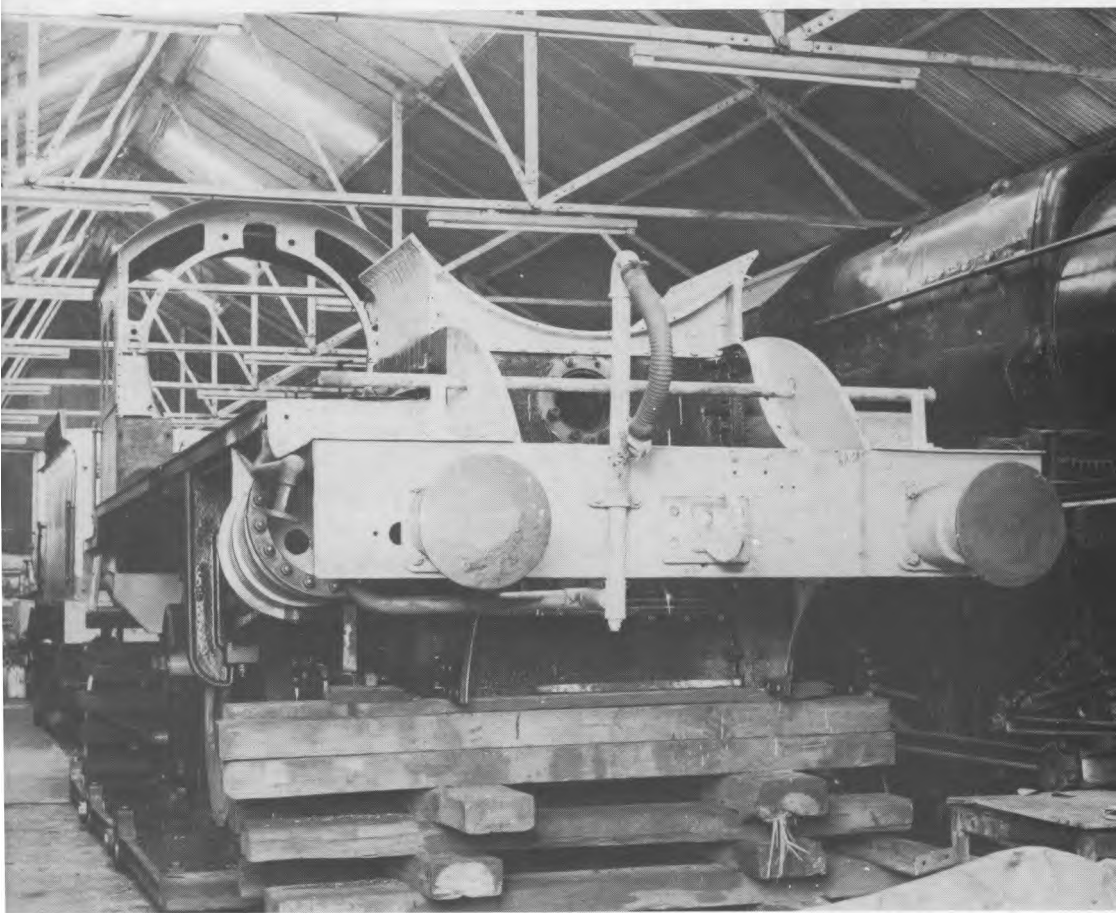


N.E.L.P.G. NEWS



NO. 118

APR. 1987

EDITORIAL

Coming almost too late for inclusion in this issue was the splendid news that the P3 had been in steam for three days without mishap. Although not progressing beyond Goathland during its frequent light engine runs up the bank, it did successfully negotiate the famous 1 in 49 with a four coach train. Perhaps, at long last, the trials and tribulations of the last three years can be left behind. Perhaps, too, we deserve some good fortune with the P3 if only to reward the sheer persistence of our most stalwart volunteers! A lot of time has been spent on the P3 not just physically in dismantling it, then putting it back together, only to repeat the operation all over again after the umpteenth failure, but also on the drawing board, in hours of discussion and argument, and in experiment.

It has not been cheap either, with parts sent away for expensive repair and machining, not to mention the different types of piston valve heads and liners that have had to be specially made and machined; the pile of discarded parts at the back of Deviation shed tells this part of the saga only too graphically.

