

NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP



Newsletter 28
FEBRUARY 1972

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THANK YOU

NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP

LOCOMOTIVE REPAIR SHED APPEAL

To:- Mr.J.Richardson, Midland Bank, 7 Prospect Crescent, HARROGATE, Yorkshire. HG1 1RN

Dear Sir,

I wish to help the appeal towards the construction and equipping of the Locomotive Repair Shed at Grosmont Deviation, and I enclose a donation of £.....

NAME AND ADDRESS (BLOCK CAPITALS PLEASE)

SIGNED.....

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DATE.....

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THANK YOU

NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP

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NEWSLETTER NO.28 FEBRUARY 1972

Dear Member,

It is hoped that this issue of the Newsletter will be the first of many in the new format. Members have perhaps been overdue for an improvement in the presentation of the Newsletter, but with a membership of less than 250, the expense of such a move could not be justified when monies were urgently required for the locomotives, spares, tools and the repair shed. The situation in this respect has not changed, so the extra cost involved is expected to be covered by advertising revenue.

The opportunity has also been taken to augment the content of the Newsletter and besides photographs, which will vary from issue to issue, it is planned to include articles, short stories and poems of railway interest.

Comments on the new Newsletter are welcomed by the Editor, as are advertisements, photographs and articles. Material should be submitted not less than one week prior to publication day, which will be the last day of March, then at two monthly intervals thereafter.

The Winter months afford the opportunity to take stock of the current position and look forward to the coming season on the North Yorkshire Moors Railway. In this issue is a comprehensive locomotive report, up to date news of the repair shed project, and a new, regular feature, 'News from the line'.

COVER PHOTOGRAPHS:- FRONT/2392 storms past Beckhole with the Group's 5th Anniversary goods train on 20.11.71. BACK (top)/2392 starts the climb to Goathland at Esk Valley on 23.10.71./ (bottom)/3395 near Green End in August 1971. (Pictures by John Hunt).

LOCOMOTIVE REPORTS

LNER Q6 0-8-0 No.3395

The Q6 has performed very successfully over the past year and has covered 525 miles in passenger service. Only general running repairs, such as the re-fitting of the big end brasses, packing glands and adjusting the brakes, have been necessary.

Recent inspection of the boiler revealed that several 2" diameter tubes are badly corroded at the firebox end, and will require replacing. Also, and more important, at least one of the large 5" diameter super-heater flue tubes is similarly affected. These tubes, unlike the 2" size, are peculiar to locomotive type boilers and are not 'off the shelf' items. Therefore replacements will have to be specially made, and the cost is likely to be quite high.

This is not the only problem that arises, since the necessary facilities to carry out the repairs satisfactorily do not exist. Although we have the necessary tools to remove the old tubes and fit the replacements, the source of power, compressed air, is not yet available.

Under consideration is a possible modification to the vacuum brake gear. The equipment that was fitted when the locomotive was at Thornaby has performed satisfactorily from the operating point of view, but the exhaust steam which is condensed in the tender water tank has caused the external paintwork to blister. This problem must therefore be rectified before the engine is finally restored to full N.E.R. livery.

Some ex. L.N.E.R. pattern vacuum equipment has been given to the Group and the possibility of fitting this is being explored. Should this prove practical it will mean that the exhaust steam will be put through an external pipe along the boiler to the smokebox, as with the P3.

The carrying out of both these jobs - as is the repainting - is dependent on the progress in building and equipping the repair shed at Grosmont Deviation.

NER P3 0-6-0 No.2392

The P3 made its first journey on the N.Y.M.R. on Saturday 23rd October, when three round trips were completed to thoroughly test the engine under optimum conditions. Previously, with one exception, the P3 had hauled little more than a 12 ton box van in five years. The

exception was at I.C.I. Billingham on Saturday 16th October when, as mentioned briefly in the last Newsletter, the engine successfully hauled a train of loaded coal wagons weighing approximately 600 tons. As the train included half a dozen N.E.R. high sided wagons, the sight of the gleaming P3 slowly and surely easing its heavy load round the steeply graded curves, was both memorable and nostalgic. Several trips were made between the East Grid Sidings and the exchange yard with B.R., and the engine performed most satisfactorily. The initial impressions of those who rode on the engine were the appetite for coal, the excellent steaming qualities and the loudness of the exhaust!

