

NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP

Acting Chairman:

Mr I. Storey,
2 Red House Farm Cottages,
Hepscott,
Morpeth,
Northumberland.

General Secretary:

Mr C. J. Lawson,
27 Cairnsmore Close,
Cramlington,
Northumberland.

Assistant Treasurer:

Mr C Cox,
35 Heatherslaw Road,
Newcastle upon Tyne,
NE5 2QJ.

NEWSLETTER No.23 MARCH 1971

Dear Member,

On 17th March 1971 the Secretary received the following letter:

"Dear Sir,

I regret to inform you that for personal reasons, I wish to submit this my resignation, from the appointment of Chairman of the North Eastern Locomotive Preservation Group.

I have been Chairman of the Group since its inception nearly 5 years ago, and have helped it to grow into one of the most successful Preservation Societies in the country. During this period I have also made some fine new friendships which I value greatly. I deem it an honour to have been your Chairman.

I was hoping that John Richardson would have been able to accept the Chairman's post at the last A.G.M. but this was not possible as he had to move to Harrogate. However, I am pleased that Ian Storey has agreed to take over and I hope you will all support him in his task. I wish him and all of you the very best of luck and success in your efforts to complete the task of preserving for future generations, two working examples of the locomotives of the grand old North Eastern Railway. Long may their whistles shrill over the North Yorkshire Moors, thus bringing back memories of those grand days when every train was a 'steamer'!

Best wishes and kindest regards.

Yours truly,

(signed) W. Bryce Greenfield. "

It was with deep regret that the Committee accepted the Chairman's resignation. The above letter was read out at the meeting held at the Bridge Hotel on 19th March, and the Secretary paid tribute to the invaluable role that Major Greenfield had played in the success of the Group. A vote of thanks was proposed and passed on acclamation by the members present.

MEMBERSHIP RENEWAL

Renewals of membership for this, the Group's 5th anniversary year, are now due, and those who have not yet renewed their membership or know friends who might wish to join should complete the enclosed membership form and send it with their remittance to the General Secretary.

LOCOMOTIVE REPAIR SHED APPEAL

Now that postal services have been resumed the application for planning permission for the shed has been submitted to the Local Authority. The outcome is of course awaited with keen anticipation and it is hoped that the results can be published in the next newsletter.

Meanwhile the site at Grosmont has been partially cleared to reveal much of the foundations of the old turntable; when the whole site has been levelled it will be possible to mark out the position of the buildings and pits in readiness for preliminary construction works.

The first tangible evidence of the depot is likely to appear during May, when the Royal Corps of Transport will be taking occupation of the railway for four days of operation. One of the tasks it is hoped they will undertake is the construction of a thirty foot long ash pit on the shed site. This, when completed, will also serve temporarily as an inspection pit, a facility which is an essential requisite before regular train services can be contemplated.

However, the fund stands at only £201, and now that the post is functioning normally again, it is hoped that urgently needed donations will start flowing once more. Members are urged to help by completing the enclosed appeal form and sending their donations, no matter how small, to Cliff Cox.

CONTINUED PROGRESS ON P3 No.2392

Considerable effort is being made by the small number of members who attend the regular weekend working parties at I.C.I. Billingham: the boiler cleating has been stripped of all the old paint, dirt and oil, and well primed with zinc chromate. On the mechanical side, modifications are almost complete: only two items are required to finish the train heating gear, these being the shut-off cocks and the flexible hoses for connecting to those on the coaches. The source of these is local scrapyards, but there has been a decline in the scrapping of coaches with suitable equipment.

About a dozen members of the Group visited I.C.I. on Saturday 20th February and were able to view the excellent and thorough work so far carried out. This thoroughness is essential in order to achieve a first class result, but means that the job of restoration will be prolonged. Nevertheless it is hoped that the P3 will be ready in time for the June steam gala on the North Yorkshire Moors Railway.

Q6 OUT OF STORE

On Sunday 21st March, the Q6 was hauled out of the tunnel at Grosmont by O-6-OST 'Salmon', so that it could be prepared for the forthcoming Easter Steam Gala. New 'wheesers' (compressed graphited asbestos joints) have been fitted to the mudhole doors, the boiler has been filled, and three and a half tons of coal were loaded into the tender.