The reasons for all the problems are long and complex and have, in part, been chronicled in the pages of the NEWS. Hopefully, the experiences gained in successive failures has been put to good use and the current solution will prove to be the right one. Only time will tell, of course, and the P3 needs to prove itself in service, and such an opportunity might present itself over the Easter holiday.

Let us hope that the optimism of the trial runs at the end of March is well founded. Twenty years ago the P3, as J27 No 65894, became the Group's first acquisition and was subsequently restored for NYMR use until in 1977 it failed with a burst tube near Beckhole. Ten years on, will 1987 be the P3's year, to repay the faith shown in the locomotive during the dark days of failure, disappointment and frustration, and start to earn some revenue to recoup the not inconsiderable investment in the engine since 1982?

It is as well that the problem of the P3 is highlighted since it is a reminder that steam locomotive preservation does not necessarily always run smoothly or successfully, and that we should never take success for granted. The NELPG has had a big share of the latter and hopefully will continue to do so. It serves, however, to strengthen our resolve and endeavour to ensure that there is no repetition with, say, the K1 or Blue Peter. The work being done on these locomotives is more thorough than ever and more professional, since that is the way it must be; in the end it will pay rich dividends not only to the benefit of the Group's coffers but also its reputation.

P3 No 2392

The problem of the piston valve heads referred to in the February NEWS was overcome by attention to the ring pegs, and several new rings were also needed. The opportunity was also taken to add an extra shim to one of the eccentric rods to correct a slight error on the valve setting.

During the previous test run a "knock" was heard, and it had been noticed that the R.H. little end was loose, both the bush in the cross head and also the brass. The whole assembly was stripped down and taken to Ian Storey Engineering for re-furbishing.

On the 22nd March the work on the locomotive was completed. The crosshead/little end was re-assembled, the boiler washed out and the valve setting checked again. With the front piston valve covers fitted, the P3 was then ready for a test run and boiler examination by the insurance company boiler inspector. Over a three day period commencing on Sunday 29th March 2392 did over a dozen light engine trips between Grosmont and Goathland, culminating in the hauling of a 4 coach train up the 1 in 49. All the trips were successful!

Is this the end of the P3 saga?! Hopefully, it is and the P3 will soon re-enter service.

T2 No 2238

Little further work has been done on the tender tank during the last two months due mainly to the reduction in staff on the MSC scheme as the old scheme ran out, and new staff could not be taken on until the new scheme obtains the approval of the ICI unions. The replacement tender wheel sets from Grosmont have been grit blasted and painted. Because the replacement bearings are of a different design to the original bearings the latter will have to be re-furbished.

K1 No 2005

The making of the new main steam pipes by ICI has proven more difficult than expected, due to the lack of pipe-bending facilities of the type originally used in 1949. The eventual solution was to use a weld elbow for the sharpest bend, and cold bending for the others. By

the beginning of April they were completed and refitting started on 5th April. Also in the smokebox, the steam supply pipes to the atomiser and blower are being renewed.

Springs almost deserve a saga of their own. During final testing at Chapman Springs, one spring broke. This was repaired and all the springs had individual test results taken of load versus deflection. However, the serial numbers marked on the springs were subsequently obliterated, and upon arrival back at Teesside this was noticed. So the batch of nine springs were returned to Sheffield for further tests, whereupon two springs failed. The seven other springs were returned to Grosmont, and six were fitted to the locomotive on 15th & 22nd March.

A modification has been carried out to the injector combining cones which should remove one of the causes of problems last year. A high temperature O-ring has been fitted to the combining cone in place of the usual packing.

The spring hangers on the tender have been freed off - lack of lubrication on assembly appearing to be to blame. Also, the rear two brake rods were changed over to equalise the total rod lengths. All brake blocks on the tender were also changed.

Both little end bushes and pins have been re-assembled, and a re-furbished RH trailing side-rod cap fitted.

Q7 No 63460

The regulator blank and blowdown valve have now been fitted, and the regulator packed.

