

N.E.L.P.G. NEWS



No. 44
OCTOBER 1974

NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP

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NEWSLETTER No. 44 OCTOBER 1974

Dear Member,

At the Group's last Annual General Meeting, a number of members suggested that it was time to raise the level of the annual subscription. The Committee was instructed to investigate the matter and make recommendations. Since this time, correspondence has been received from a number of Group members and the views of many others have been canvassed. Perhaps surprisingly, the general view appears to be in favour of some increase. Over the past few years, the question of subscription rates has been raised on a number of occasions and the committee has always responded by deciding to maintain the existing level, thanks largely to the relatively high level of voluntary donations received from members.

This year, however, it is not so easy to resist the call for higher subscriptions. In particular, the increases in postal charges and in the cost of paper have had a large effect on the Group's administrative expenses, as well as inflating the cost of production and distribution of 'NELPG News'. Further, although by no means in financial straits, we have also to bear the considerable costs of restoration of the Q6 (other than the boiler repair costs which have been generously underwritten in full by the

NYMR) and the outstanding costs of work on the K1.

For these reasons, the committee is recommending that, for the first time in the Group's eight year history, we should raise our membership subscription. The proposed new subscriptions are as follows:-

Ordinary	...	£1.50
Family	...	£2.00
Junior	...	£1.00
Life	...	£20.00

As can be seen, the proposed new rates represent an increase of 50p per annum on annual subscriptions, a figure commensurate with the increase in the cost of catering for the individual member over the last few years.

In order to put these proposals to Group members for their decision, an Extraordinary General Meeting has been called to precede the next meeting of the Group on November 15th. Please come to this meeting if you possibly can to make your views known. If you are unable to attend and particularly if you are one of the Group's many members who lives too far from the North East to regularly attend meetings, then please let the Secretary know what you think.

Whilst on the subject, it would be interesting to hear members ideas with regard to saving money. One possibility which may be worthy of attention is that of combining postage of Newsletters to members who are close neighbours or colleagues at work. Postage and envelopes represent a considerable proportion of the cost of Newsletters and combining two members postage could save 25-30 pence per annum. This is already done to a small extent but there are obviously problems surrounding its more general introduction. However, if any members feel they could help in this way, please write to the Editor.

EXTRAORDINARY GENERAL MEETING

As mentioned above, an Extraordinary General Meeting of NELPG will be held in Room 36 at Newcastle Central Station at 7.30pm on Friday 15th November. The agenda is as follows:-

1. To consider a recommendation from the Committee that from January 1975 subscriptions should be as follows:

Ordinary	...	£1.50
Family	...	£2.00
Junior	...	£1.00
Life	...	£20.00

2. To approve the necessary alterations to clause 7 of the Group constitution.

This meeting will precede the advertised entertainment.

---ooOoo---

ANNUAL DINNER

Don't forget the Group Annual Dinner which is to be held on Friday November 8th at the Royal County Hotel in Durham. Tickets are still available from John Hunt at 27 High Street, Carville, Durham. Tickets cost £2.75 each and the meal which commences at 8.30pm, will consist of four courses and coffee. A bar is available, of course, and if last year's event is anything to go by, a good time will be had by all.

There is very little time left in which to obtain tickets, so write to John right away.

---coOoo---

COVER PHOTOGRAPHS

Front NELPG's latest charge, 44767 seen in July 1965, leaving Carlisle on the evening parcels to Perth.

Peter J. Robinson

Rear upper The unique Stephenson link gear of 44767.

Peter J. Robinson

lower 5428 passes Greenend with the weedkilling train.

J.R.P. Hunt

LOCOMOTIVE REPORTS

K1 2005

The K1 is still available for traffic and will have worked the steam services on October 26th/27th, the last weekend of the season. Work on the engine over the winter period will include the fitting of new safety valve springs, replacement of all faulty rocker bars and repairs to a broken engine spring.

