

N.E.L.P.G. NEWS



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EDITORIAL

It is often difficult to find something stimulating to say in the editorial but the recent visit of Michael Draper, General Manager of the Severn Valley Railway and Chairman of the Steam Locomotive Operators' Association, lived up to expectations. Those fortunate enough to be at the Group's September meeting will testify to his ability to captivate his audience; stimulating, yes, but controversial and even arrogant too, but beneath the brash presentation a very astute business man. The editorial comment should therefore come from the man himself, though through the pen of the Group's Secretary, Dave Pennock:

"Michael Draper rewarded the 60 members and friends present with an autobiographical sketch of his railway upbringing, professional life and conversion to the preservation movement. His management philosophy of the S.V.R. made interesting listening but perhaps more importantly for the N.E.L.P.G. were his views regarding the likely future of main line running.

Michael's love of railways was fostered adjacent to the L.N.E.R. east coast main line during family visits to his Uncle's house in Bedfordshire. The sight of the crack train of those times 'The Silver Jubilee' made a lasting impression on him as a young boy. Opportunities for travel by rail on business and during National Service kept the interest in railways alive.

Introduction to the preservation movement at Bridgnorth and a view of a L.N.E.R. built engine (albeit 43106 with a Darlington builders plate!) fired Michael's interest to the potential of preservation.

Further visits followed and, with an eye on his financial experience in business, Michael was invited onto the S.V.R. Board, ultimately to become, for the last 10 years, General Manager. His astute financial control and the setting of objectives ensuring that income was greater than expenditure were the foundations of the Severn Valley success story, now culminated in the reopening to Kidderminster. The standards thus set are an example to the rest of the railway preservation movement, where only the fittest will survive.

The second half Q & A session was most informative when Michael wore his S.L.O.A. Chairman's hat.

The S.V.R. is also a leader in main line running and Michael was double qualified to expound on the present policy within S.L.O.A., which was to run up-market trains behind large 7 and 8P class locomotives. The large locomotives have, by virtue of their size, an ability to haul heavy trains and a reserve of power for keeping to time.

There are, of course, disadvantages to this large engine policy; repetitive trains lead to a fall in demand and the programme has to be periodically changed to stimulate the demand once more. Also each locomotive has its own charisma. There is pressure for new locomotives to be listed for main line use, but one had to be careful to be loyal to existing owners and their often substantial investments during overhaul. The owner who is to shortly undertake an overhaul needs funds equally as the one who has just returned his locomotive to the main line. Too many engines would ultimately spread the jam too thinly. However, there was a case for change to the S.L.O.A. main line list. Future steam operation did, of course, depend upon the goodwill of B.R., running costs and hence fares would ultimately have to rise.

Conversation naturally turned to the likely future role of the KL 2005, like Black Fives, Jubilees and Manors, is a smaller locomotive and therefore its future role would have to be tailored to suitable routes. The Fort William - Mallaig operation is ideally suited to the smaller type engine. In sane cases, however, the small engines are far more marketable; a Jubilee over Ais Gill for example. Michael could not rule out the prospect of the KL and The Great Marquess as a partnership undertaking tours. Such a combination would be seen to be an attractive proposition and an event enthusiasts would be prepared to pay for."

Encouraging indeed from Michael Draper!



SALES APPEAL

Nearly 20 years ago the infant N.E.L.P.G. was striving hard to raise cash to purchase the P3 by means of vigorous fund raising schemes, increasingly supported by an innovative and enthusiastic sales team. Without doubt the early successes of the Group would not have been possible without the significant contribution from sales. In recent years, however, railtour income but especially N.Y.M.R. mileage payments have been the mainstay of Group funds, and have eclipsed proceeds from sales in importance. 1985, however, has highlighted the Group's latter day dependence on railtours and N.Y.M.R. mileage, with no income from the former and little from the latter, yet with considerable expenditure on locomotives. Fortunately, under these circumstances the Group's finances have been able to withstand demands to date, but not forever.

Whilst it is totally unrealistic to expect sales income alone to fund locomotive overhauls, Peter Robinson has done much to reorganise the sales set-up on perhaps the most profitable basis ever, yet there is scope for much greater sales activity than at present, and hence considerable potential for increased earnings and the consequential much needed boost to Group funds. At present, however, sales are restricted to Group meetings and appearances at Deviation Shed, weather and family commitments permitting. As usual the burden falls on too few shoulders and Peter Robinson, his wife Pauline, and other helpers at Group meetings are unable to take on additional responsibilities. Scope exists to extend sales activities, not just at Grosmont, but throughout the North East at exhibitions, traction engine rallies, various fayres and markets, and so on. Volunteers are therefore needed to assist the existing hard pressed stalwarts and enable the sales teams range of activities to be extended, with beneficial results.

