

NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP.

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NEWSLETTER NO. 25 AUGUST 1971.

Dear Member,

The P3 is now resplendent in its penultimate coat of black enamel gloss paint and the already brilliantly reflective finish looks most encouraging. So much so that it is confidently expected that the engine will be ready for its debut on the N.Y.M.R. at the end of October. This will be in readiness to work the A.G.M. special on 30th October as a fitting climax to almost exactly five years of hard work by the members of the Group.

Unfortunately, less encouraging news can be reported on the Locomotive Shed Fund, which has only risen slowly and now stands at just over £300. It is becoming increasingly more obvious that the present maintenance facilities on the N.Y.M.R. are grossly inadequate, even though skilled labour is available and willing. The arrival of the P3, in what will be unprecedented master condition, will clearly aggravate this situation, which can only be rectified by the building of the shed.

When we are in a position to commence construction we must have the financial means to do so. Although to date the fund represents donations from many members, for which the committee is most grateful, the funds needs to be quadrupled before any significant building work can take place. Your further support would therefore be greatly appreciated.

LOCOMOTIVE REPORTS.

P3 2392 (J27 65894).

Progress has been maintained at the same rate as in recent months as a large proportion of the available manpower has been tied up on the N.Y.M.R. at Open Weekends. Nevertheless, priming is now complete, and the smokebox, boiler and cab have been rubbed down, under-coated twice and given one coat of black enamel. The tender sides have been filled to remove pitting, rubbed down and given ~~two~~ undercoats and one coat of enamel. The underside of the tender has been coated with protective bitumastic paint.

Efforts are now being concentrated on the engine and tender frames, wheels and the interior of the cab. Although steady progress is being made, a real effort needs to be made over the next two months so that restoration is complete in readiness for the A.G.M. Special.

The N.E.R. combined works and number plates have been cast at a Teesside foundry. Made of brass and weighing 25 lbs, the plates only cost £3., though the brass was provided by the Group. The wooden patterns, made by Nick Downing, who also made the excellent models of our two locomotives, are to be utilised for the Q6 (T2) worksplates. This can be done by altering the pattern numbers from 2392 to 2238 and 1923 to 1918.

Q6.

The Q6 continues to give sporting service. On 14th August, in pouring rain, it proved its undoubted worth when hauling a five coach special train for the L.N.E.R. Society. The Q6 will be in steam again for the August Bank Holiday weekend, together with No. 5.

NO. 5.

On Friday 23rd July, No. 5 had the distinction of working the first steam passenger train to Pickering for over six years, when it hauled two coaches conveying a North Riding County Council party over the line. This historic journey was a great success and enthusiasm was not dampened by the unseasonable weather! It is to be hoped that more and influential support was aroused as a result.

Exactly one week later No. 5 again ventured beyond Eller Beck with a special train to Levisham for the Lord Mayor of York. On this occasion the opportunity was taken to use three coaches to simulate possible future operations and to assess the capabilities of No. 5 more fully. Again the run proved successful and the engine satisfactorily coped with the 1 in 105 gradient of Newtondale, taking only 25 minutes from Levisham to Goathland.

No. 29.

Repainting at Grosmont continues slowly: the tank sides have been filled to remove pitting and scoring. The first green undercoat has been applied to the boiler, and the smokebox painted black.

K1 62005.

Work continues during the week to prepare the engine for hydraulic testing. The boiler has been inspected and some work is necessary on it; full details will be given in the October Newsletter. The cab fittings are being removed for overhaul, but progress on the engine is inevitably slow.

More help is needed, so if anyone can assist would they please ring Nigel Trotter, telephone No. Barwick 570.

LOCOMOTIVE MAINTENANCE - BOILER WASHOUTS.

Of all the regular maintenance jobs, this is probably the dirtiest, but vital to ensure good steaming and long boiler life. After continual steaming the dissolved solids found in water are deposited on the internal surfaces of the boiler, and on the tubes and stays. The accumulation of these deposits causes a reduction in the steaming rate, and possibly localised over-heating resulting in leaking stays and tubes.

On B.R. the usual interval for boiler washouts was approximately fourteen days, depending upon local water properties. Hence on the N.Y.M.R. we have established a program of regular boiler washing after every fourteen days steam.

