

N.E.L.P.G.



newsletter 29

APRIL 1972



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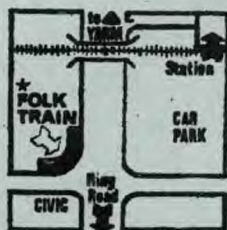
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NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP

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NEWSLETTER NO.29 APRIL 1972

Dear Member,

Whilst 1971 was undoubtedly a milestone in the Group's history, 1972 promises to be no less noteworthy. In successive years we have delivered the Q6 and the P3 to the NYMR and we now have an unparalleled opportunity to achieve a notable hat-trick, since the Group has been offered the K1 No.62005 as an outright gift.

It had always been hoped that the K1 would come to the NYMR, possibly under the auspices of the NELPG, but this generous offer by the 45428 Stanier Class Five Locomotive Society Ltd., has far exceeded our expectations; it is an unconditional offer, though the owners would like the Group to respect their wishes regarding the livery and naming of the locomotive, and its availability to work special trains. This is an unprecedented gesture which can be interpreted as a vote of confidence in the Group, and consolidates our enviable position as one of the richest and most thriving locomotive preservation societies in the country.

Assuming that the members formally accept the engine

at an Extraordinary General Meeting on 19th May, the Group will have acquired an extremely valuable asset. As a relatively modern steam locomotive the K1 is capable of easy maintenance and is eminently suitable for work on the NYMR. Perhaps of paramount importance is that the arrival of the K1, together it is hoped with 5428 'Eric Treacy' in the not too distant future, will mean that the work load can be increasingly shared, thus helping to prolong the life of the Q6 and the P3.

There is every chance that 62005 could be working this year, and with a start on building the shed planned for the Summer, 1972 could truly be an eventful year.

EXTRAORDINARY GENERAL MEETING

In addition to the offer of the K1 a number of issues have arisen which need to be resolved, and for this purpose an Extraordinary General Meeting of the Group has been called for Friday 19th May at 7pm in the Bridge Hotel, Newcastle-upon-Tyne, for which this is the formal notice.

Agenda

1. Apologies for absence
2. Class K1 No.62005
3. Use of monies in the shed fund
4. Locomotive hire agreement
5. Alterations to the constitution

Details of the Agenda, including the K1 offer in full, for the guidance of members, are enclosed with this Newsletter.

In view of the importance of this meeting it is hoped that as many members as possible will be able to attend, but are asked to note that the meeting will commence at 7pm and not 7.30. Voting will be by the display of current membership cards. The E.G.M. will be followed by the advertised entertainment with G.W. Morrison giving a slide and cine film show on British steam in the early 1960s.

THE K1 LOCOMOTIVES
(WITH PARTICULAR REFERENCE TO 62005)

by Mr. F.J. Bellwood

Now that it is virtually certain that 62005 will be accepted by the Group for use on the NYMR some notes on the class and personal reminiscences may be of interest to members.

In May 1949, the Chief Mechanical Engineer of the Eastern and North Eastern Regions of British Railways issued a booklet entitled "Index to Engine Diagram Books - L.N.E.R. Type Engines" which gave principal characteristics and individual numbers of all such locomotives in stock at 31st December 1948. Under Class K1 locomotives 62001 - 62070 were shown as "On order 1948". They were actually built by the North British Locomotive Co., of Glasgow, 61 in 1949 and 9 in 1950, and were put into traffic from May 1949. 62005 was built in June, 1949, and there is a photograph of her when new on p.381 of the book "Locomotives of British Railways" by H.C. Casserly and L.L. Asher, published by Spring Books in 1961.

The Peppercorn locomotives were not the only ones to have been classified K1. In August 1912 Gresley introduced on the G.N.R. the class H2 two-cylinder 2-6-0s with 4'8" diameter boilers which became Class K1 following the 1923 grouping. The class became extinct in July 1937 when locomotive No.4636 was re-built with a 5'6" diameter boiler and re-classified to K2. It is interesting to note that when the Thompson B1s were introduced in December 1942, it was officially announced that they were a utility type, incorporating standard parts, including K2 cylinders, B17 boilers and V2 wheels. As the B1(K2) cylinders were used for the Peppercorn K1s there can be said to be a direct connection between the first and last K1s.

This can also be said of the intermediate Thompson Class K1 which became K1/1 in December 1946, when the

sole locomotive No.61997 was re-classified. The Thompson Class K1 was introduced in December 1945, when the former Class K4 three-cylinder 2-6-0 No.3445 emerged from Doncaster Works rebuilt with two B1(K2) type cylinders. This locomotive was really a tender version of the Thompson L1 2-6-4Ts but retained the Gresley three bar cross heads (L1s and Peppercorn K1s had single bar crossheads).

