

N.E.L.P.G. NEWS



NO. 89

JUNE 1982

Dear Member,

With the peak summer season on the N.Y.M.R. a matter of days away the motive power position is far from healthy. The reasons are not hard to find. Alan Blanchard, N.Y.M.R. Shedmaster, has done inspired and sterling work in putting the motive power department on its feet and there is much tangible evidence to show for his efforts, but he inherited a very run down fleet of locomotives, with 5, 29, 841 and 5428 withdrawn pending major overhauls because they had been run until they were just worn out. 80135, on which so much time and money had been spent, should have been the great hope for 1982 yet it was withdrawn last year after less than two years service because of defects that should have been rectified during the original overhaul. Under Alan's instigation both 5428 and 80135 are getting long overdue attention, but it will be 1983 before either will re-enter traffic. The prospects for 5, 29 and 841 are much bleaker as there is no commitment to their return to service. This leaves 31 METEOR and 3180 ANTWERP! Whilst both locomotives can and do work trains between Grosmont and Pickering, neither was designed for the sort of work which they are now expected to undertake, and it is proving a hard battle to keep these locomotives in traffic every day. Inevitably, therefore, much reliance has been placed on the Group's locomotives to the extent that the optimum mileages for the K1 and T2, agreed prior to the start of the season, are likely to be exceeded long before the end of the peak season. Realising the parlous motive power situation the Group has not so much a duty, but a moral obligation to do its best to provide both its locomotives as and when required to meet the railway's traffic requirements. Soon the average train lengths will be beyond the capabilities of either 31 or ANTWERP, and there will be a need for 2005 and 2238 to work the peak season trains together.

Already, however, the early season demands are taking their toll since both the K1 and T2 have been in regular traffic since the beginning of the service. The K1 is suffering injector problems and the T2 is temporarily withdrawn with tube trouble. The current situation exposes not only the legacy, of Alan Blanchard's predecessor, but the difficulties of a small volunteer organisation keeping two steam locomotives in everyday service. The Group is doing its best by arranging periodic 18 day washouts to coincide with its ability to provide volunteer manpower to attend to the inevitable defects that continuous running for up to 18 days brings about, but the Group's few volunteers are being stretched to the limit. The options are few and clear; failure to keep the K1 and T2 in traffic would not only have disastrous consequences for the N.Y.M.R. because of their inevitable failure to provide steam hauled trains, but in the long term when the N.Y.M.R. is in a position to cover its timetable with other steam locomotives, the Group could well find itself out in the cold through having failed to come up with the goods when the railway's need was at its greatest. Hopefully this will not happen, but this is an exceptional situation that can only improve, and it is in everyone's interests for the Group to ensure that it keeps on top of the job. The re-introduction of Thursday evening working parties, as well as those on Saturdays and Sundays must be well attended so that the maintenance programme doesn't fail because of a lack of manpower or commitment. These crisis times warrant an extra special effort by all.

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LOCOMOTIVE REPORT

P3 NO.2392

Following its return from York the P3 was to be kept externally in exhibition condition pending its planned appearance at the B.R. Gateshead exhibition on 10th July. However, this did not preclude making a start on the locomotives restoration so the opportunity was taken to commence the removal of the boiler tubes which are of pre-1967 B.R. vintage! During June 50 tubes were removed and, following the postponement of the Gateshead event due to first the N.U.R. dispute then the A.S.L.E.F. strike, 4th July saw the removal of various boiler mountings - boiler bands, handrails, dome cover and vacuum pipe - to facilitate the planned removal of the boiler out of the frames. This work will continue at weekends, but a big effort will take place during P3 Week from 18th to 25th July.

T2 NO.2238

Bill Harvey made a welcome return to Grosmont during May and he made a check on the valve setting carried out last year. He found nothing wrong with the settings, but did notice some side movement on the left foregear eccentrics and this will need to be rectified shortly, though in the light of the current motive power situation on the N.Y.M.R. the engine will run as long as it is considered to be safe and that no lasting damage will be done. The left side injector seat is now past its last cutting and the injector will be replaced by a spare from stock. Mechanically the engine is in sound condition, though the crossheads have required periodic adjustment.