P3 2392

The engine is now in need of urgent attention to the leaking firehole mouthpiece which is constantly giving trouble. During a preliminary inspection of the engine for the S&D celebrations, carried out by Bill Harvey of Flying Scotsman Enterprises, he indicated that if the mouthpiece is not properly caulked, it will soon be impossible to form a watertight joint. This job must be regarded as one of the top priorities over the winter period. Another job of importance is the removal of the blastpipe, where $\frac{3}{4}$ " of carbon has formed on the inside which will be 'strangling the exhaust' according to Mr Harvey. Some good news is that the saga of the missing mouthpiece protector is now almost over; a new protector is now being made up.

No. 5

This engine has continued to give good service, but of late has developed a leaking mouthpiece similar to the P3. It is possible that No. 5 may need a hydraulic test this year, so no doubt this repair will be carried out at the same time. We believe the engine's last hydraulic test was in 1966-67.

No. 29

This engine is available for traffic and has been very reliable during the 1974 season. It, too, is due to be hydraulically tested within the next year, its last test being in 1968 when the engine received a new firebox.

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5428 'Eric Treacy'

The Class 5 has been used on several occasions recently and is proving most reliable. Once again, a hydraulic test may be required this winter, it being many years, probably in BR days, since its last test.

GNR No. 1247

It was hoped that this loco would be in traffic by late summer but due to the somewhat unorthodox fitting of the new boiler tubes by unqualified staff, more additional work has been caused, probably delaying a hydraulic test of the boiler until the end of the year. Good progress has however been made on the paintwork and the loco should look most attractive when this is completed.

No. 20

Vacuum fitting of this 0-6-0T, using the LMS system recently removed from the Q6, is now complete and the boiler is nearly ready for a steam test. Being painted in an attractive maroon, she should prove a useful and popular addition to the stud of working locos.

Q6 No. 2238

At long last, 2238 is now safely under cover in the repair shed at Grosmont, thus enabling constructive work to proceed in earnest. With only eight months to complete all work involved in the repair and restoration of the Q6 before the S&D 150 celebrations, work has been programmed for all weekends throughout the winter.

The 5 $\frac{1}{4}$ " diameter flue tubes arrived on Teesside early in September. They were cut to length for the new tube ends and then transported to I.C.I. Wilton for swaging and screwing. This operation was completed within seven days, enabling the welding of the new tube ends to be started in late September. The old flues had earlier been transported from Grosmont to Thornaby, where the NELPG team spent some three hard weeks rescaling the tubes and preparing the ends. By 7th October, welding of the new

tube ends had been completed and on the 11th, the completed tubes were moved to Grosmont. Preparation of the tubeplates is now being carried out in readiness to take the tubes.

With the engine now protected from the weather, work has commenced on preparations for a hydraulic test. The regulator has been blanked off, and all other boiler fittings have been temporarily removed so that the mountings can be cleaned up prior to fitting the blanks which are at the moment 'on loan' to the J52. Work has also started on the derusting and removal of old paintwork on the tender. A preliminary inspection of the tender has revealed that the last three years exposure to the elements has caused a tremendous deterioration of the platework, especially on top of the tender, where water has been standing for long periods.

Work is continuing every Sunday under the leadership of NELPG's Loco Sub-committee. As at Thornaby, where an enthusiastic team has been established on 4767, we would like to see a dedicated group working on the Q6 and with this in mind, a good start has been made. We would, however, still like to hear from anyone else who would like to join in. If transport is a problem, please phone Ian Storey at Morpeth 3961 if you are coming from Tyneside or Maurice Burns at Eaglescliffe 780794 if you wish to travel from the Teesside area.

4767

A very good start has been made on our latest project and an enthusiastic group of members is at work every Monday and Wednesday evening.

Top priority has been the boiler, where all tubes are now fitted (with $\frac{1}{4}$ " projecting at the firebox end for beading over) and all fittings have been removed. Blanks are currently being fitted in their place. The boiler cleating has now been removed, and the boiler itself is being painted with heat resistant aluminium paint. It is confidently expected that we will be in a position to carry out a hydraulic test within a few weeks.

