer-Garretts in South Africa", Flying Scotsman 1964", "Draw the Fires" and "Danish Farewell to Steam". Admission (5/-) is by ticket only, which are available from :-

Mr. C.J. Lawson,
c/o Union Society,
King's Walk,
Newcastle University,
Newcastle-upon-Tyne.

Dont' Forget Don't Forget Don't Forget

A.G.M. TAKES PLACE FRIDAY 7TH NOVEMBER 1969. PLEASE TRY TO ATTEND.

NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP

DONATION FORM - Q6 RESTORATION FUND

To : The Treasurer,
 125 Haydon Close,
 GOSFORTH,
 Newcastle-on-Tyne.

Dear Sir,

I wish to help the appeal for the overhaul and restoration of 63395 and enclose :-

(a) a donation of £

(b) I agree to make a regular monthly donation of £

PLEASE USE BLOCK CAPITALS

NAME	SIGNATURE
ADDRESS	DATE
.....	MEMBERSHIP NO.
.....	

THANK YOU