Although the Thompson and some of the Peppercorn K1s went north to join the remaining K4s working both passenger and goods trains on the West Highland line (in 1958 these were 61997, 62011/2/31/4/52), the Peppercorn K1s were really intended to be used as a modernised J39, and a considerable number were stationed at March. They had the same diameter driving wheels but as outside cylindered 2-6-0s were able to run at higher speeds in reasonable comfort, and required much less maintenance attention, particularly to the motion.

I first became aware of the K1s' capabilities for working passenger trains during the mid-1950s when Locomotive Shed Master at Colchester. As was the case at most Motive Power Depots serving coastal resorts (Colchester had sub-sheds at Clacton-on-sea and Walton-on-the-Naze) we were always short of suitable locomotives for working Summer week-end passenger trains, and it was not unknown for J19s and even WD 2-8-0s to be used on Clacton trains. We had no K1s allocated but March depot worked them into the area on freight trains. Any which came on shed from Thursday night onwards invariably failed with 'defective rocker bars' (fire bars) but always seemed to be 'available after repairs' on Saturday morning in time to cover our extra passenger train commitments. They regularly worked the expresses from Clacton/Walton to Liverpool Street but were generally somewhat rough riding at speeds of 60 m.p.h. plus. As free-steaming and free-running locomotives they were able to keep time. I can recall riding on, driving and firing locomotives 62020, 62036 and 62037 during this period.

It was November 1964 after moving to Middlesbrough before I had another trip on a K1, this being 62003 working the Darlington Breakdown train to Ferryhill to deal with a mishap involving a WD 2-8-0 and some Cov-Hops.

For quite a time, until replaced by D.M.U.s., K1s shedded at Alnmouth worked the Alnwick branch and on 28th April 1966 I had a ride on 62057 working the 09.50 Alnmouth to Alnwick passenger train.

Early in 1966 we had a 'power' crisis in the Blyth area which resulted in an influx of LM 4MT and K1 2-6-0s. One of the latter was 62005 which was transferred from York to North Blyth on 13th March 1966, to assist the ageing and run-down J27s in coping with the depot's mineral traffic.

Although she had partnered "The Great Marquess" on the SLS/MLS Whitby Moors Railtour in March 1965, the year of glory for 62005 was 1967. This year the annual distribution of the Royal Maundy Money by Her Majesty the Queen took place in Durham Cathedral, prior to which the Royal Train was stabled overnight on the Ponteland branch. Steam heating was required for the train which, with a diesel locomotive, necessitated the running of the diesel engine and a possible noise problem. It was therefore decided to replace the incoming diesel at Newcastle Central by a steam locomotive which would haul the train to its stabling point and then continue to provide heating. Some doubts were expressed as to whether a K1 could haul the heavy Royal Train up Jesmond bank and round West Gosforth curve, so on 21st March 1967 a trial train of empty coaching stock of equivalent weight was run over the route, hauled by 62005. As I had not previously been along the whole length of the branch the trial was extended through to Ponteland. No difficulties were experienced, so all was set for 'our' K1 to become a Royal engine (for the second time apparently, having been involved in a similar working in May 1960 onto the North Yorkshire and Cleveland line at Picton).

When arrangements were being made for the S.L.S. Three Dales Tour on 20th May 1967, the natural choice of locomotive was 62005. This 195 mile tour, with a six coach train, started at Stockton-on-Tees and ran to Redmire, Catterick Camp, Richmond, Westgate and back to Middlesbrough. A full description of the tour, 'bonus' run back to Newcastle and the fine photograph by Maurice Burns, are included in the S.L.S. Journal for August 1967. I had joined 62005 at Hartlepool leaving with the empty stock at 09.38, and on arrival back at Newcastle had spent some $11\frac{1}{2}$ hours and covered 254 miles on the footplate. This must be something of a record for a single day's K1 riding and I had the bruises to prove it for some weeks afterwards. Although officially allocated to Tyne Dock from 28th May 1967, 62005 moved to Thornaby in August, and my last footplate ride on her was on 17th August 1967 when she worked the 14.10 Tees Yard to York freight train.

62005 was back in the Newcastle Division however, to take over the working of train 1F73 08.10 Kings Cross to Newcastle private excursion on 9th September 1967, from 7029 'Clun Castle' at Gateshead West. Gauging trials held during August had proved conclusively that the 'Castle' was out of gauge for the Newcastle Central station platform lines, so 62005 replaced 7029 at signal N.248 and took the ten coach train into Central station and then down to Heaton Carriage Sidings. The following day she was transferred to Holbeck (Leeds), but was back at Thornaby before the end of the year.

