

N.E.L.P.G. NEWS



NO. 96

AUG. 1983

Dear. Member,

LEANDER has now left the N.Y.M.R., after its all too brief sojourn, its allotted purpose fulfilled in that its presence ensured that there was no repetition of last year's steamless days and that the shed master at long last had a genuine choice of traffic locomotives. Now, for five weeks at least, the K1 must take over where LEANDER left off and bear the brunt of the heavy work, though ably supported no doubt by METEOR and ANTWERP which soldier on in defiance of all the odds! LEANDER's visit would seem to have been a timely and popular success, at least from the locomotive department's point of view, and certainly gave the N.Y.M.R. and the Group the opportunity to keep on top of the maintenance of their respective locomotives. Although the Jubilee's visit set a welcome, if long overdue, precedent it remains to be seen whether it will be repeated, particularly in view of the costs involved and the good prospects for locomotive availability in 1984. Whatever the future might hold, however, it was good while it lasted! -

Whilst operational steam locomotives may be at a premium, so too are those volunteers who are prepared to take on the sometimes onerous role of officers in a charitable organisation such as the N.E.L.P.G. Ronnie Brown is just such a person and his decision to relinquish the position of sales officer has highlighted not only the invaluable contribution that individuals (and families!) can make, but also the difficulty in finding a willing and 'suitable' replacement. It is significant that in the Group's 17 year history the number of members occupying each official position can be counted on the fingers of one hand, and several members have played more than one role in this time. Every organisation such as the N.E.L.P.G. needs its officers; without them there would be no planning, no fund raising, no functions, in fact, no organisation. The importance of the sales officer cannot be over emphasised, since the income from sales has been of inestimable value to the Group over the years. Whilst not as critical now as it was in the heyday of fund raising in the late '60s, sales income must play an important role in the future, particularly if the Group's income from B.R. running and N.Y.M.R. mileage payments cannot be guaranteed or is reduced in the years to come. So, if anyone feels that they can galvanise themselves into action as a dynamic sales officer, your Group needs you!

With the summer making a belated appearance it's ballot time again! This time it is the livery of the J72 that will benefit from members' deliberations. One would have thought that these livery issues were juicy matters that would have the membership clamouring to mark their crosses. Not so, it seems, with the K1, and at least one member laments the poor response, posing the question that just because members don't vote, can one assume that they want things to stay as they are? If you did not vote last time and, perhaps, were surprised at the result, now is your chance to make your views known. Vote now!

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COVER PHOTOGRAPHS

In three photographs are depicted the four locomotives that have worked almost the entire steam mileage during the 1983 season.

Front: 2005 heads the 9.55 a.m. Grosmont to Pickering train past Green End on 19th June.

Back (top): 31 pilots 3180 out of Goathland on 30th May.

(bottom): 5690 LEANDER storms round Beckhole curve on 24th June.

(All John Hunt)

P3 NO.2392

Some very good progress can be reported with the major overhaul of the P3. The S.V.R. boiler team re-riveted the firehole mouthpiece on 20th June, a hot and sticky day that Alan Ramsey will not forget! Single handed he heated up every rivet, but not just for the P3 but also for the J72 and Q7! The preparation of the tubeplate continues with every tube hole receiving detailed examination. Annealing of the boiler tubes commenced on 3rd July and was much appreciated by the watching public who no doubt thought some ancient craft was being practiced! Polishing of the tube ends has also commenced before the tubes are fitted into the boiler, which is now outside the repair shed.

On the mechanical side, the wheels have finally been moved to enable the axleboxes to be fitted to the frames and the necessary measurements taken. A refresher course is now to commence on the delights of axlebox overhauls!

T2 NO.2238

On exhibition inside Deviation shed.

K1 NO.2005

To date the K1 has covered over 2,000 miles in N.Y.M.R. service and is generally performing far better than it did in 1982 with few complaints - though some drivers are never happy! The RHS injector steam valve has recently been completely rebuilt at a cost of £650 and another defective engine spring (one which had 'benefitted' from a previous repair) was removed, repaired and refitted within 48 hours. With the arrival of the 5XP 4-6-0 No. 5690 LEANDER, the K1 has covered for the Jubilee when it has been stopped for washouts and has occasionally deputised for ANTWERP and METEOR, the only other serviceable steam engines. As the latter continue to be beset by ailments such as hot boxes and leaking stays and seams, the K1 has been called upon much more than expected and the continual 'availability' has caused certain jobs on the engine to be deferred. However, by 19th July the opportunity at last arose to withdraw the locomotive for seven days to allow this backlog to be cleared; attention was given to such items as the regulator valve, blow-down valve, injectors, tender water valves, new brick arch, and a boiler washout - to mention just a few! The object of this intensive blitz on 2005 was to get the engine into a fit Condition to work, except for a washout on 18th to 21st August, the entire month of August, following the departure of LEANDER on the 1st.