Thanks to Maurice Johnson's efforts, all of the axlebox horn blocks are now flat, parallel and square to the frames within close limits. The side rods have been assembled on the ground, (in order to measure centres) and the way is thus ready for the NYMR to start the axlebox repairs. This was originally to have been completed by Easter, and though this will not now be possible it is hoped it will not be long after.

The drag box area has been needle-gunned, this being the last area to need de-rusting on the frames.

172 No 69023

on hydraulic testing some leakage from the front tubeplate rivets

was found, but this responded to treatment and was passed by the Insurance Company on 27th February, and the boiler was reunited with the frames at 6.30am the following day.

In the meantime, NELPG members had been asked to carry out much of the mechanical re-assembly, and were working against time to complete the inside motion and spring fitting before the boiler was fitted. At one time about a dozen members were working on, under or between the engine frames! At the time of writing, all this work was completed except the RH piston fitting, where the sidebar needs re-aligning.

All cab fittings are now fitted, as are the sidetanks. The main outstanding areas are the smokebox and sanding gear, and the fitting of the siderods.

Len Clarke was spending a few days at Wilton from 6th April, when painting and lining out was expected to take place, together with fixing of the BR and NER transfers and numbers.

The delay in steam testing the J72 and in the completion of track and building alterations, means that the planned celebration steaming at Grosmont on 29th April has been postponed. Subject to a satisfactory meeting at ICI on 23rd April, Wednesday 20th May has been earmarked for the special events. Confirmation of the arrangements will be made at the A.G.M. or can be obtained by ringing Maurice Burns or Bill Dobson.

A2 No 60532 "Blue Peter"

The brick arch has been removed, and the forty three flue tubes cut at the firebox end. The engine is still outside No 5 depot.

The track laying external to the building is now completed, but a major delay has been caused by the wall at the north end of No 5 depot. When work started on knocking a hole in this an unusual form of construction was found, with an internal steel column in an awkward place. After much consultation and examining of plans, it is now necessary to make a steel frame to support the wall, and this is to be fabricated by the MSC scheme. On the outer wall, a roller door has been obtained, and its fitting is imminent. All this work is expected to be complete by 23rd April.

A4 No 4464 "Bittern"

Resplendent in grey (not silver) undercoat. Examination of the

firebox by Graham Beddow of the SVR showed that, like its sister engine No 60009, the rear flanges are very thin, and would need major surgery.

SMT No 44767 GEORGE STEPHENSON

The new piston valve liners are ready for collection and then machining, whilst the heads themselves, made by the S.V.R., are already being machined. They are all expected to be refitted by early May, when valve setting will be required. An Insurance Company examination and a steam test are also required before the engine can re-enter traffic.

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WORKING PARTIES

Working parties continue apace every Sunday at Grosmont and every Thursday evening at Wilton; details from Maurice Burns on Eaglescliffe (0642) 780794 or Bill Dobson on Eaglescliffe (0642) 781982.

Details of work to be done and possible car sharing to get to and from Grosmont are also available from the relevant responsible officers listed below:-

19th April	- J Hunt	
26th April	- N Hall	
3rd May	- B Lyth	
10th May	- D Martin	
17th May	- T Newman	
24th May	- P Robinson) K1 week
31st May	- G Wells) see below
7th June	- M Burns	K1 Day
14th June	- W Dobson	
21st June	- J Hunt	
28th June	- N Hall	

At Wilton, all members who wish to work on Blue Peter must have a NEW identity pass. These will be issued on Thursday 16th April between 6.00pm and 6.30pm at No 5 Depot. All members who wish to obtain identity passes MUST notify Maurice Burns beforehand in order that I.C.I. can be advised in good time.

A major start on Blue Peter may be possible on this date, with a large attendance expected.

K1 WEEK - 23rd - 31st MAY 1987

Arrangements have now been made for the K1's 6 monthly BR boiler and mechanical examinations, prior to its operation between Fort William and Mallaig, to be carried out on Friday 29th May (boiler visual) and June 5th (steam test).

In order for Len Clarke to tidy up the paintwork, the boiler to be washed out, inside the firebox, smokebox and the underside of the locomotive to be thoroughly cleaned, a K1 Week is being organised for those who may be interested, commencing Saturday 23rd May.