On Boxing Day 1967 she was hauled by diesel shunter D3143 to North Tees Sidings and spent the early part of 1968 as a stationary boiler supplying steam to the Phillips Oil Refinery. The locomotive was manned by Hartlepool firemen who did not particularly relish the job after having become accustomed to riding on Class 37 diesel locomotives. As the locomotive was not standing on a pit, some difficulty was experienced in disposing of the firebox ash, resulting in burnt rocker bars and some distortion of the ash pan. On completion of these duties 62005 was towed back to Leeds Neville Hill shed, where she has been stored ever since.

REPAIR HISTORY

LEADING DIMENSIONS

Length over buffers: 59'10"

Empty weight: engine 61t.12c., tender 25t.7c.

Max. weight in wkg. order: engine 66t.0c., tender 52t.0c.

Maximum axleload: 19t.4c.

Tractive effort at 85% boiler pressure: 32,081 lbs.

Boiler: Diagram No.116

Boiler pressure: 225 lbs. per sq.in.

Tubes: small, 141 No. 2" o.dia.

superheater flue, 24 No. 5 $\frac{1}{4}$ " o.dia.

Grate area: 27.9 sq.ft.

Cylinders (2): diameter and stroke, 20"x 26"

Motion: Walschaerts, piston valves

Wheels: pony, 3'2" dia.
driving, 5'2" dia.
tender, 3'9" dia.
Brake: steam brake and vacuum ejector
Coal capacity: 7½ tons
Water capacity: 4,200 gallons
B.R. Power Class: 6MT
Route availability code: R.A.6
B.R. Load Group: 5 passenger, 6 freight

—oOo—

LOCOMOTIVE REPORTS

No.2392

2392 has been the victim of recent vandalism, glass bottles having been thrown at the boiler and tender. Fortunately damage was relatively slight, but this senseless act serves to highlight the need for secure covered accommodation.

On the mechanical side a new joint has been fitted to the steam dome in order to cure a leak, so that the engine was ready to work a special train for the LNER Society on 18th March. Loaded to four coaches, 2392 made two uneventful trips up the line, and is now ready to work trains at Easter.

No.5

The inside of the cab has now been completely repainted and varnished. It is hoped to give the engine an overall coat of paint in the Spring, though a thorough repaint will not be possible until the shed is completed. A successful steam test was held on Sunday 19th March, to check the repairs that have been carried out, and No.5 is now available to work trains along with the P3.

No.29

Painting continues whenever the weather permits and the fireman's side bunker and tank are nearing completion. Chipping of wheels and frames on the driver's side

has commenced. New lamp irons have been fitted to the top of the bunkers on 5 and 29 where none previously existed.

LOCO SHED REPORT

Negotiations still continue into the ways of financing the construction of the shed. In view of the relatively large sum involved, investigation and discussion is inevitably rather protracted, but it is hoped that our patience and perseverance will be fully rewarded.

Insofar as the Group's finances are concerned it is suggested that the Appeal Fund monies be used to equip the shed, since the provision of additional machinery, electrical equipment, plant, lighting and heating, are equally important as the basic structure itself, and their provision should be more within our financial capabilities. As ever, the more money we can accumulate, the better the facilities for engines and members alike. A decision on the way the Fund is to be spent will be made at the E.G.M.

At Grosmont, the last two weeks of March proved to be most productive; the long awaited crossing timbers from Hull were unloaded on 19th March, while the shed site has been transformed from an overgrown wilderness to a level area ready for tracklaying. This is to commence at Easter and therefore as many volunteers as possible are needed to assist with the moving and laying of rails, sleepers and chairs. Volunteers should report to the site.

NEWS FROM THE LINE

A new railmotor has recently arrived which has been thoroughly overhauled by an engineer from Easingwold. He is at present working on three other railmotors at his home, including the one damaged last year.

At Goathland general tidying up is taking place; the tank house has been cleared out in preparation for it's use as a workshop for the Building Section. The

P.W. stores have been moved to one of the smaller huts.

Work will soon commence on re-~~checking~~ Water Ark (Scales) bridge. This will entail removal of the remaining way-beams, and a wooden deck laid to cover the whole of the disused half of the bridge.

At Grosmont re-decoration and re-organisation of the offices is almost complete. Proper sales areas have been provided and NELPG Sales will be in attendance at the Easter and subsequent 'Steam Galas'. A sink unit and electric water heater have been installed in the small side office, to enable the regular serving of refreshments at Grosmont. The car park at the rear of the station buildings has been extended by levelling the northern part of the site.

