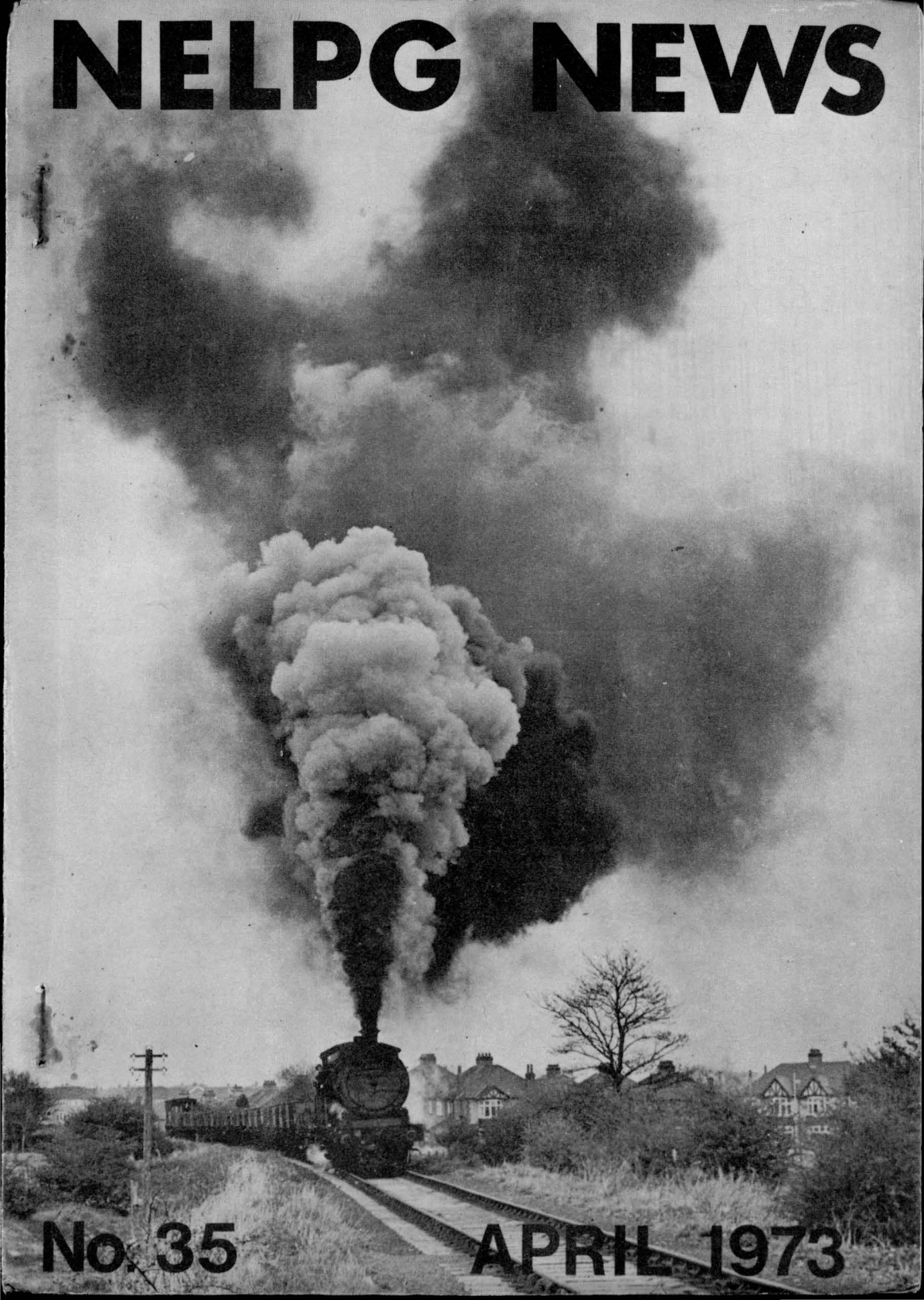
