

Welcome

The NVR members' newsletter is a collection of short articles written by members. Some articles are regular features, like project 'status reports', written to let the rest of the railway know how particular projects are progressing or 'departmental reports' written to report on activity within particular departments. Other articles are one-offs, perhaps motivated by a concern or a gripe, or to report on one of the NVR's many Special Events.

If you have something you want to say, then please let us have it. If you'd like help with content or format, get in touch – we'd be delighted to help.



Editorial

June seemed to be just as hot as May, and we've been blessed with good attendances for two months in a row. Sometimes by the skin of our teeth we've managed to keep services running – only two operational steam locos is definitely proving that we're cutting things a bit fine. However, challenges in the background provide an opportunity for one of the things we do well – showing our visitors how well we can cope with adversity, how we can make that extra effort to turn their problem into a fond memory. Well done everyone who plays a part in that.

Against that good news, we have to set the theft of signalling cable from Orton Mere at the end of May. Our volunteers in the S&T team put in a lot of extra effort and had the missing cables replaced and connected by 20th June. Well done everyone who played a part in that.

As we go to press, news of the long-anticipated ORR inspection drops through the letterbox. As Sarah has said in her HOPS bulletin, it is daunting but not a cause for panic. We can use the time before the inspector's arrival to fine-tune our safety systems and help each other to be as prepared as we can be.

Stan

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Remember, what you read in here is the view of the author. It's not necessarily the view of the editorial group nor the view of any of the officers of the railway. NVR Policy is not announced in this newsletter.

Please keep sending your articles and comments. Feel free to contact any of the Communications team.

enewsletter@nvr.org.uk



Board Level Report From Chairman Mike Kerfoot

Summer is always a busy time for the railway and this year is looking to be no different. With my grease-top cap on I particularly enjoy the summer months. Preparing the loco in the light so that you can see what you are doing and not having to remove corks in the oil pots with fingers numb with cold is a boon.

It's also a time when we are busy, as people look to get out on a warm weekend and find something to do. We kicked this summer off with the Platinum Jubilee. This gave us some good returns despite there being lots of other events and activities to compete with. Our plans to have a Jubilee (in the shape of LMS 5XP Bahamas) for the Jubilee had been difficult from the start as we tried to navigate around the loco's availability. Having secured it for the Sunday it then disgraced itself by failing. It just goes to show that even the best locos can't always be relied on. In the end 92 Squadron deputised and did a magnificent job, keeping all but the most diehard Midland fans happy.

The beginning of summer rounded off a solid start to the year. We have beaten our revenue targets every month so far and good control of costs, despite the rising prices of consumables, has put us in decent shape as we go into the middle of the year. Of course there is a long way to go and the budget for the next few months will stretch us.

Elsewhere around the railway I had the opportunity to view the new level crossing gates that the station and buildings team are currently making. I was blown away by the level of craftsmanship that was on display here. We are truly blessed to have such talented individuals on our team.

The work on sleeper replacement has paused for the warmer summer months, with just over half of the sleepers replaced and Don and band of merry men and women ahead of their target. The reduction in the temporary speed restriction is very welcome and again an incredible contribution from the P/way team.

Less positive news came with the theft of cable at Orton Mere that put the track circuits and motor points out of action. The thieves not only took cable but ripping it out in the way they did caused considerable collateral damage. The S&T team have mobilised to effect repairs and have done



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astounding work to get everything back together and working in a matter of weeks. The work of this team often goes unnoticed, but in recent months we've seen the ground signal on the Oundle line replaced, ground signals at the West end of platform 2 upgraded and the locking in Wansford box overhauled, as well as a host of other smaller jobs and items of routine maintenance completed. This is a fabulous contribution from this small and dedicated team under Keith's leadership that keeps us operating safely and efficiently.