However, the boiler is giving cause for concern with recurrent tube leakage. This has recently been cured by replacing 13 small tubes, the firebox ends of which were badly corroded away, and the fitting of ferrules to some large flue tubes. It is hoped that this remedial work will keep the locomotive in traffic at least for the main part of the peak season during August.

K1 NO.2005

After being withdrawn from service during May the left hand side cross-head was split and a new gudgeon pin made (this secures the little end of the connecting rod into the crosshead). The crosshead was reamed out to fit using a specially made reamer and the whole unit has been re-assembled. The work involved was of a very specialised nature and all credit must go to Richard Campbell for the skilled work involved.

Whilst the engine was out of service the opportunity was taken to complete some other outstanding jobs made necessary as a result of the last B.R. examination, as well as piping up the steam supply to the generator, overhauling the RHS injector and painting the inside of the tender. The axlebox wedges have also been adjusted to eliminate knocking and as a result the locomotive now rides very smoothly, having re-entered traffic in time for the whitsun bank holiday.

However, the last few days of June saw ever increasing problems with the injectors and steam leaking past the regulator. The fireman's side injector was completely stripped down on 3rd July and steeped in acid to remove a considerable accumulation of scale. It is interesting to note

that ANTWERP was afflicted with a similar problem at the same time. As a consequence of the examination of the K1's injectors it is possible that the cones will need replacing. Repairs were also necessary to the tender water valve linkage which was also proving troublesome. During the week beginning 28th June the 'J' pipe was removed, dismantled and checked in an attempt to cure the steam leak that was causing a disturbing drop in boiler water level when the engine was left in steam overnight. This work seems to have been successful.

SMT NO.4767 GEORGE STEPHENSON

Following removal of the boiler work has been concentrated on the wheels and frames. All wheel tyres have been turned and the axleboxes checked and passed. The motion has been rebushed where necessary, as has the brake gear. All springs have been rebuilt. Finally, new platework has been welded into the dragbox and cab sub-floor areas.

The boiler has been inspected and passed as satisfactory. whilst the cladding was removed the opportunity was taken to needle-gun the barrel. Part of the smokebox is to be replated.

Completion of the mechanical and boiler overhaul is expected during November or December 1982.

Q7 NO.63460

The tender weigh bar has been removed and the seized bearings cleaned and fitted with grease lubricating nipples, before being refitted. The engine can now be moved in a safe manner. Further smartening up of the engine and tender is to take place as the task of restoration continues to gain momentum. Henceforward this work will be under the direction of Paul Smith and volunteers to assist him will be much appreciated. If you are interested in the Q7 project in the first instance contact Maurice Burns.

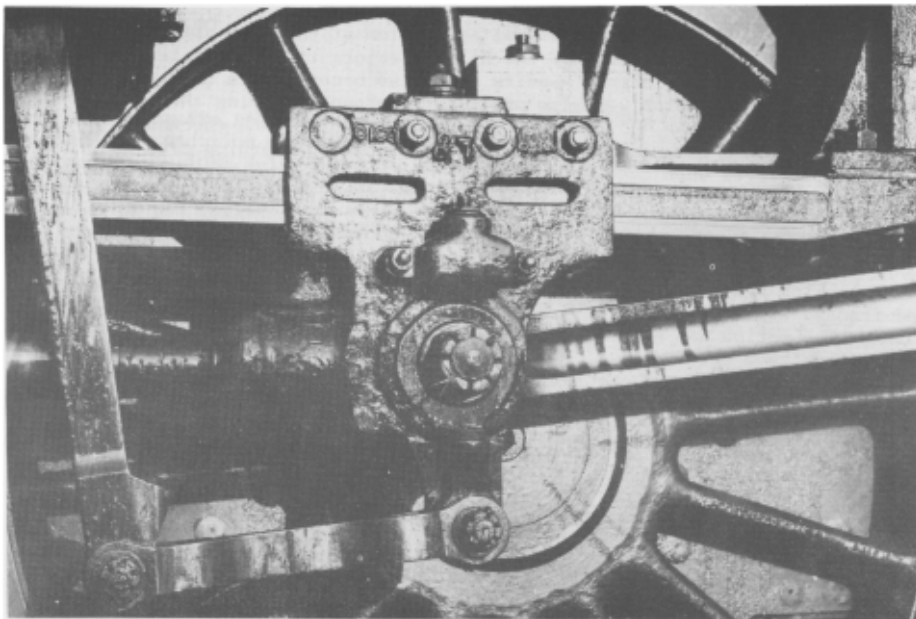
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WORKING PARTIES