Q7 NO.63460

The tender tank is now fully descaled, filled and in undercoat, and a very good finish can be expected when restoration is complete. Where necessary patches have been welded into the tender, which is otherwise in good condition. Chipping of the tender frames has now commenced and in order to do the area behind the springs, they have been removed.

On the boiler, like the P3, the firehole mouthpiece was riveted by the S.V.R. team of Graham Beddows and Richard Watkins on 20th June; their subsequent inspection of the firebox was quite favourable. Removal of the 2" tubes has commenced, under the leadership of Paul Smith, and to date a third of the 150 tubes have been taken out. In the smokebox the blastpipe has been removed, a task that was easily accomplished, in part no doubt due to the fact that the Q7 had had an intermediate overhaul at North Road only 10 days prior

to withdrawal! As the long awaited overhaul of the Q7 is now rapidly gaining momentum Paul Smith asks all members to try and help, even if it is for just one day during the Q7 week from 21st to 28th August.

J72 NO.69023

The firebox mouthpiece was rivetted on 20th June, followed by reassembly of the cab fittings and a steam test. Previous to this several repairs were carried out, in particular to the blower which gave trouble on 1st May and the front damper which did not open properly. The blastpipe was subsequently modified as an experiment to see it would liven up the fire.

Following these remedial repairs it was intended to test the J72 on Goathland bank to establish the optimum load that the diminutive tank could handle. The results were quite astounding; on the early morning of Sunday 3rd July 69023, having managed only one coach on its previous solo trip, took three mark 1 coaches up the 1 in 49. With one notch from full forward gear, the regulator half open and alternating between firing and putting the injector on and off, the J72 maintained steady progress up the bank. Upon reaching the level of Goathland station the engine had a pressure of 110 p.s.i. (compared with its maximum of 140 p.s.i.) and 1/3 of a glass of water. However, some problems were encountered with the opening and closing of the firehole door allowing surplus cold air to enter the firebox. The door has since been removed and given some adjustments by a member in Grimsby, before refitting.

69023 passed its insurance company steam test on 8th July, so following the attention to the firehole door and the return of a number of other refurbished parts, the engine is now available for traffic. With the parlous motive power situation on the N.Y.M.R. the J72 could find itself piloting ANTWERP or METEOR up Goathland bank or on station pilot duties during August, though the engine is definitely scheduled to be in traffic on the Sunday and Monday of the August bank holiday weekend, the 28th and 29th. The engine should certainly look smart since Len Clarke and friends have carefully repainted the side tanks and cab so that it is a uniform green colour all over:

5MT NO.4767 GEORGE STEPHENSON

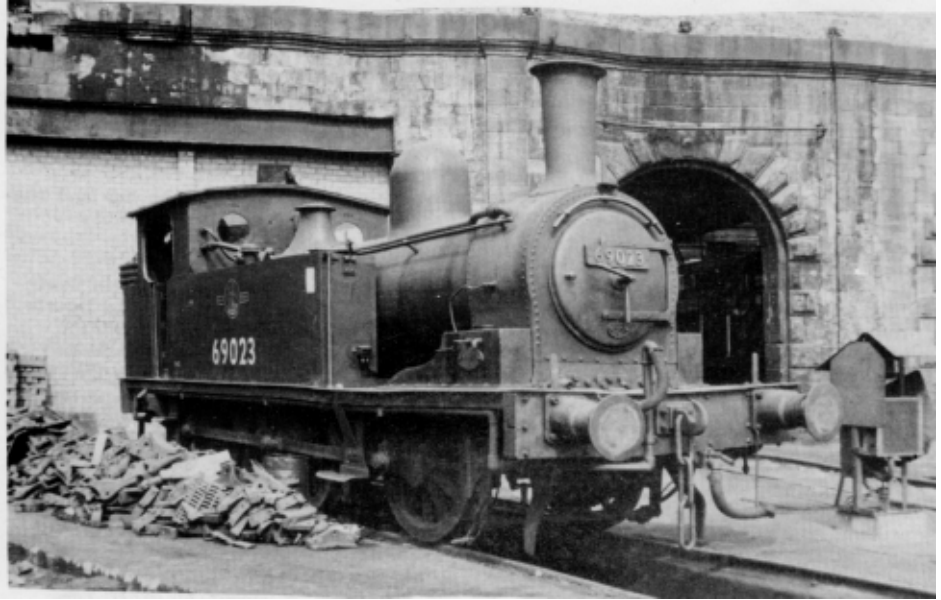
The boiler has now satisfactorily passed its hydraulic examination. In the firebox the new stay nuts have been made and the old ones removed in readiness. Also the rivets that are to be replaced by copper lacings have been removed. The majority of the boiler fittings have now been refitted, and the cab and boiler lagging and cladding replaced; some of the cladding sheets had to be renewed completely. If all goes well with the firebox work it is hoped to give the locomotive a steam test early in October.