We've also been raising our profile around the heritage railway world. A few weeks ago we hosted all the living past editors of the Railway Magazine along with the current editorial team. They were getting together to mark 125 years of the first publication of the magazine. The Railway Magazine is part of the Mortons Media group who have their offices up the road in Horncastle, and so we were reasonably local and delighted to be able to play host. Not long after that we were again happy to offer facilities for the board of the Heritage Railway Association as a venue for their meeting. The HRA is effectively the trade body that represents the heritage rail industry and our own Sarah Piggott is a board member. Activities like these don't have any immediate tangible benefits but the chance to network and build bigger relationships starts to create all sorts of possibilities that we can explore into the future.

So, a busy few weeks. Let's hope that this continues and we get some nice weather to warm our spirits – not so warm that we end up with a steam ban though!

Volunteer Liaison Group Update – Shirley Knights and Ambie Haydon

Firstly, a few words from Ambie.

Charity Days – Ambie Haydon

Many of the larger companies allow their employees two days per year for charity work, to support their chosen or company charity

Russ Jenner is the link person with companies and he arranged for a locally-based insurance firm to send ten employees for the day to work at the NVR. Much negotiation takes place prior to a visit – Health and Safety risk assessment, tasks offered, meal times, clothing required, the list is endless.

On Wednesday June 22nd ten volunteers joined us for the day to undertake white-lining, bench staining and cleaning plaques, also cleaning the bar barrels and bar top.

The day was very warm but all the volunteers were very keen to complete all the tasks they were given.

A big thank- you to Alan Smith's team, especially Tony for supervising the volunteers

The insurance company employs 1,000 people in Bretton and has already requested future dates to send volunteers.

Well done, Russ, for arranging this.

Here's a couple of photos of the day:



New Volunteers - Shirley

We are still getting a steady number of applications to become a volunteer but much fewer than last year. We can welcome three new volunteers to NVR, Roy Bettles and Jeremy Sanders Smith to P/Way and Anthony Butler to engineering sheds.

Spotlight on volunteers

I like to catch up with those volunteers who have recently joined NVR to find out from them how they are getting on. I have approached some volunteers and they kindly agreed to speak to me.

So here is the third one:

Name: Robin Ball

Title of Role: Trainee Signaller

1. What attracted you to NVR?

I'm sure my story is not much different from that of other volunteers. The transition from full-time working to full-time retirement was taking a bit of getting used to, especially as it coincided with all the restrictions imposed by Covid-19. Suddenly I had time on my hands but, owing to the pandemic, little opportunity to do all the things I'd promised myself I'd do so I decided to start looking for volunteering opportunities. A chance conversation turned to Heritage Railways and, having visited NVR in the past, I had a 'lightbulb moment' and realised that's where I could do some good.

I'd no experience with trains (apart from the occasional trip), no understanding as to how they worked (as long as they did) and what made a railway function (I always thought it best not to know what could go wrong) BUT I did love seeing old trains in full steam and whenever the opportunity allowed, to enjoy a nostalgic journey. So, this was the obvious place to become a volunteer, if they'd have me.

Having been welcomed to a 'socially distanced' volunteers' induction day I was then faced with a whole raft of opportunities. Did I want to work in the café? Be a porter? Work in engine sheds? Collect the tickets? Be a guard? Work in the buffet car? Be a signaller? Even drive the train! With such an overwhelming choice I panicked, blurted out 'signaller', and haven't looked back since!



2. What has been your best moment so far?

The great thing about knowing nothing about railways and trains is that everything I see, hear and learn is new and exciting! So, every moment has been a best moment, until the next moment comes along to add to the list! Changing my first signal; opening and closing the level crossing gates; making sure the carriages are connected and all the wheels are turning as the train goes past the signal box; waving at the passengers;



shadowing the guard as part of my training; walking the track; greasing the points; meeting and getting to know the other volunteers – the list is endless and so is the enjoyment!

3. How would you describe NVR to family and friends?

To me, it's nothing to do with train-spotting, which has been some people's response! It's about a close collaboration of dedicated people with immense skillsets, with a shared love of rail history, and the desire to conserve our heritage for past, present and future generations to come. When Lord Reith described the founding of the BBC 100 years ago, he could very well have been talking about the NVR – its function to educate, inform and entertain. We all contribute to our chosen roles but collectively the NVR is significantly greater than the sum of its parts.