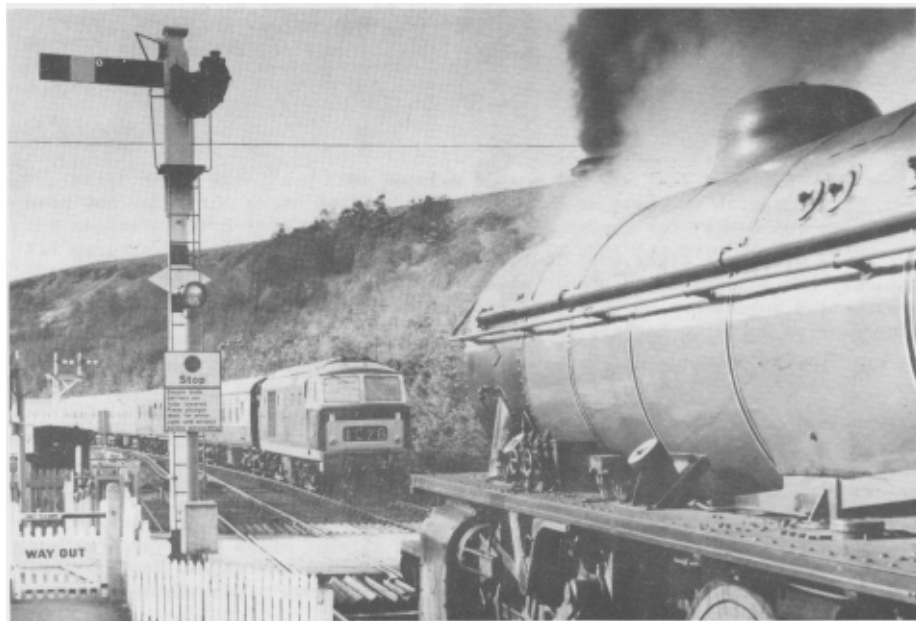
These will take place most Thursday evenings and every weekend on both Saturday and Sunday. There should always be someone at Grosmont to advise prospective volunteers on what jobs require to be done. If in doubt please ring Maurice Burns on Eaglescliffe 780794,

The Thursday and Saturday working parties have been introduced to fit in with an 18 wash-out cycle for the K1 and T2. Ideally they are taken alternately out of traffic on a Thursday so that mechanical repairs can be carried out in the evening, whilst boiler repairs and the wash-out are undertaken on the Saturday when the locomotive is cold, the locomotive re-entering traffic on the Sunday. Attendance at these working parties has so far been very encouraging but new faces are always welcome!

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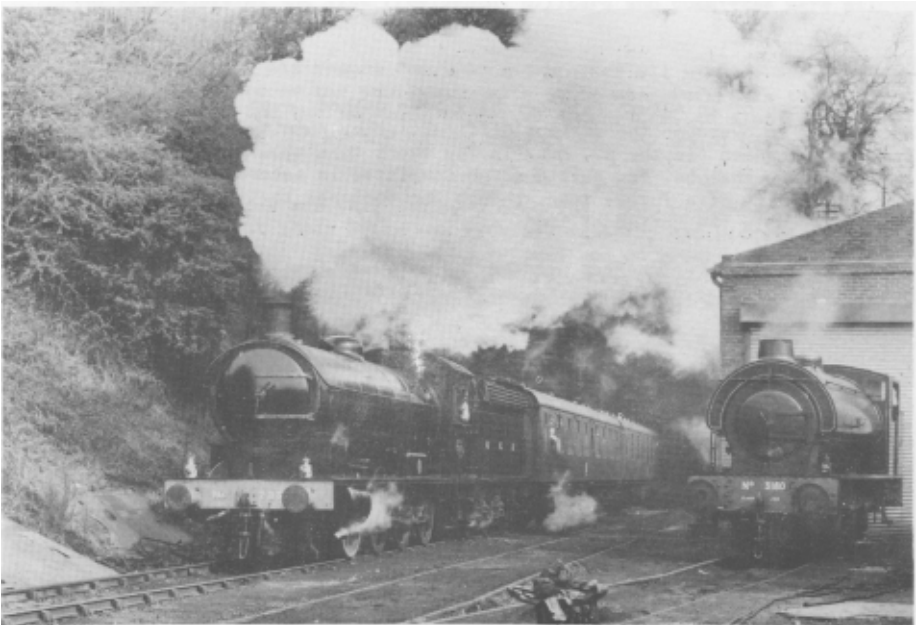
A close up view of the left hand crosshead of the K1; the gudgeon pin in the centre of the picture has recently been replaced.