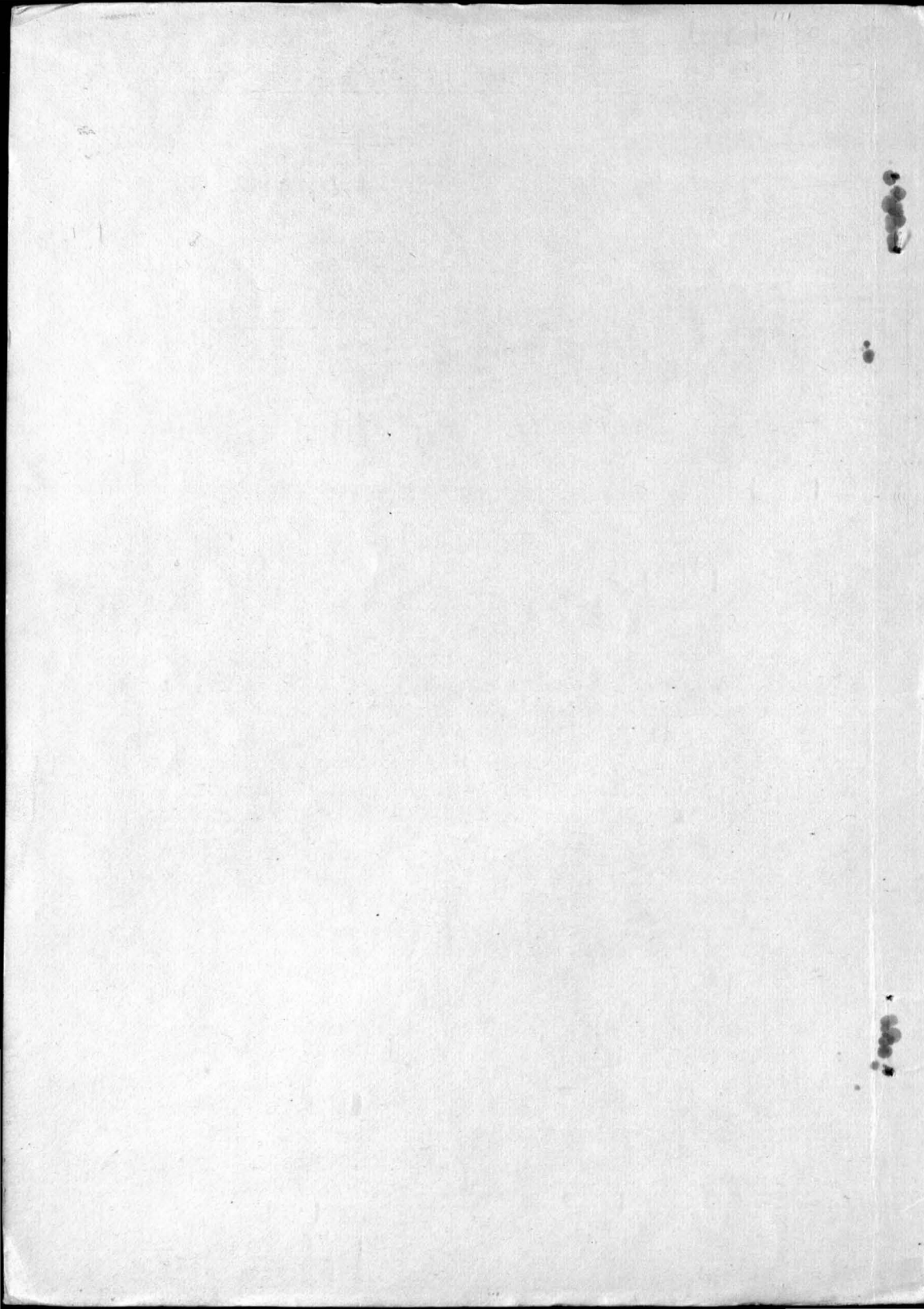