Thank you, Robin.

If you are thinking of leaving NVR or are unhappy in your role and would like to talk to someone in confidence or just make a comment, please email volunteers@nvr.org.uk to arrange to speak to one of the team.

Alternatively, there is usually someone from the team at Wansford on Wednesdays from 10am to 11.30am so please come and find us.

If you have any friends who might be interested in joining, please let us know and we will arrange a no-obligation chat.

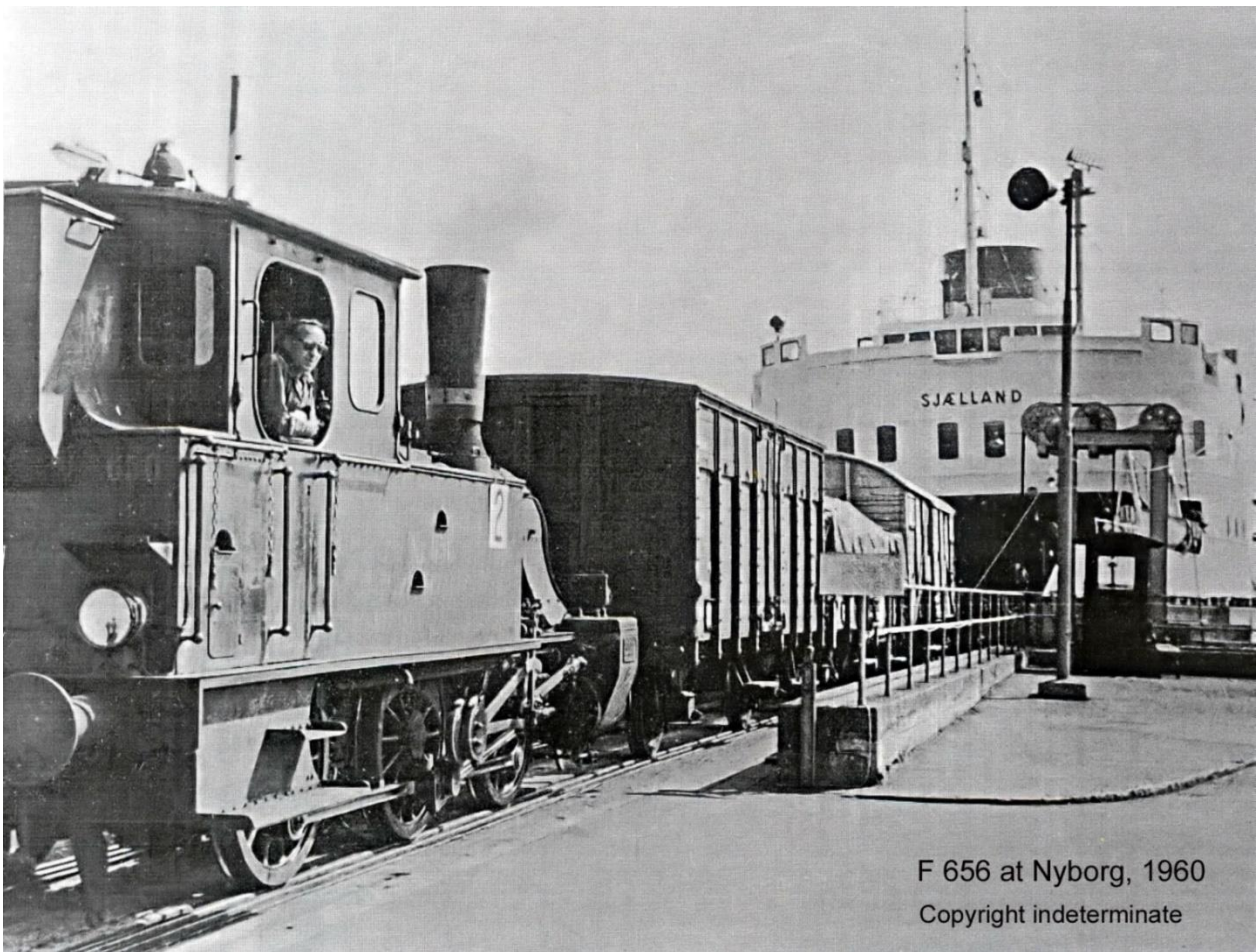
Members of the VLG are Ambie Haydon, John Hankins, Russ Jenner, Mike Keck and Shirley Knights.