The training of staff is now well under way; the Motive Power Department hold mutual improvement classes twice a month and details appear on the Department notice board at Grosmont. At Goathland, Mr. Alan Richards has organised classes for staff in rules and regulations, signalling and block working, while Mr. Roy Bell invites anyone interested in training as Guards to contact him at this address:-

Mr. R. Bell,
32, Hallstile Bank,
Hexham,
Northumberland.

The NYMR Rule Book, based on the Military Rule Book, is to be sent to the Department of the Environment for approval. When this is forthcoming, pocket size editions of the new Rule Book will be printed and issued to all operating staff. Work is also proceeding on the preparation of a General Appendix for the line, containing specific instructions for the working of the line, and other essential data.

Volunteers are required in most departments, and by reporting to either Grosmont or Goathland at a reasonably early hour at weekends, they will find plenty to do.

N.E.L.P.G. SALES

The 1972 editions of the 'Steam in Europe' booklets are now in the advanced stages of preparation, and full details appear on the inside of the back cover. This year the booklets represent even better value, despite the inevitable decline in steam operations. In a new compact size, 1971 editions have been combined and updated, and include more illustrations, so order now to avoid disappointment!

Other new items include NELPG Felt Tip Pens, in blue, black, green and red, at 6p each, and a 1972 edition of 'Standard Gauge Standard', which includes three pages on the NYMR and a colour plate of the P3 and the Q6, at 5p each. (Please add 5p for postage and packing).

Helpers are wanted on the new sales counter at Grosmont during this year's 'Steam Galas'. If any members would like to help the Group without getting dirty inside an engine and could afford an hour or two behind the counter, could they please present themselves at the Grosmont shop, or preferably write to the Sales Secretary at this address:-

Mr. P.J. Woodhouse,
12, Whitton Place,
Seaton Delaval,
Northumberland.

Don't forget, SALES RESTORE STEAM !

---ooOoc---

On 19th May the Secretary has been invited to talk to the Bristol Area Group of the Dean Forest Railway Preservation Society, on the aims and achievements of the N.E.L.P.G.

The venue has yet to be arranged, but members in the area are invited to attend and see at first hand this pictorial history of the Group.

---ooOoc---

A FIREMAN'S LIFE ON THE NORTH YORKSHIRE MOORS

by "60137"

Of all jobs concerned with the running of a steam operated railway, there is perhaps none that gives more satisfaction and reward for a job well done than that of the engine crew. Hard and dirty though it often is, sometimes bad, sometimes good, there is real enjoyment in getting that little bit extra out of the 'old girl', or finding she responds to your actions exactly the way you anticipate.

There's the time we stuck near Beckhole when the steam reverser on the Q6 flew into back gear. After a bit of deliberation, a tap with the coal hammer on the flat valve does the trick, and we're ready for the off again.

Last July we had one of those long weekends. Two of the cleaner lads spent the week before down on the line and volunteered to put some coal on the Q6. It's enough to shatter any reasonable man when they inform you that they've got about six tons into the tender mainly with the aid of a dustbin!

Come Friday morning the sun is shining out of an azure sky, sending sunbeams dancing accross the waters of the Murk Esk. No.5 stands simering by the bridge as we make her ready for the Lord Mayor of York's special train. Well, off we went to Levisham, the engine steaming well, so our driver opened her out a bit to make up for the time we lost standing at Goathland.

It's a long drag back from Levisham to Goathland Summit with any kind of train, and with the LMS ejector you lose your vacuum if you drop the pressure below about 130 lbs. What a scene of sylvan beauty we make as we wend our way through Newtondale, with belows of steam curling down the train and drifting away to the cavernous depths of cliffs afforested with tall and tranquil pines. "There's an easy bit just around the corner", says the driver. And

he was right.

By Monday we had some new coal, not the normal Rossington, and what coal it was! Our fireman had some trouble with it the day before; it was fairly soft stuff and tended to 'run' to the bars, making a lot of clinker, but not much steam. The highlight came when we put No.5 'to bed' that night. After much poking and proding, the last of the fire was thrown out leaving the end of the pricker bent double and the 'paddle' a red hot mass of twisted metal. Next time they were needed they had to be heated in the firebox of the Q6 and straightened by the judicious application of a quarter hammer.

Winter, of course, brings it's problems. With six inches of snow on the ground Grosmont 'shed' is not the warmest place in the world. In the early hours of a November morning both the P3 and the Q6 are in steam, and about six o'clock there's enough steam to test the injectors. The bitter weather had done its worst and we find the water valves and feed pipes from the tender frozen solid. So off to the workshop we go and drag out the steam lance, which one of the lads connects up to the P3's steam heating and begins the thawing out process. The Q6 is a much easier proposition. All you have to do here is to turn on the ejector steam supply, open up the large and small ejectors, and sit back with your feet up while steam blowing into the tender tank heats the water.