The object is to have the K1 shining like a new pin and all the repairs and adjustments 100% complete in good time before the examinations (to save any last minute panics). This period will also be used to collect tools and materials for the Scotland operation. It is hoped that all those who have volunteered for Scotland will play their part in these preparations which are so essential for a smooth running operation.

Please advise Maurice Burns or John Hunt if you can assist during this week.

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HAPPY BIRTHDAY!

Congratulations to our President Bill Harvey who celebrates his 80th birthday on 19th April and who is still active in the preservation movement, currently restoring the B12 near his home in Norfolk.

Happy birthday, Bill!

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RAILTOUR REPORT

Contrary to expectations a railtour to Perth using the K1 has not proved possible. Instead BR has now agreed to the use of the K1 between Middlesbrough, Newcastle, Carlisle and Kilmaronock on Saturday 13th June. The train will comprise the privately owned rolling stock of the Scottish Railway Preservation Society and will originate in Falkirk, picking up passengers at Edinburgh (03.30), Newcastle (05.35), Durham, Darlington and Middlesbrough (06.55), where 2005 will come on. Further stops would be made at Stockton, Hartlepool, Sunderland and Newcastle (08.55), where water would also be taken. The

train would run non-stop to Carlisle where there would be a stop of an hour and a half to detach the K1 for servicing at Upperby.

The journey would resume from Carlisle at about 12.15, with a diesel pilot as far as Annan. There would be a photo stop at Dumfries and a water stop at Kirkconnel, preceding an arrival at Kilmarnock at about 15.30. Here, after 201 miles of steam haulage, the K1 would be detached and a diesel would haul the train via Barassie, Paisley and Shotts, to Edinburgh and Newcastle, arriving by 21.00, though it is possible that the train may arrive one hour earlier.

The train would terminate here and passengers would return to their original boarding points by service trains, at no extra charge.

On the SRPS train passengers would have a reserved seat and the SRPS will be operating a refreshment service of drinks and hot and cold snacks, possibly including breakfast, throughout the day. NELPG sales will be in evidence, there will be the traditional raffle, and the chance to obtain sets of lineside pictures of the K1 in action during the day.

The fare for this tour from any of the stations mentioned above, and including return travel from Newcastle by BR service train, is a bargain £18.50 for adults & £13.50 for accompanied children under 14.

Seats on this train are limited to about 400, significantly less than on previous NELPG railtours, so early booking is essential.

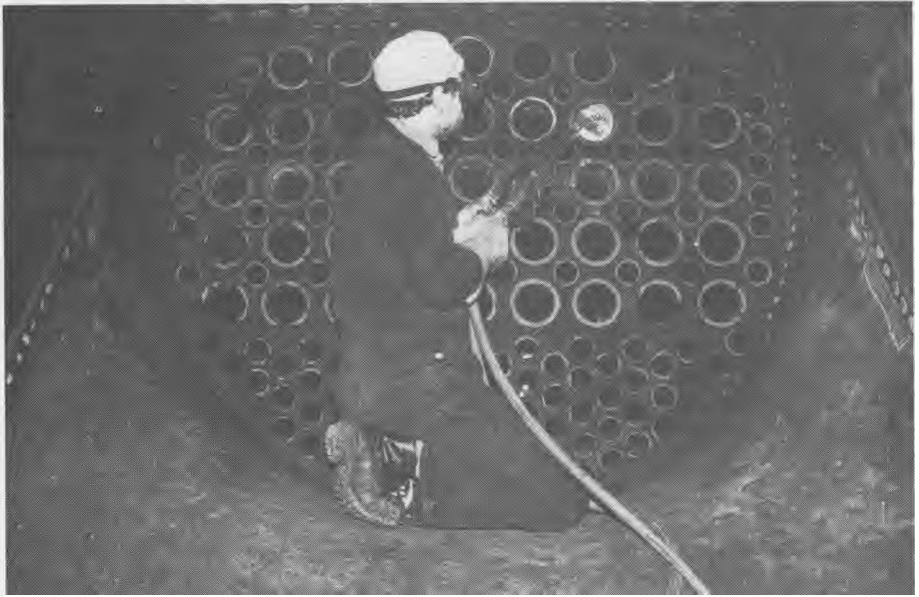
As 13th June is only one week away from mid-summer's day the entire journey should be accomplished in daylight, thus affording every opportunity for passengers to enjoy the tour and its scenic attractions to the full.