Following steaming and the completion of any work that may result, the engine is to be repainted in B.R. lined black livery as No.44767, and if all goes well is likely to return to main line service in November.

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DEVIATION SHED REPORT

The first formal meeting of the Loco Shed Sub Committee was held on 30th June, when matters of finance and immediate and long term planning were discussed. Work recently completed has included the first phase of the door securing devices, and the external painting of the doors. Four posts will



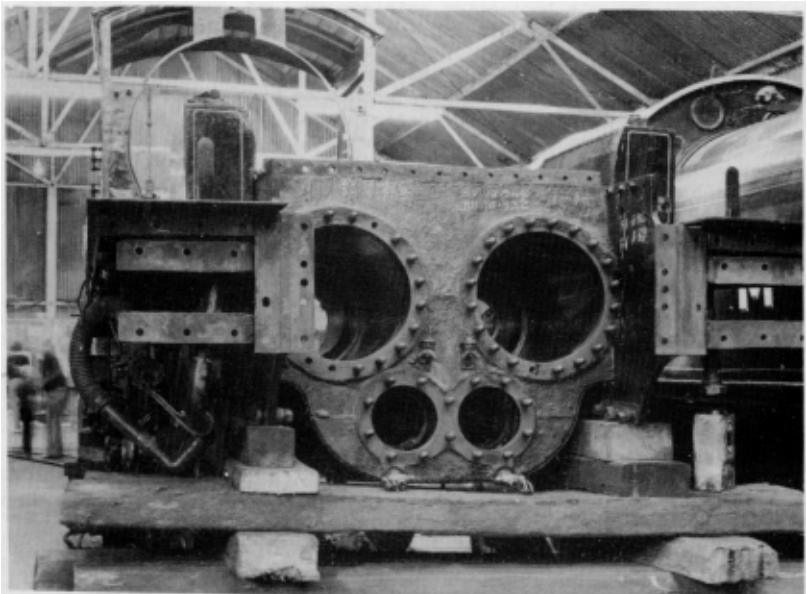
J72 No.69023 in its British Railways livery of unlined black, photographed at Gateshead in early 1964. (Maurice Burns)



S.V.R. boiler smith Graham Beddoes tooling the firebox mouthpiece on the Q7 0-8-0 No.63460 following the fitting of new rivets on 21st June. (John Hunt)



69023 on empty carriage duty, for which it was built, at Grosmont on 1st May.
(Maurice Burns)



The front end of the P3 No.2392 showing the cylinders and piston valves; the front buffer beam has been removed to facilitate repair.
(John Hunt)

be required outside the shed to secure the doors when open, and anyone keen to dig 4' holes in shale is welcome to lend a hand!

A recent purchase has been a spray gun powered by compressed air at 60 p.s.i., so if any volunteers would like the interesting and satisfying job of spray painting the shed, section by section, they would again be most welcome. Having acquired the spray gun, the compressor and the paint, all that is now needed is the volunteer!

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RAILTOUR REPORT

Response to the Autumn tour to Aberdeen on Saturday 1st October using the A4 No.60009 UNION OF SOUTH AFRICA, has been very encouraging and by the end of July over half the seats on the train had been booked; with two full months of booking still to go, there is every prospect of yet another complete sell out. Members who wish to participate and have not already booked are urged to do so as soon as possible in order to avoid disappointment. As there can be no guarantee that 60009 will go up and down the east coast main line to Aberdeen again, this could be a historic trip and one not to be missed. So come along and bring your friends or family; why not book a coach or a block of seats and enjoy a party atmosphere en route? Bookings should be made via the form in the last issue of the NEWS or to the Treasurer, 53 West Dene Drive, North Shields, Tyne and wear, NE30 2SY. Fares are £23 for adults (that's only 4p per mile!) and £18 for children, from Middlesbrough, Stockton, Hartlepool, Sunderland, Newcastle or Edinburgh.