On the first trip on the N.Y.M.R. the load was a mere 140 tons in comparison; BSO, TSO, Thompson coaches and the Group's 12 ton box van. However, this run was not entirely successful due to dragging brakes on the engine which caused an unscheduled halt on the tight curve at Darnholme. After making suitable adjustments 2392 had no trouble whatsoever in re-starting the train despite the 1 in 49 gradient.

The two succeeding trips were uneventful, and at the end of the day celebration of the usual kind was held in the local hostelry!

Sunday the 24th dawned bright and still, affording an ideal opportunity to clean 2392 in readiness for the official reception of the locomotive on the railway, which was to take place the following day. Whistling triumphantly, its immaculate paintwork gleaming, the P3 backed down on to the inaugural train in Grosmont station at exactly 12 o'clock on Monday 25th October 1971. For half an hour it stood alongside the Q6, 5 and 29 which had also been polished for the occasion, while the handing over ceremony took place, and at 12.30 made an exhibitionist departure for Goathland and Eller Beck with its complement of press, V.I.P. and official passengers. This event did not go unrecorded, and in taking its place in the annals of history, marked the first five years of the Groups existence.

Other special trains hauled by the P3 were as follows:-

- 30th October - N.E.L.P.G. AGM Special
- 13th November - N.Y.M.R. AGM Special
- 20th November - N.E.L.P.G. 5th Anniversary Specials
(together with the Q6).
- 21st November - N.Y.M.R. Special for the Lord Mayor
of Scarborough.
- 27th November - Stock movements.

After this last train 2392 was taken out of traffic for a boiler examination. The condition of the boiler was found to be sound, and as a result the engine is now back in traffic. In its short time on the N.Y.M.R. the engine has covered a total of 175 miles.

The P3 is expected to be used on the first train of 1972 when the

N.Y.M.R. will take delivery of several wagon loads of permanent way materials. This is expected to be either late February or early March.

EX. LAMBTON RAILWAY O-6-2T No.5

No.5 has completed 500 miles during 1971. Several repairs have been necessary to keep the engine in regular traffic. The drive for the mechanical lubricator, which supplies oil to the axleboxes, failed due to a sheared taper pin, and stripped threads on a motion bar bolt caused the engine to be taken out of service for a second time during an open weekend. Finally two broken engine springs were discovered necessitating the locomotive to be stopped for a third time. Fortunately, as a result of the Group's usual foresight, spare engine springs had been purchased off O-6-2T No.10 which was cut up at Philadelphia in 1968.

When the P3 was added to the serviceable locomotive fleet, No.5 was taken out of traffic and has since received considerable attention. The entire lubricator has been checked and new trimmings fitted. All the cab fittings have received attention, such as re-grinding valves and packing spindle glands. An attempt is being made to repaint the inside of the cab despite the poor weather, and it is hoped that this will be completed by March. Also the oil lockers which are attached to the cab sides have been repaired. A complete set of motion bar bolts have been made, fitted and the bars have been re-aligned. The slide valves have also been removed and examined, and after re-fitting the glands have been re-packed.

EX. LAMBTON RAILWAY O-6-2T No.29

Whilst No.29 has not been in traffic during 1971, the process of re-painting has continued whenever possible. However, though it has not always been practical to continue painting due to the inclement weather, work has been carried out on several other jobs.

The pipework from the vacuum ejector to the steam valves in the cab has been tidied up, by replacing the somewhat makeshift arrangement with properly shaped piping. Various other pieces of copper piping have been made for the steam heating, and water gauge drains.