Intending passengers should use the enclosed booking form and send it, together with their remittance, to:- NELPG Railtours, 53 West Dene Drive, North Shields, Tyne and Wear. NE30 2SY.

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WEST HIGHLAND STEAM SERVICE

Services will run from May to September using the specially painted West Highland coaches. A souvenir shop and commentary will be provided thanks to the Scottish Rail Preservation Society. A buffet service will be on all trains. The train will be hauled either by the HPLG's Black Five No 5305 or the Group's K1.



work starts on Blue Peter; Bernie Lyth commences burning out the old superheater flue tubes on 5th March. He is perched in the combustion chamber, a characteristic feature of wide firebox locomotives.



20 years ago(1); 62005 passes Easby Abbey on the Richmond branch with the S.L.S. Three Dales tour on 20th May 1967.



N.E.L.P.G. President Bill Harvey, 80 this month, inspecting the K1's valve gear back in December 1982; Mike Oliver looks on.



20 years ago (2); in woebegone condition 63395 storms up the 1 in 45 of Seaton Bank in April 1967. (All Maurice Burns)

Fares

Adult £9.90 Return £6.60 Single
Child £4.45 Return £3.30 Single
Inclusive of Steam Train Supplements.

Reductions for Railcard holders and Party Rates are available, please ask for details. Britrail, Interail, Freedom of Scotland and Inclusive Tour tickets are not valid on steam services.

Dates of Operation

MAY	Thursday	14th, 21st and 28th
	Monday	25th
JUNE	Thursday	4th, 11th, 18th and 25th
	Monday	22nd and 29th
	Tuesday	23rd and 30th
	Sunday	28th
JULY & AUGUST	Every Sunday, Monday, Tuesday and Thursday	
	Saturday	18th and 25th July
	Saturday	1st, 8th, 15th and 22nd August
SEPTEMBER	Tuesday	1st
	Thursday	3rd, 10th, 17th and 24th
	Sunday	6th

The K1 is expected to work the above services during the weeks beginning 28th June, 12th July, 25th July, 8th August and all services on and after 22nd August.

Departure and Arrival Times

MONDAYS, TUESDAYS, THURSDAYS AND SATURDAYS

Fort William	Depart	11.05
Mallaig	Arrive	12.57

Mallaig	Depart	13.35
Fort William	Arrive	15.18

SUNDAYS

Fort William	Depart	11.05
Mallaig	Arrive	12.35

Mallaig	Depart	15.40
Fort William	Arrive	17.25

A combined rail/boat trip to the Isle of Syke will be run on

Sundays. Details from Fort William Booking Office. The steam train will connect with the 17.40 Fort William - Glasgow - London sleeper service Sundays as well as weekdays.

Reservations can be made as follows:

- a. By post, to Fort William Booking Office. Please enclose a stamped, addressed envelope.
- b. In person at Fort William, up to the day of travel although advance booking is recommended to avoid disappointment.
- c. From March 1987 at any principle BR station using the BR computerised reservation system.

(Scotrail reserve the right to cancel or diesel haul any of these excursion trains without notice)

Steam Train Reservations, Scotrail West Highland, Transport Centre, FORT WILLIAM, PH33 6AN. Telephone Fort William (0397) 3791

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RAG APPEAL

For the K1 operation in Scotland, we have to provide all our own cleaning materials. Could members please collect rags which can be loaded onto our support coach before we leave Grosmont in June. Alternatively we could collect at the AGM meeting at the Ladle in May.

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FUTURE USE OF THE J72 - THE CHAIRMAN REPLIES TO YOUR LETTERS

A very positive response for members' views on the possibility of our J72 being loaned to other railways has been received and the chairman wishes to thank all those who wrote. Rather than reply individually many points raised may be of interest to our wider membership.