NELPG NEWS



No. 35

APRIL 1973



NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP

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NEWSLETTER No. 35 APRIL 1973

Dear Member,

Within a few days of the publication of this Newsletter, on Easter Sunday to be precise, public services will begin operating on the NYMR. It is unlikely that those present when the preservation society was founded in 1967 had any idea of the vast amount of hard work that would have to be put in before reopening could come. Whether they would have started the project had they realised is a moot point, but they did and now is the time to congratulate all those on the NYMR who have worked so hard to resurrect the line over the past six years. It is up to us all to do our best to publicise the line by spreading the word and persuading people to pay it a visit. In this way we can all pay a part in ensuring a healthy future for the NYMR.

A reminder of the amount of work involved in reopening a railway was given by Mr R.S. Greenwood of the Keighley and Worth Valley Railway at our March meeting when he spoke and showed films on the redevelopment of that line. One point which became clear, was that regardless of the effort that preceded the reopening, the problems really start on opening day, when the need to keep the trains moving regardless of all else, rapidly assumes paramount

importance. Reassurance in some measure to those of us who have worried about the size of the loco stock of the NYMR was forthcoming when it was revealed that for a large part of its first season of operations, the Keighley had but two operational locomotives.

In this connection, it is good to see that moves are now afoot to supplement the loco-stock of the NYMR, and it seems likely that further tender engines and the 2-6-4T will follow the NCB tank engines to the line. The snag, of course, is that each time another item of rolling stock arrives on the line, the amount of voluntary labour required to look after the stock increases. Although we like to regard NELPG as independent of the NYMR and the other loco owning societies, it is a fact that most of the work on the various engines is done by the same dedicated band of volunteers. The only consequence of an increased work load as the line starts full time operations is likely to be that work slows on lower priority jobs such as the K1 and Q6.

The only answer to this problem must be an increase in the number of helpers. There is no doubt that the workload falling on a very few individual members of the Group has grown to such an extent that loss of their services for any reason would be a severe blow, not only for the Group, but also for the NYMR. This situation does not apply only to the 'dirty hands' section. Over the past year or so, the sales committee has been severely depleted as a result of marriages, moves and increased work responsibilities, with the result that the Group is no longer able to rely on what has in the past been its major source of income. What is needed is a group able to bring new ideas and to apply the same enthusiasm to the job as has been the case in the past. In both sections of the Group, the experience is there to guide new helpers, who it is nevertheless hoped will bring their own ideas. Now that the NYMR is starting operations and our locos are beginning to work for a living, the need for reinforcements in the Group's activities becomes more clear. It is up to all of us to help NELPG remain in the forefront of railway preservation.

Finally, we are sure we speak for all members, when we wish the NYMR every success in its new role as an operating railway. The future for the railway promises to be most exciting.

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ANNUAL GENERAL MEETING

A final reminder that the sixth Annual General Meeting of the Group will take place on Friday 27th April at 7.30pm in Room 36 at Newcastle Central Station. Included with this Newsletter are copies of the minutes of the last A.G.M., the balance sheet and the various officer's reports. It will save a lot of time if you read these first and bring them to the meeting for discussion. It should be remembered that this is the first A.G.M. for some 18 months, because of the rearrangement of the Group's year, and that this anomaly is reflected in the accounts etc.

On Saturday 28th April, the day following the AGM and the first Saturday of operations on the NYMR, a special train will run on the line for the benefit of members. A number of specials will also be running for the Gresley Society on this occasion, and so it looks as if the basic timetable is going to be considerably augmented. Final arrangements for the special train have still not been decided by the NYMR. It is expected however, that a steam train will run from Grosmont to Goathland and we hope to be able to provide a railcar trip to Pickering and back following this. If not before, full details will be available at the AGM, or if you are unable to attend, contact the Secretary for information.

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THE LAKESIDE AND HAVERTHWAITE RAILWAY is another line opening for public travel this spring. Public services begin on Saturday May 5th. Trains run in connection with the BR boats on Lake Windermere and this makes a trip from the North East an interesting day out. The line's summer timetable is included with this Newsletter.