Although this tour uses neither 4767 nor 2005 the proceeds will go, as usual, into the Group's locomotive maintenance fund. However, plans are afoot to run the K1 on the main line, possibly using the S.L.O.A. Pullmans, either in January or May of 1984. 4767 is likely to appear before then, in its new guise as 44767, following the completion of its thorough two year overhaul; if all goes well the engine should be back on the main line in November this year. Details of the activities of both engines on B.R. will appear in the NEWS as soon as they are available.

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SALES REPORT

The last issue of the NEWS was rather presumptive in that Ronnie Brown in fact decided not to continue as Sales Officer. Due to other commitments he is standing down and therefore the Group's sincere thanks and appreciation go not only to Ronnie, but also his family, for their valuable contribution to the sales effort over the last few years. It is hoped that the Browns will be able to man the stall from time to time at future events.

As a consequence the position of Sales Officer is vacant, and although Dave Pennock and John Hunt are jointly administering the sales at present, any member - or members - who would like to assist either on a casual basis or by taking over the position of Sales Officer should contact the Secretary either by letter at 88, Featherstone Road, Newton Hall, Durham, DH1 5YP or by ringing Durham 44991.

At present help is required at Deviation shed, Grosmont, where a small

sales stock has been established to enable sales to take place inside the shed, adjacent to the photographic display, whenever there is somebody who is prepared to set up the stall; in particular it would be most desirable to have such a stall over the forthcoming bank holiday weekend. This could be a appealing job for members' wives or girlfriends, who could man (?) the stall and keep an eye or their other halves working in the shed! Looking to the future help will also be required at the winter meetings and on railtours, so if you are prepared to help, please let the Secretary know as soon as possible. Finally, if members have any suggestions to make regarding new sales items or outlets for sales such as model railway exhibitions, traction engine rallies and the like, then please let Dave Pennock or John Hunt know.

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J72 LIVERY AND NAME BALLOT

At the 1983 annual general meeting the motion to ballot the membership on the future livery of the J72 No.69023 was carried. After discussion at the A.G.M. of the various livery options it was agreed that the following liveries be voted upon:-

1. B.R. unlined black (with a choice of side tank emblems)
2. North Eastern apple green (i.e. the present livery)
3. B.R. station pilot livery of apple green with both the B.R. and N.E.R. crests on the side tanks.

As with the earlier K1 livery ballot arguments are put forward in respect of each of the above options, in order to stimulate members' views prior to voting.

B.R. Unlined Black.

No.69023 was originally turned out from Darlington works in unlined black with a smokebox numberplate and the B.R. crest and number on the tank sides, a livery which the engine carried for 15 years, though in the two years prior to withdrawal in 1966, the front numberplate was removed and the tankside number became 59. The emblem would either have been the lion rampant and wheel, or the later lion and wheel.

Lined Apple Green.

In 1962 B.R. painted two J72s in apple green livery, employing them on station pilot duty; 68736 was at York and 68723 was at Newcastle Central. Although 69023 was never green in B.R. service it was repainted in apple green following its preservation in 1966. The choice of apple green liveries can therefore be split as follows:-

(a) Retention of the present livery of lined out apple green with the N.E.R. crest bisecting the words North Eastern on the tank sides, but no number other than on the smokebox. This livery is not authentic and was adopted by the late owner Mr. R. Ainsworth and was based on the N.E.R. tank engine livery similar to that applied to AEROLITE in the N.R.M. at York, though the N.E.R. actually painted their J72s black.

(b) B.R. station pilot livery, as carried by 68723 and 68736, comprised lined out apple green with the number, flanked by the B.R. and N.E.R. emblems on the tank sides (see the photograph of 68723 in N.E.L.P.G. NEWS NO.94). As 69023 is most likely to be used as Grosmont station pilot this livery may be considered to be particularly appropriate.

No date for repainting the locomotive has been set and, like the K1, will only be carried out when time and circumstances permit. Also a change of livery now will not necessarily preclude a subsequent change should the membership so desire.

Members are asked to indicate their preference of livery on the enclosed ballot paper in the following manner; firstly indicate your choice of colour i.e. black or apple green. Secondly indicate your preference of livery style; for B.R. black either the lion rampant or the lion and wheel, and for apple green either B.R. station pilot livery or the present N.E.R. style. Members may indicate a preference in both black and apple green. Each member is entitled to one vote, and husband and wife membership, two votes. Ballot papers should be returned to the Secretary at 88, Featherstone Road, Newton Hall, Durham, DH1 5YP (please note the change of address from the K1 ballot) by 30th September 1983.

The name JOEM.