To enable washing to be carried out thoroughly the boiler is fitted with hand hole doors (above water level), mudhole doors and washout plugs. Through these various openings a jet of high pressure water is directed to dislodge the scale and sludge. Removal of stubborn deposits can be achieved by using long steel rods.

On the completion of washing, the washout plugs are refilled ensuring that a little graphite grease is put on the threads to prevent seizing. Similarly the handhole and mudhole door joints are greased to prevent the asbestos sticking to the steel face.

The tubes, smokebox, firebox and ashpan are also swept to remove all ash. With regular attention, especially to the tubes, the task is made much simpler. Once a tube is blocked, the ash compacts and assumes a consistency similar to cement! This needs considerable effort to clear as members who cleaned tubes at Tyne Dock, Philadelphia and Thornaby, will confirm!

JACKS REQUIRED.

Hydraulic jacks of 25 and 50 for lifting capacity are required. If any member can obtain these essential items of equipment for purchase by the Group, or is aware of any sources such as sales or auctions of industrial equipment, could they please contact Peter Hutchinson, 19 Chestnut Drive, Eaglescliffe, Teesside.

LOCOMOTIVE REPAIR SHED.

Concentrated effort by a small band of members over the weekend of 10th/11th July, enabled most of the brickwork in the ash pit to be completed. It now awaits brick laying and final tidying up. Our thanks must go to Bricklayer Wilf Marshall who worked all weekend for us.

Further progress on the shed is governed by three factors:-

- (1) Final approval of the detailed locomotive shed Report by the N.Y.M.R. Council on the 20th August.
- (2) Transfer of the Light Railway Order from B.R. to the N.Y.M.R.
- (3) Sufficient capital in the N.E.L.P.G. Appeal fund to allow the first stage to proceed.

At the present time the funds stands at just over £300. Money is still required. PLEASE help - every little counts - by sending your donation with attached form to Cliff Cox.

PASSING-OUT TRAINEES.

The first class of trainees footplate staff completed their course during July, and under the watchfull eye of Mr. J. Bellwood, B.R., Traction Engineer, Newcastle, and his assistant Mr. Charlton, the following were duly passed out:-

Chris Cubitt	-	Driver i.e. passed fireman.
Jeff Brand	-) - Fireman i.e. passed cleaner.
Terry Newman	-	
Don Robertson	-	
Andrew Teasdale	-	
John Whitbierd	-	

To them we offer our congratulations, and to Mr. Bellwood and Mr. Charlton, our thanks.

FORTHCOMING EVENTS.

Saturday 28th August - Monday 30th August at Grosmont and Goathland.
N.Y.M.R. 'Railway Weekend' with the Q6 and No. 5 hauling members train. N.E.L.P.G. Members may also travel on production of their valid membership cards.

Friday 24th September in the Bridge Hotel, Newcastle-upon-Tyne, at 7.30 p.m.
'A Railway Ramble' by Frank Dean. The programme will include:-
'On the Whitby Branch' - Malton to Whitby with Steam (B1) and diesel in 1964.
'Winding and Picturesque' - 1964. A summer's Evening Journey with a B1 from Whitby to Pickering.
'End of an Era' - March 6th 1965. The coast day tour to Whitby behind "The Great Marquess" and 62005.
'Harewood '70' - Traction Engines.
These are all sound, colour films, which will be supplemented by a recent silent film of the Q6.

Friday 22nd October in the Beverley Road School for Deaf Children, Middlesbrough, at 7.30 p.m.
The N.E.L.P.G.'s "North Eastern Revival" slide and cine film show for the N.Y.M.R. South Teesside Area Group.

Friday 29th October in Room 36, Central Station, Newcastle-upon-Tyne, at 7.30 p.m.
Annual General Meeting.

ANNUAL GENERAL MEETING.

The fifth Annual General Meeting will be held on Friday 29th October at 7.30 p.m. in Room 36, Central Station, Newcastle-upon-Tyne. The agenda, minutes of the last Annual General Meeting and audited accounts will be sent out with the next news-letter. Motions for the agenda and nominations for officers and Committee, should be received by the General Secretary at 28 and 14 days respectively prior to the Annual General Meeting.

All nominations must be members of the Group and over 21 years of age, be proposed and seconded by Members, and have given their consent to stand for election.