A replacement dome for the ill-fitting one that previously graced the engine, has been manufactured by modifying one off a J72; this entailed cutting the dome in half and inserting a 6" steel band in order to make the dome up to the correct height.

The seat boxes in the cab have undergone considerable re-construction and restoration, and are now resplendent in varnished teak. The brass window frames have also been restored to an immaculate finish and are now ready for re-fitting.

As the rear part of the boiler cleating was badly rusted, it was decided to replace part of it with new sheeting, and the finishing touches have recently been carried out. 2" x 1/16" steel strip has been used to cover the join between the two pieces by attaching it with pop rivets.

Meanwhile, work continues on the underframe: the rear drawbar was found to be badly bent, and has been removed and straightened. Chipping of the frames and wheels, perhaps one of the most unrewarding and monotonous features of restoration, continues week-in and week-out, and because of this persistancy, one side of the locomotive is nearing completion.

LOCOMOTIVE REPAIR SHED REPORT

The Group's Shed Sub-Committee has been co-opted as a sub-committee of the N.Y.M.R. Management Committee, so greatly facilitating understanding between the two societies on this crucial project. Also, at long last, a special N.Y.M.R. Management Committee meeting resulted in unanimous approval for Grosmont Deviation as the site for the shed. Now with this final go-ahead, work is progressing swiftly on the detailed design of the shed. Work on the ground is likely to start soon; the possibility of clearing the trackbed of the old Beckhole branch from Deviation to the public road at Esk Valley Cottages, to enable road vehicles to reach the site, is presently under examination.

During January two wooden waybeams from Scales Bridge, near Darnholm, were lifted and moved down to Deviation for the inspection pit, and with the necessary rail lengths to hand, only the chairs are awaited. Also expected are two wagon loads of ballast, and some crossing timbers from Hull. Their arrival will herald one of the biggest operations yet seen on the railway; the shed site is to be completely levelled and the formation prepared for the laying of the turnouts for the two shed roads, the sidings over the pit, and the headshunt. To accomplish all this will require not only a J.C.B., but a large army of volunteers, so it is hoped that members will turn up in force when the date for the operation is announced.

Mid-Summer could see a start on the shed building, and the aim is to have a basic structure up by the Autumn. Finance for the project is still being sought and members are asked once again to help by sending their donations with the enclosed appeal form to the Treasurer. With the fund now standing at £600 it would be a notable achievement if the Group could increase this to £1,000 in 1972.

NEWS FROM THE LINE

The transfer of the Light Railway Order from B.R. to the N.Y.M.R. operating company is imminent, though a setback was encountered when the transfer had to be re-advertised in the name of the North Yorkshire Moors Historical Railway Trust. The deadline for objections is 1st March; should none be forthcoming it is hoped that the transfer can be implemented fairly quickly. When completed it will authorise the railway to operate regular services conveying members of the public.

In the event of an extended delay in the granting of the transfer order, a series of Gala weekends have been arranged, but it is stressed that only members of the N.E.L.P.G. or N.Y.M.R. can travel on trains, on production of their membership cards. The dates are as follows:-

April 2/3	-	Easter Sunday and Monday
May 28/9	-	Spring Bank Holiday
July 1/2	-	Saturday and Sunday
July 29/30	-	Saturday and Sunday
August 27/8	-	Bank Holiday

The first train will leave Grosmont each day at about 11 a.m.

Should the L.R.O. be granted in the Spring or Summer, the above weekends will still be Gala Weekends, and further services may be added. Timetables and fares would be announced as soon as possible.

In the meantime, work on the line continues unabated, even in the most inclement weather, to prepare the line for re-opening. The Railway Inspector of the Department of the Environment (now incorporating the former Ministry of Transport) recommended certain work to be carried out, and this is now being implemented.