90% of letters were in favour of the J72 being loaned out from its NYMR base but short term loans were preferable. A few quotes indicate the general feeling:-

John Drew, Tyne and Wear (member 191) "Having spent time and money on the J72 it must be seen to work a) to show the high standard of restoration b) to attract publicity for the Group c) to earn its keep,

or part of it d) to enable the MSC workers and NELPG volunteers the pride of seeing their handiwork in action."

Nick Copey, Cheshire, (member 1001) "There are significant advantages in loaning this locomotive to other railways. Namely, it is a popular locomotive and gives crowds great pleasure when in steam. It would also create goodwill between societies not to mention income to the Group through increased subscriptions."

Derek Hanson, Durham "I am totally in favour of loaning out the J72 since some return on the investment in this loco is essential."

One life member from Nunthorpe, Middlesbrough (sorry, we couldn't read your name) "It has always surprised me that the committee has never asked its members to vote on the issue of whether any locomotive (such as the K1) should leave its NYMR base."

This is a fair point and one which has been duly noted by the committee. Other points raised are what is the real value of friendship with other societies? Sharing technical problems is the biggest benefit. Phoning someone who may have had similar problems is always useful. Tools are frequently loaned between societies; we regularly use Dinting's special flue tube expander that flares over the firebox tube ends. We have loaned out the rocker bar pattern for B1 61306 at Loughborough; flue tube taps to Class 5, 44871 currently being restored (in return for a Blue Peter fund donation!); a rare size of expander to the Scottish RPS for their steam crane, etc, etc.

Carrying out maintenance away from home and overstretching ourselves was another good point raised. Here we would only loan out the J72 where a society would be willing to undertake all maintenance. All lines would be visited to view facilities and operating procedures before a loan agreement would be approved.

As for which railways we should visit Ian Shadforth, Redhill, Surrey, Member 909 says "A loan to the GCR at Loughborough would be a particularly good idea, where I would like to see some kind of friendship arrangement, the GCR being the next biggest LNER site after our own." Mr N Wellings, Cheshire, member 794, "The Yorkshire Dales Railway, I think, has not had an ex BR loco running and the charming atmosphere on that railway is most suitable for the J72."

In order for members to express their views and vote on whether loans should be entered into a motion has been included on the agenda for the May AGM.

In conclusion, Mr J.L. Brinded, Norwich, Norfolk, member 663 gives all members food for thought, "I am always very conscious of how

little I contribute to the Group and the debt which the rest of us owe to the working members.

Because of this I feel that the interests of those members who actually work must weigh heavily in any decisions of this nature. They must be given the opportunity to enjoy the fruits of their labour of love."

The final decision rests with a vote at the AGM.

MAURICE BURNS

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1986/7 NELPG PHOTOGRAPHIC COMPETITION

May I remind members of the annual Photographic competition; however, this year there are a few changes -

- 1) It is to be run on a more formal basis
- 2) There will be an independent judge in the shape of MR J T MARRIOT who is a well known local Commercial/Industrial Photographer. He just happens to be very keen on railways and is much respected in the photographic business and has been for many years.
- 3) It will enable all members of NELPG to enter on an equal basis.

The results will of course be announced at the AGM where all entries will be on display. It is also hoped to have the results published in one or more of the railway magazines and NELPG News (B/W only).

Entries should be submitted with the enclosed entry form, to be received by Ted Parker (0642 784726) on or before Friday 1st May 1987.

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NEWS FROM THE LINE

LOCOMOTIVES

- 5 - under repair
- 29 - under repair
- 841 - available for traffic
- 3672 - old inner firebox being removed
- 6619 - available for traffic
- 45428 - tender wheel sets have been turned and re-united with frames. Driving wheel sets being re-tyred by B.S.C. but not expected to be complete until mid-summer
- 80135 - available for traffic

CARRIAGE AND WAGON

Restoration of the SK inside the carriage shed at Pickering progresses. Two plate wagons have been delivered from Darlington.

SIGNAL AND TELEGRAPH

The up starting signal (No 3) at Goathland has been moved 100 yards towards the road bridge in order to accommodate longer trains. At Pickering the ready-to-start system is now operational making the despatch of trains both safer and more efficient.