3395 was given a satisfactory steam test on Sunday 28th March in connection with some filming by the B.B.C., and is therefore ready to work the Easter train service.

FIRST TRAIN OF THE YEAR

This honour fell to No.5 on Sunday 28th February when, after powering a works train in the morning, it left Grosmont at 2.30 pm with a members' special. The object of the steaming was to test the steam heating equipment on No.5 under actual running conditions, and also to enable the newly fitted radial truck bearings to be run in. The four coach train included the buffet car and, for the first time, the new BSO and TSO coaches.

Due to lateness in completing civil engineering work on the line the train was half an hour late in departing. With leaking seals on the coach vacuum brakes, and a safety valve blowing off some 25lbs light, No.5 came to a grinding halt with dragging brakes at Esk Valley, about half a mile out of Grosmont! Ten minutes later, with the offending safety valve blowing at 140lbs the train restarted, only to come to a stand again near Beckhole. The arrival at Goathland was one hour late after five stops.

Despite the safety valve problem, the test was successful; the new bearings stayed cool, and the emission of smoke was successfully cut down by the new brick arch. A new spring has been found to replace the badly corroded specimen which was taken from the offending safety valve, and this was fitted during March. No.5 was tested again on the weekend of 27th/28th March and is now ready for the coming Steam Weekends.

LMS 5MTs No's 5428 & 4767

The following news may be of interest to members:-

Plans have been announced for the eventual use of 5428 'Eric Treacy' on the North Yorkshire Moors Railway, if and when that line becomes operational and accommodation there is available*. As one of the most successful industrial products of the North East for all time, an Armstrong-Whitworth 'Black Five' would be an appropriate and useful exhibit on the North East's own steam railway.

As regards 4767, the Stephenson Link Motion loco, in spite of the amount of work still required, it is hoped to steam the engine during 1971.

*What better incentive to support the Loco Repair Shed Appeal?!!

NYMR STEAM WEEKENDS IN 1971

The NYMR have indicated that they propose to run members' trains during the coming season and the following dates have been put forward and approved by BR:-

10th/11th/12th April - Easter
30th/31st May - Whitsun
26th/27th June
31st July/1st August
29th/30th August Autumn Bank Holiday.

During these weekends it is expected that both the Q6 and No.5 will see regular service. However, the highlight of 1971 will be the debut of the P3, resplendent in lined black N.E.R. livery, at the June Steam Weekend.

NYMR IN 'BIG BUSINESS'

On Saturday 27th March a special general meeting was held at Pickering to change the status of the NYMR Society to a charitable trust, to be known as the North Yorkshire Moors Historical Railway Trust. The 500 members present at the meeting, which was chaired by Lord Downe, unanimously approved the change, and now the application for registration as a charity awaits the approval of the Charity Commissioners. The meeting was widely reported but the following extracts from the 'Daily Telegraph' of 29th March may be of interest:

....After the meeting the Chairman of the NYMRPS, Mr Richard Rowntree, said "We are now entering the big business league. I think the railway will become the busiest privately owned one in the country, and it will certainly be the longest. The potential is enormous, and I am confident that we will be able to open the line and have it operating in 1973....." Now the North Riding County Council have committed themselves to helping the Society to raise the necessary deposit on the £60,000 needed, and negotiations have opened between the three parties. "We shall certainly be able to buy the track now", said Mr Rowntree. "The Council backed us because of the tourist potential of the railway, which runs through a National Park and should become one of Yorkshire's major tourist attractions".

SALES

The major part of the Group's income continues to be provided from sales, and it is therefore desirable that members and friends should continue to support the Group by purchasing sales items.

New items now available include fine full colour lithographs of the Q6 in LNER Black livery, at 50p, and a new 1971 series of up to date booklets on European steam, at 30p each. Make sure of YOUR copies by sending off the enclosed sales order form. Please note that Iberian Steam and Italian Steam will not now be ready until late April.