Other work has been carried out on the right hand side wheels and frames which have been cleared down and painted. When time permits, the motion for this side will be completely reassembled.

Relations with British Rail at Thornaby are much improved lately and the depot shodmaster has recently expressed his satisfaction with the way in which members of the Group who are working on 4767 are signing on and off when attending working parties. We must however remind members that they must be in possession of a permit before entering the depot. Failure to comply with this regulation may result in facilities at Thornaby being withdrawn.

—ooOoo—

SHED REPORT

Nigel Trotter

Work has now resumed on the shed site with the long anticipated laying-in of the second road into the shed. Although it has resembled a scenic railway with its ups and downs, the final packing to line and level has now been completed and the track is now in use, the Q6 being well established at the back of the shed. Incidentally, the first loco to traverse the newly commissioned turn out into the second road was the K1 which had been the last steam engine to cross this same turnout in its original position at Hawsker on the Whitby-Scarborough line, when it passed over in company with 'The Great Marquess' in 1965.

Members will recall that the two tracks in the shed itself will be taken out probably this time next year, to construct the pits, which will have flat bottomed rail. The rest of the track in the shed will have concrete sleepers and will be concreted in to rail level along with the rest of the floor.

Dick Oxlade has returned from his well earned holiday and with the operating season coming to a close, work

should progress rapidly on making the outside of the shed weatherproof, enabling work to continue inside in relative comfort. Most of the work is bricklaying together with the erection of steel beams to support the lean-to roof and also the door frames. The front of the shed has had to wait for a variety of reasons, not least until we know the type and size of the doors to be used. Now that we have these at Grosmont, it has been possible to design and construct the steel frame to support them. Incidentally, the space between the two shed roads has been reduced to 12'-0" to fit these doors. Of course, progress within the shed is largely dependent on progress outside and this, in turn, depends on the weather and on the amount of help available.

Finally, a plea to all users of the shed site. It is essential that we are more careful with the use of equipment. Tools are invariably left lying about in the shed and are only rarely returned to their proper places. We can't afford to be constantly replacing lost equipment, so it is essential that what we have got is looked after. Furthermore, our more complex equipment is all potentially dangerous in the hands of inexperienced users. Recently, an amateur dumper driver finished up in the river with his machine. He survived but the dumper has suffered some damage. It could have been the other way round.

—ooOoo—

N.E.R. SNOWPLOWH No. 18

I.L. STOREY

Early in November 1973, I heard of the existence of two ex - North Eastern Railway snowploughs standing in a Gateshead scrapyard. I decided to try to secure one of these unusual pieces of railway equipment for preservation, and after confirming with British Rail the whereabouts and availability of the snowploughs, I contacted the scrap merchant. Both seemed to be in quite reasonable condition and were, I suspect, withdrawn as a result of the closure of such lines as the Stainmore route and

because of replacement by more modern vehicles. One of the ploughs had already been reserved for Beamish Museum but a reasonable price was asked by B.R. for the other, No. 18, and it was purchased. The B.R. number of the vehicle is DE 900572 and it was built at York in 1909. Dimensions are:-

Overall length	27' 11½"
Width	9' 0"
Height (excluding chimney!)	11' 2½"

The frames and body are basically of timber and are somewhat similar in construction to the NER brake vans of the period. The blade and prow are partially sheathed with thin metal sheeting to protect them and, between the frames, some six or seven tons of ballast is carried, consisting of old firebars and brakeshoes. Inside, the snowplough is fitted with a heating and cooking stove, coal bunker, food and equipment cupboards and seats for the crew. Makeshift bunk spaces are also provided.

As received from B.R., the roofing felt was in need of some attention and a few of the wooden planks at the front end need replacing. It had been hoped to carry out these repairs before moving the plough to Grosmont, but for one reason and another, this has not proved possible. The plough reached Grosmont some months ago but will have to be returned to Thornaby to be turned before we can see it in action in front of one of the Group's engines during the next hard winter.