Also agreed at the A.G.M. was that members would be asked if they wished the JOEM name to be retained. Consequently, members are requested to indicate YES or NO to the retention of the nameplates where shown on the ballot paper. Names on locomotives, like liveries, can be contentious issues amongst railway enthusiasts, so some arguments for and against retention are given below:-

For - JOEM is the name bestowed on the engine by the late Mr. Ainsworth in memory of his father Joseph and his mother Emma. The J72 has carried this name since 1966 and even if removed it may be difficult for the locomotive to lose its JOEM nametag. The retention of the nameplates would retain the link with the previous owner and the J72 would also be the only named engine owned by the Group.

Against - No J72s were ever named in pre-preservation days and if members vote to adopt either of the B.R. liveries the retention of the nameplates would not only be unauthentic but also inappropriate. The engine is likely to be affectionately referred to as JOEM even if the nameplates are physically removed. Should a name which has purely personal significance be perpetuated?

It is to be hoped that the various issues raised on the J72 livery and name will sufficiently stimulate members to make a positive response to the ballot, with an improved 'turn out' of voters compared with the K1 ballot.

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NEWS FROM THE LINE

Locomotives:

- 31 - in traffic
- 3180 - in traffic
- 5428 - major progress can be reported. The boiler passed its hydraulic test and has been reunited with the frames; on the same day, 12th July, the tender tank was returned to its frames. Engine and tender are now coupled together, and the boiler fittings are being replaced.
- 80135 - the boiler, which had been successfully steam tested at Bridgnorth, is now back at Grosmont and now resides on the Lowmac. Reassembly now depends on the return of the repaired axleboxes.
- 6619 - major progress here too, with the new front tubeplate fitted at the end of July. Once it has been rivetted in place, retubing can commence.

Carriage & Wagon:

No less than 24 Mk.1 coaches are now in traffic; 11 TSOs, 2 FKs, 6 SKs and 5 brakes. Of these 6 are in red and cream, 8 in blue and grey and 10 in maroon. The aim is to have three sets of 8 coaches in the three liveries. In addition, a TSO, SO and RKB now make up the static catering unit at Pickering station, and another BSO has recently been painted in brown and cream to join the Pullman set. Finally, the CL is available as a strengthening coach.

Civil Engineering:

The PW yard at New Bridge is progressing well; one full length siding is installed as is the new ground frame. One siding is laid inside the new carriage shed at Pickering, which although not yet complete, does afford cover for at least one coach to be worked upon. At Grosmont the shed head-shunt has been extended yet again, the area outside the diesel fuelling point has been concreted, with a new interceptor for the drainage, and a new water column installed adjacent to the oil store.

CONGRATULATIONS

Congratulations are due to Derek Hanson, former Secretary of the Group, long time Committee member, and N.Y.M.R. Board Secretary, who has been elected Mayor of Durham City. The Group wishes him well during his term of office.

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MEMBERS' SPECIAL

It is hoped to run a members' special hauled by the J72 No.69023 sometime in the latter half of October; the last day of N.Y.M.R. services, Sunday 30th October has been provisionally chosen. Confirmation of the date will appear in the next issue of the NEWS and be announced at the September meeting.

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FORTHCOMING EVENTS

Sunday 28th & Monday 29th August 1983. Full steam service on the N.Y.M.R., including 69023 in action.

Friday 16th September 1983 at 7.30 p.m. in The Ladle, Ladgate Lane, Middlesbrough. SOUTH WEST SCOTTISH STEAM by Derek Cross. A cracking start to the meeting season with one of the U.K.'s foremost railway photographers. This is a joint meeting with the S.L.S. and as a capacity attendance is, anticipated, members are advised to arrive in good time in order to secure a seat.

Saturday 1st October 1983 from Middlesbrough to Aberdeen and back - THE ABERDONIAN using 60009 UNION OF SOUTH AFRICA from Edinburgh.

Friday 21st October 1983 at 7.30 p.m. in Durham (venue to be announced). SOUTH AFRICAN STEAM by Dave Whitfield.

Sunday 30th October 1983 (provisional). MEMBERS' SPECIAL on the N.Y.M.R. behind J72 0-6-0T No.69023. Light refreshment if at all possible.

Friday 18th November 1983 at 7.30 p.m. in The Ladle, Ladgate Lane, Middlesbrough'. BEAMISH MUSEUM: PAST, PRESENT AND FUTURE by Mr. R. Clark. An illustrated talk by the Keeper of the Industry and Technology Department.

Friday 16th December 1983 at 7.30 p.m. in Durham (venue to be announced). CHRISTMAS EXTRAVAGANZA - all the usual goodies and, perhaps, surprises!