If you can help, or would like further details of what is involved, please contact Peter Robinson or Dave Pennock either at the addresses shown or at the next meeting of the Group.



LOCOMOTIVE REPORT

P3 No. 2392

The expected examination of the locomotive on the 20th August referred to in the last NEWS did not take place due to a change of plan. However, the manufacture of equipment to measure the axle bend more accurately is in hand. Also, a set of new big end cotters has been made. One of these had to be cut during the recent dismantling operation, and the threads on the others were becoming badly distorted.

2 No. 2238

The tender will be moved to Pickering and thence to I.C.I. Wilton, along with the J72, as soon as possible after the last steaming of 69023 on 6th October.

K1 No. 2005

Sunday working parties are now re-established at Wilton, and will hopefully take place for the next few weeks until the boiler and axle box work is completed. It is essential that these two areas of work are completed as soon as possible, otherwise the M.S.C.'s part of the restoration will be delayed.

On the boiler front, the copper lacings continue to be on the "critical path" and all efforts are being made to expedite this task, which requires considerable care as well as effort (it is surprising how hard the copper used in fireboxes is). Extra caulking is being carried out on the roof stays.

Severn Valley Railway staff visited Wilton on 17th September to carry out copper welding on the firebox; a second visit may be necessary at a later date.

The new smokebox has been trial fitted to the smokebox saddle to mark out fixing holes and to check alignment. Ian Storey is to visit Wilton in the next few days both to carry out some riveting himself on the front tube plate and to instruct the M.S.C. staff on the riveting of the smokebox.

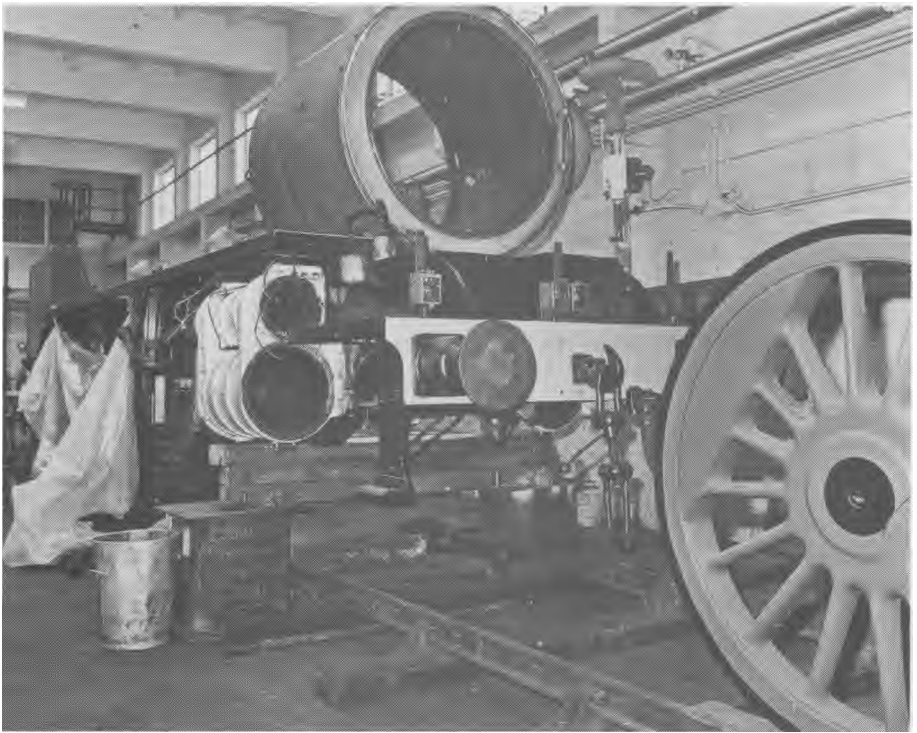
All the tender springs are now fitted, and the tender sides await attention from Len Clark and his magic filler to remove the last traces of buckling caused when the tender plating was renewed. A new tender water gauge, based on a float and arm, has been designed, and replaces the previous "walking stick" variety that was not altogether satisfactory.