Unfortunately, both works plates have been removed fairly recently, probably by someone who did not realise that the vehicle was to be preserved. I would very much appreciate the opportunity to beg, buy or borrow the originals or a similar plate which could be copied.

I've been asked to write an article about my experiences accompanying the snowploughs on the Morpeth-Woodburn line during the winters of 1963 and 1966. All being well, this will appear in a future issue of 'Nelpg News'.

SALOON 80974

J.B. Hollingsworth

Accompanying my beloved 5428 when it moved to the NYMR was Swindon built inspection saloon, 80974. This vehicle is one of a batch of seven built in 1947-48, ordered by the GWR and completed by BR. They were provided for the use of the Engineers in charge of the principal GWR Engineering Divisions, enabling them to keep a close eye on that most impermanent of things, the permanent way and the structures that carry it. The writer arrived as a junior assistant at Wolverhampton just after 80974 had been displaced to Shrewsbury the clerestory saloon 'Madam Patti', so called because in its younger days she had used it. He often enjoyed strenuous days out in the new vehicle assisting that urbane and most delightful of men, Mr R.F. Wilson, whose title of Divisional Engineer had just been degraded under the new regime to District Civil Engineer. I say strenuous because stops were frequent and brief and there were many measurements to take; one was forever up and down those steep, vacuum-operated steps.

Other features of the saloon include observation windows at both ends, warning gongs for use when propelling, speedometers and bell communication with the locomotive. A small kitchen, lavatory and guards compartment completed the accommodation. The coach was much shorter than standard, 52'-0" instead of 64'-6", to give clearance on non-passenger lines without any of the complications of end-throw and centre-throw.

It is quite incorrect to refer to 80974 as a GWR 'Director's Saloon'. There were (and are) a number of much grander vehicles available for the Board and other 'VIPs' without any one being designated for their particular use.

80974 now resides at Grosmont where it is used for 'static' functions as well as appearing now and again in trains conveying guests to the line.

NEWS FROM THE LINE

The proposed timetable for 1975 has now been published and shows a number of welcome improvements over previous efforts. No services are proposed during the relatively quiet period between Easter and Whit. This will save money and also allow essential track maintenance to be carried out during the better (?) late spring weather. To counteract this however, the summer service is much improved. During the summer peak, there are seven steam workings from Gosmont to Goathland and return together with four return diesel trips over the southern section of the line. Many diesel trips from Pickering terminate at Goathland connecting in with steam workings to Gosmont, a far more satisfactory arrangement in many respects than the existing position. However, probably the most exciting advance from the NELPG member's point of view is the provision of a summer Saturdays only afternoon return steam trip to Levisham. This is great news; for the first time, the public will have the opportunity of travelling over the section between Levisham and Hllerbeck behind steam power, on what is presumably the longest, standard gauge, steam trip presently timetabled in Great Britain.

The public enquiry into the future of Lickering Station to hold early this year has at last made its findings known and a decision has been made in favour of the railway trust. It will be some time before the legal formalities are sorted out and a light railway order will be required for the short section from High Mill. Until this is secured, trains will continue to use the present temporary platform. Much planning work is going on to finalise ideas for the whole area but for 1975, apart from some minor works and some paint, there will be no work done on the station itself. Work will be concentrated on the running line and on the provision of sidings to ease stock storage problems.

The NYMR made a profit on the operation of the railway during the 1974 season, with a considerable increase in passenger receipts, due only in part to a small increase in fares. The overdraft at the bank has been significantly

reduced, but expenditure will exceed income during the closed season, so there will have to be strict control over all spending so that next season can be started without serious problems of finance.

Major Oliver, of the Railway Inspectorate, visited the line in August and was shown progress at Levisham. The amount of work which has been carried out there in the past year is indeed outstanding. The signal box has been largely rebuilt and as at Goathland is being refitted internally. Recent work has centered around the erection of newly restored ex-N.E.R. signals. Some of these have brand new lower quadrant arms, made from cedar wood by members of the railway's S. and T. Department. In addition to the recommissioned signal box at Levisham, a ground frame has been installed to control the goods yard sidings.