Life is not all locomotives however. We have those little odd jobs the Civil Engineering Department give us such as manufacturing a cattle grid for Beckhole bridge. Then there's that signal we erected for the S.& T. Occasionally we have to turn shepherd and help round up the sheep that sometimes stray onto the line.

But after a hard day's running at a week-end, it's time to relax and enjoy a quite evening. Sometimes, by kind permission, we participate in a spot of light entertainment; maybe a specially arranged film show or on another occasion a social evening.

The audience assembles and in between sandwiches and rounds of liquid refreshments, listens to the dulcet tones of guitar, harmonica and piano as the musicians accompany lusty renderings of such notable Tyneside songs as "Blaydon Races", "The Iambton Worm", and "Wor Geordie's Lost His Penker". After pausing for a raffle, the minstrels continue to regail us with numerous well known folk songs, many of which are of railway interest, until at last the night draws to a close.

We bid farewell and journey homeward at peace with the world, each appreciating the simple pleasures gained from that form of expression so akin to the ring of the shovel and the rhythm of the rail.

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BOILER WASHOUTS: THE WHY AND WHEREFORE

How many members know how the steam locomotive boiler is maintained so that it produces the maximum of steam for the minimum of coal burnt and remain safe and efficient ?

We all know that kettles (and what is a kettle but a boiler) take impurities out of water. These impurities remain in the kettle in the form of 'furr' or, as the Motive Power Department call it, 'scale'. This scale, if allowed to accumulate, would seriously impair the efficiency of the boiler, as also would the waste matter which follows the burning of coal.

At specified intervals every locomotive is taken to the shed and gradually cooled down. Boilerwashers then direct high pressure jets of water to all the internal parts of the boiler; at the same time steel rods are pushed to and fro to disturb the scale. The boilersmith examines all parts and tests the stays and rivets, etc., by means of light hammer blows.

He supervises the replacement of all plugs and doors which have been removed. The boiler is then filled and after the tube brusher has cleaned out all the tubes by the means of a steel rod with a tow brush on the end of it, the fire is rekindled and steam gradually raised. Finally the boiler examiner fills in a certificate that the boiler is in a safe and efficient condition.

--ooOoo--

LOCOMOTIVEMAN'S SOLILOQUY

When all day long you're shovelling rock,
Or taking up that big end knock,
The sweat is running from your brow,
And you can't possibly see how,
We'll ever keep them still in steam,
It seems beyond your wildest dream;
Be mindful of these blissful thoughts;
Of the friendship that supports
Us while we toil beneath the sun,
Upon this iron road aligned
Where grass is green and rivers wind
Between the valley and the hills;
And that strange spirit that still wills
Us on, and on, and on.

"Redgauntlet"
6th March 1972

--ooOoo--

FORTHCOMING EVENTS

Easter Sunday 2nd April and Monday 3rd April 1972.

Between Grosmont and Goathland, members trains leaving Grosmont behind the P3 or No.5. at these times:-

11.15, 12.50, 2.25, 4.00 and 5.35.6

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 film account of the railways around Durham from their inception to the present day.

Friday 19th May 1972 in the Bridge Hotel, Newcastle-upon-Tyne, at 7pm. (N.B. Please note the earlier start).

Extraordinary General Meeting, followed at 8pm by, "British steam in the early 1960s" by Mr. G.W. Morrison. A nostalgic review of main and branch line steam in the form of slides and cine film, by one of Britain's most travelled and respected railway photographers.

Sunday 28th May and Monday 29th May 1972.

Whitsun 'Steam Gala' on the NYMR. Trains as at Easter.

Friday 16th June 1972 in Room 36, Central Station, Newcastle-upon-Tyne, at 7.30pm.

"The first and last of steam" by Mr. Les Charlton. An illustrated industrial review of the North East.

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COVER PHOTOGRAPHS:-

FRONT/62005 climbs out of Stanhope in Teardale, with the SLS Three Dales Tour on 20.5.67 (Maurice Burns).

BACK/62005 when new (C. Lawson-Kerr).

INSIDE FRONT/61049 leaves Whitby for Malton and York (courtesy of 'Folk Train').

INSIDE BACK/62005 at North Blyth shed on 14th May 1966 (John Hunt).



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N.E.L.P.G.

SALES

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1972 Booklets now available

NORTHERN STEAM

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