The preserved Hymek D7029 runs into Levisham and passes 2005 waiting to proceed to Goathland and Grosmont.



2005 leaves Levisham with a stopping train from Pickering to Grosmont in April.



2238 emerges from Grosmont tunnel with the 9.55 a.m. to Pickering, and passes 3180 No.3180 ANTWERP being prepared for the following train.

(All John Hunt)

P3 WEEK - 18TH TO 25TH JULY 1982

During this week it is hoped to make a big push forward on the eagerly anticipated return to traffic of the P3 with a target of the 1983 N.Y.M.R. season in mind. Some preliminary work has already commenced as reported elsewhere, but there is still much to do to dismantle the locomotive in order that the boiler can be lifted out of the frames. It is hoped that the bulk of this work can be completed during P3 week, but this can only be possible if there is good turn out of volunteers. More and more people are finding that an odd day, couple of days or even a week off from work, enjoying the various delights of Grosmont and working on steam locomotives, is to their liking, so why not join them! Once again give Maurice Burns a ring to let him know that you are wishing to lend a hand. You won't regret it!

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DEVIATION SHED REPORT

Work has continued, when possible, on fabricating the shed doors and one set is substantially complete and already installed. The shed sidings have been 'passed' by Les Barwick, though eventually the odd length rails will need to be replaced by standard 45' lengths. A point lever is soon to be fitted to the final turnout, and ballasting with loco ash continues apace. Further packing of the track will be necessary in due course.

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RAILTOUR REPORT

All hopes of an Autumn railtour have been dashed, even though it had been hoped to overcome the various difficulties by running a tour from Leeds to Aberdeen via the E.C.M.L. In the event this too, proved unacceptable to the powers that be. The Railtour Sub-Committee is nevertheless alert to any possibility of a future tour, though the earliest that this can now be contemplated is the Spring of 1983.

There is, however, better news on the S.L.O.A. front with the K1 already pencilled in for several charters based on Carnforth early in 1983.

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BRITISH RAIL EXHIBITION AT GATESHEAD, 9TH AND 10TH JULY 1982

The K1 and the P3, together with an N.Y.M.R. Pullman coach and the L.N. E.R. Thompson CL coach, were expected to appear at the exhibition to be held at the Tyneside Central Freight Depot in Gateshead. Deltic 55002 was also expected to be there along with a wide range of B.R. rolling stock and equipment. The K1 was to have headed a shuttle passenger service between the exhibition and Newcastle Central station on the Saturday.

Alas, the N.U.R. and A.S.L.E.F. disputes have meant the last minute cancellation of the event, though it is hoped to rearrange it sometime during September.

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1982 ANNUAL GENERAL MEETING REPORT

Dave Pennock

In any organisation the annual general meeting is the ideal forum for expression of members' views about past, present and future policies. The 1982 N.E.L.P.G. A.G.M. proved to be such an opportunity, being dominated by the two motions put to the meeting.

The meeting admission charges motion was defeated. The present system was felt to cover more than its costs and that expenses for guest speakers could be met out of general funds.

The motion for the ballot to change the livery of the K1 was carried, along with a subsidiary motion that in any proposed change of livery of a N. E.L.P.G. locomotive the membership is to be balloted. The ballot for the K1 livery is to be held later this year and voting slips will be sent to each member via the NEWS. No formal recommendations for a particular livery will be made by the committee, although a full case for and against the choices will be aired in the NEWS. If, however, in advance of the ballot, any member wishes to air his views on this perhaps contentious issue, please forward them to the Secretary.

Also at the A.G.M. the Vice Presidents, officers and committee were all re-elected unopposed for a further year.