LOCOMOTIVE MAINTENANCE SHED

As a quick glance at the photograph on the back cover of this Newsletter will show, the beginnings of a quite substantial maintenance shed now exist at Grosmont. Since the last Newsletter work has continued on the shed, although in the last few weeks there has been some slackening in the pace due to a lack of volunteers and a pre-occupation of the available staff with events in South Wales scrapyards. However, more cladding has been applied to the exterior of the building and the first deliveries of the 60,000 bricks required for the lower walls, workshops and front facade have now been delivered. Anyone with a do-it-yourself turn of mind who fancies spending his hard-earned Easter Holiday (or any other time!) helping out by laying bricks etc. etc. will be more than welcome. The oil interceptor is now complete and it is therefore possible to carry out messy maintenance work without worrying that oil and dirty water might pollute the river. No. 1 road, until recently the loco siding over the pit, has been extended to the back of the new shed, and the next important piece of work is to lay in No. 2 road. Materials are available, and the formation has been prepared for the turnout, but the laying of track will have to wait until volunteers are available. It is hoped, however, that this work will be finished before Easter, as the need for storage space for new rolling stock increases daily. As materials become available, the shed headshunt will also be extended.

A detailed agreement between the Group and the NYMR regarding financing and management arrangements for the maintenance shed should be finalised in the near future, and more information on this subject will be available soon.

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LOCOMOTIVE NEWS

Work on the K1 has slowed down recently for a number of reasons. The engine is still in the repair shed at Thornaby awaiting repairs to the axloboxes, and although the completely covered accomodation is better for painting than the partly exposed roundhouse, there are limits to the amount of this work that can be done at the moment. However, both loco and tender frames have now been finished in black gloss. The tube plates have been prepared for the new tubes and retubing now awaits a final boiler inspection.

No. 5 has the honour of being the first loco to be worked on in the new maintenance shed. A number of rivets around the firebox throatplate are having to be replaced before the engine can be expected to pass a hydraulic test, and this work is now being carried out. Unfortunately, progress is being held up by difficulties in obtaining supplies of the correct size of rivet but work should be completed soon. At the same time, now that the engine is under cover, progress is being made with the repainting and at the moment it is awaiting the application of the top coat of black paint.

The repairs required to No. 29 have now been carried out. A number of washout plugs were weeping badly and these have now been tapped out and the plugs replaced. The engine is now awaiting a hydraulic test before re-entering service.

Little progress has been made on the Q6 of late, the superheater elements have now been removed, but no more work has been done. As soon as the second road has been laid into the shed, the Q6 will be moved there and work can continue in earnest.

The P3 has not required anything but routine maintenance of late. It was to have been steamed on Friday 13th April to test the bridges at the Pickering end of the line (see 'News from the Line'). Let us hope that the date

isn't ill chosen! At the same time, the P3 will be used to move the two newly arrived Coal Board tank engines, although whether they will be moved to the north end of the line or left at Pickering is as yet, uncertain.

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SALES REPORT

The Sales Secretary, Pete Woodhouse, has announced that for personal reasons he will be unable to continue as Outdoor Sales Officer for the Group, although he will be able to continue as Postal Sales Officer if necessary. Pete has been deeply involved with sales since the Group's inception, and feels that someone with a fresh approach and more time to devote to the task could raise more money than he is now able to. The job involves taking responsibility for organising the Group's sales up and down the Country at as many as possible events such as British Rail open days, model exhibitions and traction engine rallies, and of course on the NYMR. It is one of those jobs in which the return in satisfaction to the individual concerned (and in cash to the Group) is proportional to the amount of time and effort that he can put in. In the past, the Group has mounted sales stalls at events all over the country, often with the help of a network of local members. It would be a great boost to the Group if these days could return; anyone who is interested in this job should contact the Secretary as soon as possible.