The Motive Power Department (!) have laid a trap point in the old up line, north of the tunnel at Grosmont, to protect the main line crossover. A similar trap is to be put in at the south end of the loop at Goathland, though it is expected that the P.W. Department will do this job! Also at Grosmont a ground frame is to be erected to control the main crossover and this work is in an advanced state.

The long but satisfying job of trimming back the encroaching vegetation between Goathland and Grosmont, begun by two members of the Group nearly two years ago, is now complete. As a result branches will

no longer brush against new paintwork or startled passengers, and now engine crews will have a better view of the track ahead.

Maintenance of the permanent way continues every weekend and volunteers are always welcome, especially if the track, formation, drainage and fencing are to be brought up to, and maintained at, the very highest standard.

No.5 WORKS THE "JAZZ!"

by Jeff Brand

Monday 30th August 1971 saw an unprecedented number of steam workings on the N.Y.M.R. Owing to a diesel railbus failure, a two coach set hauled by No.5 was pressed into service to work the 3.05pm and 4.40pm ex. Grosmont railbus turns as far as Goathland Summit (Eller Beck).

This involved a five minute turn round at Grosmont and a fast time of 10 minutes up to Goathland. To work such a turn with a locomotive of limited coal capacity and 160 lb/in² boiler pressure, demanded quite a degree of finesse on the part of the engine crew, and a well organised body of men to coal the locomotive at Grosmont Station. In all, very reminiscent of N7s working the Liverpool Street "Jazz" service.

On arrival with the train at Grosmont, No.5 ran round in two minutes exactly, leaving three minutes to despatch half a ton of coal into the bunker, which was accomplished with seconds to spare by an admirable performance from the shed cleaning staff.

With a fire which was becoming rather dirty, 150 lb. of steam on the clock, and with the water an inch from the top of the glass, No.5 set off and was coaxed up to Goathland by the effort of the crew. By now, the fire was well burnt through, but thin down the right hand side of the firebox. Half a dozen shovel fulls on that side saw the locomotive to the Summit, and on returning to Goathland, the pricker was used to break up the caking fire and make it ready for the return to Grosmont.

The problem of the next trip was then assessed, and at Esk Valley the fireman's side injector was turned on, but once off the 1 in 49 the water showed its true level. So with both injectors now on, No.5 drew into Grosmont with the water dancing three quarters of the way up the glass.

Some more arduous work with the pricker broke up a large pile of fire sitting against the brick arch and produced a clean fire spread evenly over the firebars. After running round, the boiler was filled to the top of the glass, and with full boiler pressure and a bright fire, Goathland reached on time, where the repaired railbus was able to work the remaining turns.

The whole operation was an excellent effort by the N.Y.M.R. Locomotive Department, and no mean feather in their cap.

THE NORTH SUNDERLAND RAILWAY

The North Sunderland Railway between Chathill and Seahouses, Northumberland, closed on 27th October 1951 after an existence of 53 years. A private line, although in later years managed by the District Goods Superintendent at Newcastle, it was authorised by special Act in 1892 and opened in 1898. The line left the former L.N.E.R. main line between Newcastle and Edinburgh at Chathill, 46 miles north of Newcastle, and proceeded eastwards to the seaside resort and fishing port of Seahouses (population 1,300 in 1946), a distance of 4 miles 6 chains. The track was single throughout laid with 63 lbs. flat-bottomed rails, and there were 24 chains of sidings. There was one intermediate station named North Sunderland which was reached shortly before arrival at Seahouses.

The railway originally possessed two locomotives, a steam 0-6-0 tank engine named "Bamburgh" built by Manning Wardle of Leeds in 1898 and rebuilt in 1920, and a diesel named "Lady Armstrong" built by Armstrong Whitworth in 1933. Both these, however, were withdrawn from service and replaced by an ex. L.N.E.R. Y7 class 0-4-0 tank engine with inside cylinders built at Darlington Works in 1923. This engine, as British Railways No.68089, was in fact the only one light enough to be permitted to work over the line, and this factor taken with the great expense involved in renewing the track to permit any heavier engine running over the line, was one of the principal reasons for the closing of the line, receipts from which could never have provided for its future maintenance and renewal.