The Chairman gave his report for 1981 and praised all members for the notable achievements over the past year, with particular reference to the K1 and T2 overhauls and the increase in active membership. He also looked forward to the restoration of the P3 and hoped that 4767 would be back in working order before 1983.

The formal business was followed by a members' slide presentation, the prize for the best slide being won by Nigel Bill for his picture of 4767 struggling into Goathland with a heavy load and on greasy rails (no prizes were given for spotting the crew of Driver Terry Newman and Fireman John Hunt!). (Editor's comment - this predicament was in no way due to the fireman!).

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ASSOCIATION OF RAILWAY PRESERVATION SOCIETIES AWARDS FOR 1981

Dave Pennock

It is pleasing to announce that the Group has been awarded the 'Steam world' award (in association with the A.R.P.S.) for the best newsletter produced by a preservation group for its members.

Congratulations and a hearty vote of thanks must go to John Hunt, the Editor of the NEWS and to all the contributors who give him invaluable help throughout the year.

The production of the NEWS is often an unenviable task; the compilation of news, features, forthcoming events, editorials and photographs; the arrangements for printing and despatch, all take an incredible amount of time. No doubt this award will be a tremendous fillip to all concerned. Well done! John managed to travel down to the Bluebell Railway to receive the award, which is now on public display in the Group's showcase in the Grosmont viewing gallery.

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- COVER PHOTOGRAPHS

Front:- 2005 awaits the arrival of 2238 at Levisham

Back:- 2005 (top) and 4767 (bottom) in the splendours of Newtondale (John Hunt)

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-NEWS FROM THE LINE

Motive Power:

ANTWERP - in traffic - just!

31 - awaiting the fitting of new big end brasses after shedding the originals in traffic.

5428 - most mechanical work complete. Boiler to be retubed and refitted to frames. Tender to be descaled and painted. Tender frames to be replated.

80135 - boiler awaiting its turn in the Bridgnorth boiler park. Driving wheel crankpin now repaired by B.S.C. Axleboxes to be inspected & repaired.

6619 - work is now progressing relatively rapidly and the wheels should soon be back in the frames.

D7029 - in traffic

D821 - in traffic

D5032 - in traffic

55009 and 55019 - are now expected to be delivered towards the end of July.

Rolling Stock:

Policy agreed to maintain one B.R. blue and grey set, as well as maroon set and blood and custard set. The three Pullmans are now externally complete in full Pullman livery. By the third week in May as many meals had been served as in the whole of 1981, such is the popularity of the Pullman catering train.

Civil Engineering:

New Bridge crossing has been completely relaid in conjunction with the County Council. Levisham loop is now complete and awaits S&T work before it becomes operational. Eight new track lubricators have been fitted along the line, bringing the total to 10; 4 more are on order. Hopefully this will reduce wear of locomotive tyres. The weedkilling train sprayed the line on 17th June.

Personnel:

Sadly Alan Blanchard has resigned and he left the railway on 3rd July.

Quote from the N.Y.M.R. NEWS NO.179 - "we are also indebted to them (N.E.L.P.G.) once again for provision of motive power and keeping the N.Y.M.R. running with steam until we are able to make proper provision - next year."

LETTERS



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Part of
An extension of
The Science Museum London

Mr M S Burns
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Cleveland
TS15 9HZ

Your reference

Our reference
JAC/EMC
Date
20 April 1982

Dear Maurice

NER P3 0-6-0 NO 2392

Thank you for your letter of 13 April

It was good of you to write and your kind remarks about the locomotive's time at the NRM are much appreciated. I am glad to know that you were satisfied with the collection arrangements and that 2392 reached home safely.

For our part we much valued the opportunity to borrow such a splendidly restored locomotive. It fitted a notable gap in our display here for as you know we are at present unable to exhibit an example of the 'Maid of all Work' the British 0-6-0. We are, however, under increasing pressure to put on view restored locomotives and other vehicles from the National Collection and unfortunately this will mean that loans of the type NELPG so kindly made will become rare events indeed. I still expect No 1275 to arrive within the next month or two and go straight on exhibition.

Once again, many thanks to you all in NELPG for lending the P3 and I hope the overhaul goes according to plan.

With kind regards.

Yours sincerely

J A COILEY
Keeper