The railway's collection of goods rolling stock received a boost in recent weeks when no less than ten open goods wagons were delivered from I.C.I. The wagons are all similar and are of the five-plank type. After a degree of resuscitation they should prove most useful, if only for carrying the PW materials needed to build a siding for their storage! Another recent arrival is a 25 ton (?) 'lowmac' machine wagon. This vehicle has been bought from British Rail in whose service it finished work at Tonbridge as an Engineer's wagon. It is reputed to be of LSWR origin, although the axle box covers are from the SE&CR, the date of construction being in the early twenties. There has been a need for this type of vehicle on the line for some time and no doubt a use could be found for more of them. Within a few hours of its arrival, the lowmac was at Levisham loaded with signal posts.

Recent developments on the motive power front have seen the delivery of GWR 0-6-2T No. 6619 to Pickering in early October. It was unloaded in record time from the low loader at New Bridge, blocking the road there for a matter of minutes. Like 80135, there is a mountain of work to be done on this machine before it steams again. 80135 itself has seen some attention recently, as new

axlebox underkeeps have now been fitted to the driving axles. Underkeeps for the other axles have now been delivered and plans can now be made to move the engine to Grosmont.

Diesel shunter No. 2207 has already been moved to Grosmont where work is starting to restore it to running order. Some of the work may be carried out by contractors, in order to hasten the work.

—ooOoo—

SALES REPORT

PETER POTTS

John Hunt's splendid slide show at the October NELPG meeting gave a fine illustration of the steam scene in South America and a superb pictorial record for those of us unable to enjoy a similar trip is available through two excellent books from the Bradford Barton range.

These are 'South American Steam' by M.H.J. Finch and 'Steam in the Andes' by Brian Fawcett, both priced at £3.50 and available, post free, from NELPG Sales. For more details of Bradford Barton's range see the Sales List enclosed with this Newsletter. There is something of interest for everyone, and the books are real value for money, as anyone who already owns a copy will surely testify.

There has been a good response to the new range of black and white photos introduced in the last Sales List and Trevor Ermel and John Hunt have been spending long hours in the dark room to meet the demand. Whilst they must be gratified to know that their prints are so popular, there is a lot of hard work involved and a sincere vote of thanks is very much in order.

Several members brought along to the last meeting back numbers of railway magazines and other books they had finished with. There is always a good demand for second-hand bargains such as these and any more similar donations would be most welcome. Also very useful is

unwanted 00 gauge model railway equipment, -again any surplus items would be gratefully received. Please drop me a line if you have anything you think would be useful or bring it along to the next meeting.

A new enlarged sales list is enclosed with this Newsletter and whilst response to the last edition was extremely good, I'm hoping to go one better this time as our collection of stock has grown steadily over recent weeks.

--ooOoo--

Q6 APPEAL

Enclosed with this Newsletter is an appeal for funds to complete restoration work on the Q6. Members are asked to do all they can to support this appeal, a good response to which will hasten the return to traffic of this magnificent locomotive.

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FUTURE MEETINGS

Friday 8th November 1974 at the Royal County Hotel, Durham at 20.00 for 20.30.

NELPG Annual Dinner

Friday 15th November 1974, room 36 Central Station, Newcastle upon Tyne at 19.30.

'Smoke Steam and Photography' - a show by that well known Railway Photographer and Signalling Engineer, J.M. Boyes. Mr Boyes's photographs have delighted enthusiasts for many years now, so this promises to be an excellent show.

Friday 13th December 1974, Bridge Hotel, Newcastle at 19.30

NELPG Grand Christmas Fayre All the usual attractions of the Group Christmas meeting with added food! A nominal admission fee will be charged to cover the cost of the buffet and a 'free' raffle ticket. There might even be a slide auction!