Apart from this, more volunteers are required to man the sales stall at Grosmont at weekends after the opening of the NYMR. If possible, we should have a stall open every weekend after the opening of the line. If you can help, even if only for one weekend, please ring Pete Woodhouse at Seaton Delaval 487223.

Solid brass replica cabside plates from P3 No. 2392 can be ordered from the Sales Secretary, price £15, cash with order. Delivery takes about four weeks. The plates are full size (about 24" x 14") and bear the

wording, 'NORTH EASTERN RAILWAY 2392 DARLINGTON WORKS 1923'. These plates make a most impressive wall display and considering the cost of the brass used, are very reasonably priced. Order yours now, before NELPG lose sole selling rights.

Amendments bringing 1972 editions of Northern Steam, French & Iberian Steam, Austrian & Italian Steam up to date are now available. For the amendment sheets only send one 3p stamp per amendment sheet required together with an sae. Booklet and amendment together are available at 35p each post free. ... completely new edition of West German Steam is being prepared and should be available at the end of April, price 50p.

Also available are new supplies of felt tip pens at 6p each. Colours are black, blue, red and green. Enamel badges of 2392, 62005, 29 and the initials 'NELPG' will be available soon, more details in the next Newsletter.

All sales items are available from P.J. Woodhouse, 12 Whitton Place, Seaton Delaval, Northumberland, NE25 0BJ.

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GROUP PHOTOGRAPH COLLECTION

Trevor Ermel of 9 Pinewood Gardens, Gateshead, has taken charge of the Group's collection of black and white photographs. Any member who has photographs of our three locomotives or of the Lambton tanks which he would like to donate to the collection should send copies to Trevor.

We are especially short of photographs taken during BR days (and before) and also taken during restoration, before delivery to the NYMR. Photos, preferably from postcard up to plate size, will be gratefully received and credited in the collection. Please help us to make the story of our locomotives as comprehensive as possible.

2-6-4T FUND

Great strides forward have been made by the 2-6-4T fund since our last report. Over £3,000 has so far been raised out of the minimum of £4,000 which will be required simply to buy the locomotive, more will of course be needed to transport and restore it. However, a large proportion of the money so far raised is in loans, and with the price of locos from Barry about to rocket, as a result of VAT, the abolition of the long established price control on steel scrap and the recent rise in the cost of copper, donations are still urgently required. These should be sent to J.M. Richardson, c/o Midland Bank, 7 Prospect Crescent, Harrogate, Yorks. It is hoped that the full purchase price can be raised by the end of April.

Two inspection visits have been made to Barry; the first enabled a short list to be drawn up of locomotives in relatively good mechanical order. The second expedition included Mr Albert Barrass, formerly a Foreman Boilersmith with BR at Darlington Works. He inspected the boilers of the short-listed locos and after careful consideration 80135 was judged to be in the best overall condition. (At the same time, a check was made of various other locos in the yard; in particular it was found that the B1 No. 61264 was beyond repair.)

Since the selection of No. 80135, a 14 strong party has visited Barry and much time was spent tidying up the engine, checking for missing parts and searching the yard for items required to repair the loco. It is amazing what can be found there, lying in the four-foot or rusting in the vegetation which is slowly deepening around the locos. More visits are to be made in the immediate future to work on the loco and to retrieve spares. The job is frustrated to some extent by constant vandalism, not least by members of other groups intent on collecting necessary spare parts for their own preservation schemes.

It is to be hoped that the outstanding money can be raised quickly, so that the loco can be moved to the safety of the NYMR, allowing restoration to commence.

'S & D 150'

It is almost 150 years since the opening of the world's first public, steam operated railway from Stockton to the West Durham Coalfield via Darlington and Shildon. This event took place on September 27th 1825, and to mark this historic occasion, an important series of celebrations is being planned for 1975. These celebrations and the resulting worldwide publicity will undoubtedly create the greatest railway event for many years which will benefit railway preservation in general but in particular, the local societies like the NYMR and the NELPG.