One pair of axleboxes is still awaited from the contractor machining them; while the other two pairs have been trial-fitted to the wheels. When all three pairs are completed they will be fitted to the frames and checked to make sure that their centres are equal to the coupling rod centres.

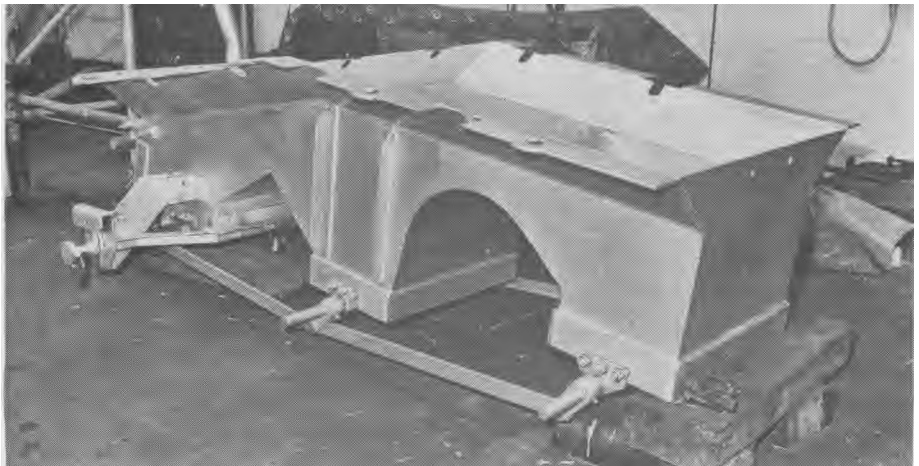
A new fall plate and support has been fitted to the engine, and replacement window slides are ready for fitting. The wheels, tender frames and engine frames were to be lined out by Len Clark at the end of September,

J72 No. 69023

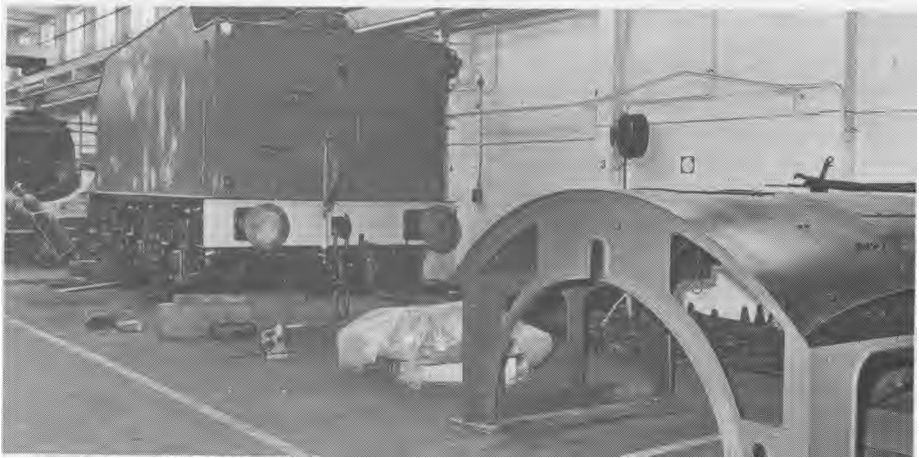
The 372's contribution to N.Y.M.R. services can be put into perspective by the revelation that to date it has covered 750 miles this year. Still in traffic the engine is expected to have its final fling on 6th October.