Alternatively, visit the NELPG's new shop at Grosmont on Easter Saturday, Sunday, or Monday when our full range of sales items will be on display. Volunteers are required to help man the shop during Easter and subsequent Steam Weekends. Anyone interested and willing to give up a few hours in aid of the Group are invited to write to the Sales Secretary, Mr P.J.Woodhouse, 12 Whitton Place, Seaton Delaval, Northumberland.

GRAND FILM SHOW

The Newcastle University Railway Society in conjunction with the NELPG, is holding a film show on Friday 14th May at 1900 hours in the Clement Stephenson Lecture Theatre, Agriculture Building, University of Newcastle (This building is close to the Physics Building and fronts on to Kings Walk at its junction with St. Thomas Street).

The main feature will be 'Indian Steam' by Maurice Burns. This superb film in sound and colour portrays the sights and sounds of steam in and around Madras, which has 113 steam departures every day!, and shows scenes from Basin Bridge MPD's allocation of sacred cows to the spectacular journey of the 'Blue Mountain Express'.

It is hoped that this will be supported by three shorter films entitled:

- "Railways for Ever" - a short reminiscence by John Betjeman including shots of the last BR steam train crossing the Pennines.
- "Under the River" - the story of the Severn Tunnel.
- "This is York" - a fascinating film of a day at York station in 1953.

Tickets, price 25p, will be available at the door or from:

Mr J.R.P. Hunt,
38 Croydon Road,
NEWCASTLE UPON TYNE,
NE4 5LM.

All profits will go to the Locomotive Repair Shed Appeal.

N.B. It had been intended that Maurice Burns should show his films of Indian Steam at the February meeting. Unfortunately technical difficulties made it impossible to show the films at that time, and the Committee would like to apologise for any disappointment or inconvenience caused to those members and visitors who attended.

FORTHCOMING MEETINGS

Friday 23rd April in Room 36, Central Station, Newcastle at 1930 prompt

Mr Ted Smith from Warkworth will present an absorbing and nostalgic "Steam Miscellany", an illustrated talk with an emphasis on the North East over the last 40 years.

Friday 21st May in the Bridge Hotel, Newcastle at 1930 prompt

Les Nixon and Ken Plant present their magnificent slide show entitled "South African Steam - a 5000 mile journey". Superb colour slides linked by an imaginative taped commentary portray the country, its locomotives and scenery, in graphic detail. This is a show not to be missed.

Friday 25th June in Room 36, Central Station, Newcastle at 1930 prompt

A special visit by top officials of the Severn Valley Railway Company to give an illustrated talk on the history and operation of the Severn Valley preservation scheme. The experiences of the SVR will have particular relevance and interest to members of the Group in view of our close links with a similar scheme on the North Yorks Moors.

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DON'T FORGET TO COME AND SUPPORT THE GROUP AND THE NYMR AT EASTER WHEN THE Q6 AND No.5 WILL BE IN STEAM BETWEEN GROSMONT, GOATHLAND AND THE SUMMIT. THE FIRST TRAIN LEAVES GROSMONT AT 11.15am EACH DAY, LAST TRAIN AT 16.00 hours.

NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP

(To whom remittance should be payable)

RENEWAL OF MEMBERSHIP

To:- Mr C.J. Lawson, 27 Cairnsmore Close, Cramlington, Northumberland.

I would like to renew my membership of the North Eastern Locomotive Preservation Group, and I enclose £.....Annual/Life subscription, and £.....being a donation (optional). Subscription rates are £15 Life (payable in three instalments of £5), £1 ordinary, and 50p under 18 years of age.

FULL NAME AND ADDRESS (BLOCK CAPITALS PLEASE)

..... SIGNED.....
..... MEMBERSHIP NO.....
..... DATE.....
..... A stamped addressed envelope
..... would be appreciated.
.....

THANK YOU

.....please tear off here.....

NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP

LOCOMOTIVE REPAIR SHED APPEAL

To:- Mr C. Cox, 35 Heatherslaw Road, Newcastle upon Tyne, NE5 2QJ.

Dear Sir,

I wish to help the appeal for the construction of a Locomotive Repair Shed and enclose:-

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

NAME AND ADDRESS (BLOCK CAPITALS PLEASE)

..... SIGNED.....
..... DATE.....
.....
.....

THANK YOU.