To co-ordinate activities, a Stockton and Darlington Railway 150th Anniversary Joint Committee has been formed, its representatives coming from Local Authorities British Rail, National Transport Museum, National Coal Board, Northern Arts, the Northumbria and Yorkshire Tourist Boards together with local railway and preservation societies. Under this committee are four sub-committees dealing with events, finance, publicity and research and preservation. The NELPG is represented on the Joint Committee and the Events Sub-committee.

With still $2\frac{1}{2}$ years before the Anniversary, it may seem a little premature to be giving any details of the events that are being planned, but with monthly meetings having already taken place in Stockton, Darlington, Shildon, Bishop Auckland and Durham for about two years, your footsore representative feels that NELPG members deserve some insight into these important preparations.

It is proposed to have a series of events lasting six months and ending on September 27th 1975, with all the events taking place in various parts of the North East, and it therefore promises to be a bonanza time for local NELPG members.

The events will include exhibitions of photography, art, model railways, posters and books; competitions for school children and there will be unlimited opportunities for our artists, musicians and singers(?) in the

railway inn-sign and folk song competitions. Historians are catered for in the Industrial Archaeological trail over the original S&DR route, and there will also be a booklet published on the Stockton and Darlington Railway as it can be seen from the train today.

There will even be activities for the long suffering wives -although what these will be has not quite been decided. One scheme suggested is that they could all be whisked off to Blackpool to see the illuminations, but perhaps these would not be appreciated -they too are having a railway theme!

These events will be followed in early September by a 7-day Grand Locomotive and Rolling Stock Exhibition together, it is hoped, with a locomotive procession similar to the one held at the 100th Anniversary in 1925, the film of which, many members will have seen. Finally, on September 27th 1975, subject to the approval of British Rail, a train will run over the existing S&D route between Shildon and Stockton, hauled, we hope, by a vintage North Eastern Railway locomotive, need we say more!

Although the list of events is very comprehensive, should anyone have any further ideas, please do not hesitate to write to your representative, Maurice Burns, whose address is, 13 Blackfriars, Yarm on Tees, N. Yorks.

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THE ALSTON BRANCH

One evening in mid-March, two Tyneside members ventured off into the hills of Northumberland to attend a meeting which had been called in Haltwhistle to discuss the action to be taken following the announcement of the forthcoming closure of the Alston branch. Some time was spent touring the dark streets of Haltwhistle seeking the meeting's venue which turned out to be the lounge of the Railway Inn, thus making it possible to down a pint of S&N's excellent brew in order to recover from the rigours of negotiating all these humps on the

Military Road at incredibly high speed.

A collection of about thirty people were present when the meeting opened just before 8pm. They were almost all local residents and included retired railwaymen as well as members of the landed gentry. NEEPG member John Parker, that avid collector of railwayana and well known Haltwhistle resident, chaired the proceedings.

On the assumption that a society would be formed, it was decided to begin by choosing a name, and a lively discussion followed. It was amazing how many suggestions were put forward before it was decided to join the ever growing ranks of preservation societies named after their railway's native valley, and thus the 'South Tynedale Railway Preservation Society' was formed.

A discussion followed on the aims of the society. As many members will know, Northumberland County Council is investigating the possibility of buying the line when it is abandoned by BR in 1975, and it was suggested that the society should endeavour to become a supporting organisation for this project. What the society would do if the County Council decided against buying the line was not decided, although the general feeling seemed to be that the task of buying and operating the line would be too great for a society such as this. Inevitably, the subject of Lambley Viaduct and its structural soundness was soon raised. Various opinions were expressed;- it was shifting badly- -repairs had been carried out ten years ago which had stopped the movement- -movement had only taken place in the smaller side spans- -but it was agreed that maintenance of this and the many other bridges and viaducts on the line would be a difficult task for a voluntary society to undertake on its own.