CIVIL ENGINEERING

North of Levisham, bridge 15 was renewed during March in time for the start of through services on 1st April. Between New Bridge and Fen Bog there has been concerted effort to improve trackside drainage, fencing and trimming undergrowth. At Beckhole the temporary speed restriction over the area of the landslip has been raised from 5 to 15 mph, and considerable works have been carried out to clear and reinstate drains. However, the major works are at Grosmont where the tea room on platform 3 is to be the booking office, the former shop, booking office and waiting room on platform 2 is to become a new cafeteria, and the former office in the station house is to be the new shop. BR have now agreed to track modifications which will involve moving the BR/NYMR connections over 300 yards towards Whitby, slew the BR single line and considerably lengthen the NYMR platforms to allow the running round of 10 coach trains.

COMMERCIAL

Advance bookings by the end of February were well up on the corresponding period last year - 320 Pullman bookings and over 1,000 bookings in party groups. On-train catering is also increasingly successful; income was £38,650 in 1986 compared with £14,500 in 1984. Pullman dining train operation is being increased this year with Friday and Saturday evening return trips from Grosmont during the whole of May; these trains will also be steam hauled. Booking details from the Pickering Office (0751) 72508.

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FORTHCOMING EVENTS

Friday 8th May 1987 - VISIT TO No5 DEPOT, ICI WILTON to view progress on 69023, 60532 and 4464. Meet at the West Gate at 18.30 PROMPT

Friday 8th May 1987 - ANNUAL GENERAL MEETING at 19.30 in The Ladle Hotel, Ladgate Lane, Middlesbrough, followed by photographic competition (see text for details)

Wednesday 20th May 1987 - J72 COMPLETION CEREMONY at Grosmont, plus special trains to Goathland. Further details at AGM.

Saturday 23rd to Sunday 31st May 1987 - K1 WEEK at Grosmont.

Saturday 13th June 1987 - THE TEES-CLYDE EXPRESS with K1 haulage from Middlesbrough to Kilmarnock (or possibly Glasgow).

Sunday 28th June 1987 - K1 expected to work its first Fort William - Mallaig train.

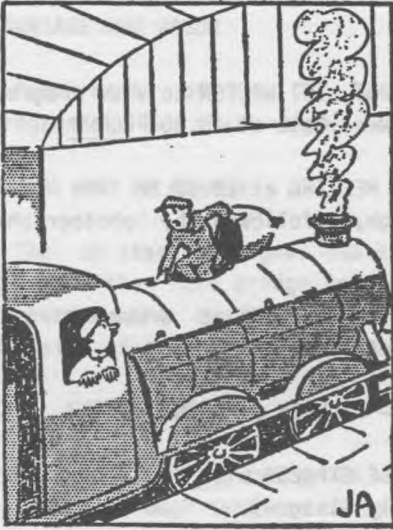
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COVER PICTURES

Front:- The Q7 inside Deviation shed on 22nd February 1987; although still in basic kit form major re-assembly is imminent. (John Hunt)

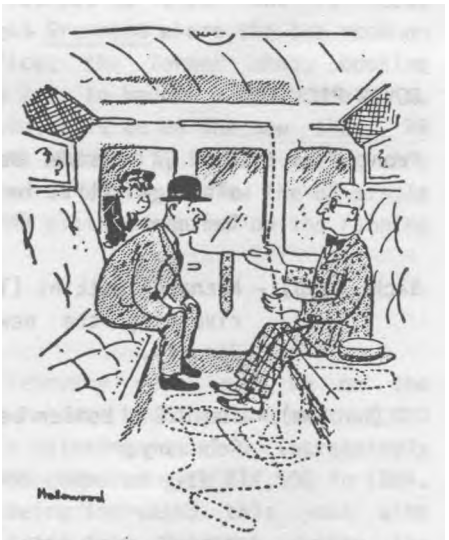
Back (top):- Richard Watkins (left) and Graham Beddow of the SVR the new front tubeplate on the J72 on 21st January. (Maurice Burns)

" (bottom):- The J72's boiler being reunited with it's frames on 28th February. (Maurice Burns)



"There's half an hour to wait here, Bert. I think I'll have a bath."

[Daily Sketch



"No, I said the train would be sixty-five yards long *without* the loco."

[Punch