The coaching stock consisted of three vehicles, the two six-wheeled being of Great Eastern Railway origin, and the four-wheeler a saloon of North Eastern parentage; these were purchased in 1937. Passenger traffic was often heavy at summer holiday periods, but otherwise extremely light, the main revenue being derived from the carriage of fish traffic.

A visit would reveal that delightful branch line atmosphere that only such lines can breathe. Alas, the changing conditions of half a century caused the line to close. Gone forever is the pleasure to spend twenty minutes jogging along in a Great Eastern six-wheeler over the four mile journey, and the opportunity to purchase both first and second class single journey tickets from Seahouses to North Sunderland at threepence each is now a memory.

MEMBERSHIP RENEWALS

As a result of the last Newsletter over 150 members have so far renewed their membership for 1972, and seven members have taken out life membership. This is an excellent response, particularly in view of the fact that over 90% of members enclosed a stamped, addressed envelope as requested. Accordingly the Secretary expresses his thanks, and apologises for any delay in the return of new membership cards.

Members are reminded that unless their membership is renewed by 29th February, it will be considered lapsed until a subscription is received. To save further postage costs no individual reminders will be sent out, but subscriptions and donations are welcome at any time.

ENGINEMANS' OVERALLS

Authentic B.R. enginemans' overalls (i.e. bib and brace, and serge jacket) are now available at £3.25 per set. As an order is to be submitted in the very near future, prospective purchasers should write immediately, with the necessary remittance, to the Editor, quoting the following measurements in inches:- height, sleeve, chest, waist and leg. Further details can be obtained from the Editor.

ADVERTISING

As mentioned in the Editorial, the cost of this production can and should be met by advertising revenue, so that the Group's funds can continue to be put towards the locomotives. Although only 275 copies of this Newsletter have been produced, members who receive them are widely scattered throughout Britain, though there is a concentration in the North East. Therefore advertisements of a local or specialised nature which would appeal to members are sought.

Space is available on the insides of the front and back covers,
at the following rates:-

Full page - £7 per issue/£40 per year (6 issues)
Half page - £3.50 per issue/ £20 per year
Quarter page - £1.75 per issue/£10 per year
Eighth page - £0.85 per issue/£5 per year

Small ads can also be included at a cost of 2p per word. Display ads should be submitted, in the form of camera ready copy, to the Editor not less than one week prior to publication day.

The continuation of the Newsletter in this form is entirely dependent on the attraction of such advertising, which, if all the available space is covered, will just cover the extra production costs. Sources are being investigated at present, but members may be able to help if they have anything to sell or know any friends or commercial concerns who may wish to advertise. If you can Assist, please contact the Editor.

MEETINGS

Friday 25th February 1972 in Room 36, Central Station, Newcastle-upon-Tyne, at 7.30 p.m.

"Pre-war L.N.E.R. cine films" by Mr. A.G.W. Garraway (General Manager, Festiniog Railway). A rare opportunity to see some unique pre-war cine films of L.N.E.R. steam at work in East Anglia and Lincolnshire. In addition it is hoped to show the new F.R. Colour film 'Festiniog Country'.

Friday 17th March 1972 in the Bridge Hotel, Newcastle-upon-Tyne, at 7.30pm.

"Steam around the World" by Mr. Geoff Todd. We are privileged to secure the services of Mr. Todd who has travelled extensively around the World, and is coming up from London to show a selection of his cine films, which will include coverage of steam in South and Central America, and in various guises in South East Asia.

Friday 14th April 1972 in Room 36, Central Station, Newcastle-upon-Tyne, at 7.30pm.

"Branch lines of Durham City" by Mr. D.R. Williams. A comprehensive account of the railways around Durham from their inception to the present day.

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