It was decided that it would be reasonable for the society to aim to operate a weekend steam service on the branch, as an adjunct to the daily railcar service which would presumably be operated should the County Council take over the line. It was stated that there should be no problem finding passengers for the line, as the area

was expanding as a tourist centre, and already 150,000 people were visiting the Roman wall forts at Housesteads and Chesters each year.

The discussion turned to the provision of locomotives. Some present were surprised to learn that BR did not still have steam locomotives available for disposal. One knew of an O-4-OST which he thought might be suitable for hauling the trains. A third put forward the view that all engines working the line should be of NER origin. However, the cold reality of the preservation scene was rapidly brought home to those present by the Tyneside pessimists and the question was temporarily shelved.

After this discussion, it was resolved that a society be formed and an ad-hoc committee was formed with John Parker as chairman, to draw up a constitution. This having been done, the meeting was closed and the opportunity was taken to sup some more of the Railway Inn's ale before the long trip home.

More support is urgently needed for this infant society which could have a bright future in partnership with Northumberland County Council. All those interested should contact John Parker at 14 Westgate, Haltwhistle, Northumberland.

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NEWS FROM THE LINE

The NYMR will open for public traffic on Easter Sunday, 22nd April. Steam services will run between Grosmont and Goathland with diesel operations in addition over the whole route. The exact nature of services can be found from the timetable, which is enclosed with this newsletter. Basically, a mixed service of steam and diesel trains will run at weekends and on holiday Mondays, and in addition, a steam service between Grosmont and Goathland will run on various weekdays according to the time of year.

The ceremonial opening of the line, which will be carried out by HRH The Duchess of Kent, will take place on Tuesday 1st May. Arrangements for this have now been finalised and will take the form of a dinner in Whitby followed by a steam-hauled trip to Pickering.

The official proceedings will begin at 12 noon, when the Duchess will unveil a commemorative plaque at the Angel Hotel at Whitby (the site of the inaugural meeting of the original Whitby and Pickering Railway Company). Luncheon will follow at the Royal Hotel and after this, the party will leave for Whitby Station (The Duchess by horse-drawn coach). A train double-headed by two of Nos. 5, 29 and 2392 will then take the party to Grosmont where another plaque will be unveiled. At 3.30pm, the train will leave Grosmont for Pickering where a third plaque will be unveiled at the Black Swan Hotel where the 1836 opening ceremony took place.

Contingency plans have been prepared in case a one-day rail strike takes place as part of the TUC's day of protest (in which case, coaches will run from Whitby to connect with the train which will start from Grosmont) and also in case work on the bridges between Levisham and Pickering is not completed. If the latter occurs, passengers will transfer to diesel multiple unit for the rest of the journey from Levisham.

MEMBERS FARES

Details of the concessionary fares which will be available to the members of the NYMR and associated societies such as NELPG have been published and are as follows:-

SINGLE		Grosmont		
	Goathland	10	Goathland	
	Levisham	20	15	Levisham
	Pickering	30	20	10
RETURN		Grosmont		
	Goathland	20	Goathland	
	Levisham	40	30	Levisham
	Pickering	60	40	20

STAFF

More full time staff have been appointed as the opening of the line draws near. Ron Carr has taken up his position as Operating Manager, Rodney Smith is to become Signaller at Goathland with a wide range of extra duties during non-operating hours. Jeff Brard is the line's first fireman, and in the same way will work as a fitter when the line is not operating. Finally, Ken Saunders has been appointed as driver. It is expected that more staff will be appointed soon.

CIVIL ENGINEERING

In preparation for the opening of the line, there have been two main fields of activity recently. The crossover at the north end of Goathland Station is now nearing completion. This crossover will allow both Goathland platforms to be in use at once and trains will now be able to pass within the station, rather than in the loop to the south of the station as at present. Most of the work involved in track installation has now been completed, and only sections of signalling equipment now remain to be finished off. The signalling of Goathland Station is now almost complete, the most recent addition being a ground disc and trap-points at the exit from the up sidings.