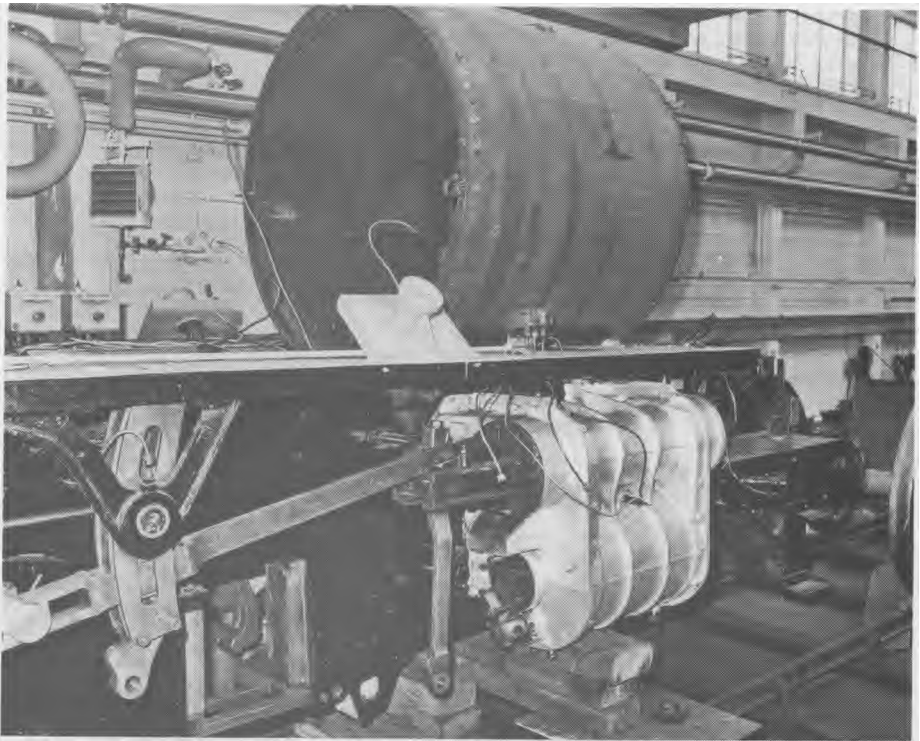
1. The new smokebox in situ, and a driving wheel resplendent in apple green.



2. The new ashpan, complete and painted.



3. The tender reunited with its wheels and, like the cab in the foreground, in green undercoat.



4. Another view o' the new smokebox, and the cylinders ready for re boring.

Q7 No. 63460

On the tender all the exterior frames are now in black and the tender sides have received extra filling and paint where necessary. The front of the tender, coal chute and top of the water tank have been cleaned, needle gunned and primed. The tender water filler is rotten and is to be renewed at Wilton. The tender water space has been cleaned out, and partly needle gunned and primed.

On the engine, following the removal of the springs, the frames and wheels have been cleaned down. The remains of the smokebox saddle bolts have been removed. The LHS cab side sheet is rotten at its base and will require replacement. The engine has yet to be jacked up to facilitate examination of the journals but preliminary investigations suggest that the axleboxes will not require major attention.

At Wilton, the chimney has been repaired, preliminary work has started on the new ashpan and the motion is being cleaned down.

SMT No. 44767 GEORGE STEPHENSON

Now at Carforth the winter work programme on 44767 is as follows:-

1. remove driving wheels and take up small amount of wear in axleboxes and liners. After 5 to 6,000 miles running the manganese liners get work hardened, but eventually they wear and this wear is taken up by shimming i.e. like adjusting the wedges on the K1 axleboxes. The wear, however, is not excessive and no worse than expected after such a mileage.
2. play in both crosshead slide bars to be taken up.
3. stde to side play on side rods to be taken up.
4. both piston valves have been removed and the RHS needs attention with three broken rings. It is possible that the valves will be rebored.
5. with the wheels removed two broken loco springs can be repaired.
6. the two leading tender springs are being refurbished.
7. up to 400 stay nuts in the firebox need replacing.
8. various steam valves have been refaced.
9. the blast pipe petticoat has received remedial attention to the fixing lugs.
10. a new ejector exhaust pipe has been fitted in the smokebox.
11. a new front draw hook and shackle have been fitted

The above work is little more than routine and is expected to be complete by the new year.



WORKING PARTIES

working parties are held at I.C.I. Wilton on MONDAY, WEDNESDAY and THURSDAY evenings from 6.30 to 9.30, with organisers being Terry Newman, Bill Dobson and Peter Robinson respectively. Grosmont working parties are organised by Peter Robinson every SUNDAY for work on the Q7 and P3.

In all cases volunteers are asked to please contact the respective organiser - see phone numbers in front of N.E.L.P.G. NEWS - before turning up - so that they can have time to organise efficient use of the available workforce.

SHED SUB-COMMITTEE

This sub-committee has been disbanded. The completion of the shed has made the need for a sub-committee redundant. All future shed work will be integrated into the work plans at Grosmont.

A number of maintenance jobs remain however; roof skylight repairs; a general repaint and rain water drainage installation. The roof repairs have been started, the painting is to be undertaken by a community industries project, but the water drainage remains to be done.

Anyone with the necessary skills to install such a system and link it to the nearby N.Y.M.R. drain please ring Dave Pennock.



TWENTIETH ANNIVERSARY

Serious consideration is now being given to the ways in which the Group's 20th anniversary might be properly celebrated in 1986. It is likely that any events would take place in October, since it was in that month in 1966 that the N.E.L.P.G. was formed.