The second major task undertaken recently has been the renovation of a number of bridges in the southern part of the line. Because of the skilled nature of the work involved and the haste required for the completion of the work, a BR bridge gang has been hired to undertake the job. On four days in mid-March, work was carried out on Bridges 7, 10, 14, 15 and 17 and the gang were due to return to the line to carry out more operations in April. The work involved included such jobs as replacing waybeams and repair of bridge decking. After completion of this work an inspection was due to be carried out by the BR Divisional Civil Engineer, the P3 being used for testing purposes.

Other signalling work carried out recently has included

ROLLING STOCK

More new passenger carrying vehicles have been acquired by the NYMR recently. Perhaps the most important is a brake second open which was urgently required to alleviate the shortage of passenger brakes. Up until now, if two steam passenger trains were running, a goods brake van would have to have been utilised. A second LNER style BR standard goods brake has been bought which is fitted with vacuum brake equipment and this will be available for passenger trains in emergencies. Another SO has also been bought from the dump at Connington. Work is now being carried out to make this vehicle and the TSQ, until recently at Heaton, available for passenger service.

Other recent acquisitions have been no less than three buffet cars. These vehicles are from withdrawn Edinburgh-Glasgow multiple units and should prove very useful. They can be used in trains, or as static refreshment rooms at stations.

The two ex-NCB tank engines have now been delivered to the line. The Hudswell-Clarke from Cadoby Colliery is in excellent condition, and as soon as vacuum equipment can be fitted, the loco will be available as a standby or for light passenger duties. The only problem at the moment, it seems, is that no one has been able to get into the cab as it is stuffed solid with spares! The RSH side tank from Whittle needs some work before it is available for use. A small crack exists in the firebox, but as this is of steel construction, welding should be quite straightforward.

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THE DOWNFALL OF HAIRY JOCK

The Caledonian had its share of characters and among them were Johnny Walker and 'Hairy Jock', both drivers at Polmadie shed in Glasgow. Hairy Jock must have had a proper name like everyone else, but in railway circles he never got anything but Hairy Jock. He was a speed merchant and when out on the line, he thrashed both his engine and

fireman unmercifully. Johnny Walker was not a speed merchant -but neither was he a slowcoach. By some strange alchemy, Walker always contrived to arrive exactly on time. To be one minute early was, in his eyes, as much a crime as to be one minute late. How he did it no one knows, for in those days, drivers were not provided with watches and speedometers on steam engines had never been heard of.

One day Walker was booked to work an express from Carlisle to Glasgow and, as he had an unusually heavy load, a pilot engine was sent to assist him, none other than Hairy Jock. "You'll have to lift your feet today," cracked Hairy Jock after he had coupled on, but Walker smiled quietly to himself and said nothing. Rivalry was forgotten as the two engines lifted the train out from Carlisle and strained up to Beattock Summit. Every pound of steam was needed and both engines and men were mightily relieved to breast the summit and take a breather.

But old Walker just gave his engine enough time to catch her second wind and then he put on steam again. Hairy Jock could hardly believe his ears when he heard the sound of Walker's engine roaring at his back down the falling grades into Clydesdale. Then the penny dropped! Walker's engine had modern oil axleboxes on its tender, whereas Jock's still had old-fashioned grease boxes.

As the trains speed mounted into the eighties, clouds of smoke began to pour from Hairy Jock's tender. Hedanced with rage and shook his fist at Walker, but there was nothing he could do about it. When they arrived at Carstairs, he had to couple off and go to the shed for repair. "Never mind, we'll easily manage without you," said Johnny Walker, in answer to Hairy Jock's furious tirade. And so he did, arriving in Glasgow Central neither early nor late - but right on time.

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Friday, 27th April, 1973 Room 36 Central Station, Newcastle.
7.30 pm Annual General Meeting. Admission by membership card.

Friday, 18th May, 1973 Bridge Hotel, Newcastle, 7.30pm.
Members social, slides, films, slide auction etc etc

Cover Photographs by J.R.P. Hunt.