Every five years since, the Group has celebrated either by running its locomotives or holding a function of some sort. Suggestions put forward for 1986 include a one or two day 'gala' type event of passenger and freight trains hauled by the Group's engines which, with the possibility of 2005, 2392, 901 and 69023 in steam, could be very attractive; a special Pullman diner train for members and their guests; or a dinner/dance at a venue in Durham or on Teesside, either to coincide with a weekend steaming of the locomotives or on a separate occasion.

Before the Committee firms up any proposals, members are invited to put forward their own suggestions or preferences by contacting Dave Pennock by the end of November.



CONGESTION AT WILTON

As has been reported before, the second stage of the M.S.C. scheme involves the restoration of the J72 and the Q6 tender at Wilton. It is important that this starts as soon as possible, since there are certain trades for which work on the K1 is becoming difficult to find. Originally it had been hoped that the would have left No. 5 depot by the time 69023 arrived, but now it is planned that the J72 will be placed inside No.5 depot alongside the K1 frames, with the Q6 tender on the track just outside. The movement to Wilton will take place as soon as possible, after 6th October, and will result in a fairly full workshop for a few weeks. When the K1 boiler hydraulic test is completed, the K1 boiler, frames and tender will be transported by low-loader to another part of the Wilton site where the frames and tender will be re-railed, and where the boiler will have a steam test before fitting to the frames. The Q6 tender will then join the J72 inside No. 5 depot.

NEWS FROM THE LINE

Locomotives:

- 5 - axlebox repairs have been completed and the loco will re-enter traffic if found to be satisfactory.
- 30841 - work on the boiler was due to commence in September; the owners have been repainting the frames.
- 6619 - re-entered traffic in July and performs well on the heaviest trains. The engine now faces north.
- 45428 - in traffic.
- 80135 - in traffic.

Carriage and Wagon:

TSO SC3801 has had extensive body repairs and is now painted in carmine and cream. The RIB E1823 returned to traffic in August, though only temporarily as some jobs are still outstanding. The G.W.R. inspection saloon is nearing completion of an external repaint. The two ISO's in the ill fated Pickering "catering unit" are to become "runners" once they are recovered, probably as a result of a Territorial Army exercise in early November. The full kitchen car is likely to go to the G.C.R. at Loughborough. The two remaining EMU coaches departed for Swanage in September.

Civic Engineering:

At Pickering the second turnout to the carriage shed is now installed, and some of the cable required for the signalling scheme is now installed bringing completion another stage nearer. At Farworth the timbers on Bridge 11 have been renewed. Between New Bridge and Levisham all scrap materials have been recovered and some much needed lineside tree clearance undertaken. At Grosmont a new lifting gantry has been installed adjacent to the coal hoppers and is now operational. Community Industry of Middlesbrough are to upgrade the footpath to Deviations shed around the back of Tunnel Cottages.

Commercial:

In July the budgeted income of £124,000 was exceeded. However, August was the critical months and the railway did exceptionally well; income was budgeted as £168,000 whereas a total of £180,000 was realised. Expenditure fell from an estimated £101,000 to £76,000 (largely due to the change in policy regarding purchases for Pickering shop). The General Manager informed the Trust Council on 6th September that at the end of August the railway had a credit balance at the bank of over £35,000 instead of an anticipated overdraft of £50,000, and he forecast that by the end of the financial year there should be a surplus of over £100,000.

COVER PICTURES

Front: 62005 leaves Goathland for Pickering on 29th April 1984 (John Whiteley)
(top): Reminiscent of the Glasgow - Dundee trains of the 1960's, 44767 speeds through Forteviot on 13th April 1985 with a Falkirk - Perth special.
Back (bottom): Driver's eye view from 69023 approaching Levisham up outer home signal on 9th July 1985 (both John Hunt).



FORTHCOMING EVENTS

Friday 15th November 1985 - GREAT WESTERN 150 - a composite photographic record of some of the unforgettable events of 1985, by N.E.L.P.G. photographers.

Friday 13th December 1985 - CHRISTMAS EXTRAVAGANZA - a festive evening of auctions of railwayana, the classic slide auction and other appropriate entertainment.

Friday 10th January 1986 - STEAM ON THE BOX - a selection of video recordings by Ted Parker.

Friday 14th February 1986 - RAILWAYS IN THE NORTH by Dr. A. K. Lambahle an illustrated lecture.

All meetings are held at The Ladle, Ladgate Lane, Middlesbrough, commencing at 7.30 p.m.