Will We Meet Again? – David Withers

I was delighted to read in the June newsletter that preservation attention is being paid to Railworld's DSB 4-6-2 compound locomotive E 996. The intended refinishing into black will be excellent progress on its own, since 'black all over' was characteristic of all DSB steam locos.

It's a shame that our two locally based Danish steam locos, E 996 and F 656, are unlikely ever to steam together to reflect their (slightly tenuous) working relationship in Denmark. The jernbanen.dk website records that mainliner 996 was working from the port of Korsør in 1954 and 1955 during which time 656 was at Nyborg, on the opposing side of the Great Belt Seaway, shunting Korsør trains on and off the ferries. A further connection is that both locos were built by Frichs and both commenced service in 1950.

Perhaps a chance will arise to bring them together within a gala sometime? I have in mind 656 hauling a cold 996 at the head of a rake of continental coaches or, if that's not feasible, the two of them together on static display with 'see the difference' footplate access for the paying public.



F 656 at Nyborg, 1960
Copyright indeterminate



Education is a Wonderful Thing – Paul Baseley

The education team needs more volunteers!

The job is really easy and has some enjoyable aspects.

On a Wednesday, schools arrive, and depending what the school wants, we do the following – meet them in the car park around 9.30–10.00ish, then take them to the David Ray Centre, for a lesson or a story.

Then we take them around the site – the big blue engine, the workshop, the platform and Barnwell building, the signalbox, and then onto the train to show them various things along the line. (Volunteers are shown or told what to do and say, but can ad-lib)

Then it's back on the coach and back to school around 2.00-2.30-ish. And that's all there is to it.

There can be some funny moments as well. Whilst showing some children the Barnwell building, they were asked why they thought the doors were so tall. One child, seeing the large porters' barrow and the big cases, got it in one – 'Giants live here.'

On another occasion, whilst telling them that the only continent without a railway was Antarctica, one bright spark enquired, 'What about the Polar Express?'

So please, if you can help, contact Diana on 07787 258835.

We really are a friendly bunch.

Nene Steam Copy Date – Iain McCall

I have been over-optimistic in setting the copy deadline for the next issue of Nene Steam as July 22nd.

To allow sufficient time for everything that needs to be done, and still get the AGM paperwork out in time, I really need copy by July 15th. If you are one of my regular contributors you should have had an email to this effect, but if you are planning on contributing for the first time (THANK YOU!!!) then please make a note of the change.

Sorry for the confusion, and I look forward to reading all your lovely submissions!

Bar Update – Steven Jackson

Following a successful weekend for the buffet car, I just wanted to say a huge thank=you. a large amount of money has been raised for the railway. Although some of it will go to the purchase of the stock, the majority will go into the railway funds.

This weekend also marked a first, with the buffet car being manned by two new volunteers – Matthew, who started towards the end of 2021 and this was only his second time solo, and Adam, who did especially well on the Sunday, this being his first time on his own with only on one trainee shift this year.



Thank you once again, and if anyone else feels like a day on the bar it can be challenging but very rewarding.

Please contact either myself or Shirley knights who be more than happy to hear from you.

Steven Jackson, joint bar manager

Wansford Garden Railway Jubilee Celebrations – Doug Thompson

WGR is very pleased to report that during the Queens Platinum Jubilee Celebrations at the beginning of June, Her Majesty The Queen was able to enjoy a special ride in a specially decorated open wagon, hauled by the Stirling Single, also royally decorated.



The photos show Thomas and the purple bubble car bringing visitors to the station. You will also notice that the café was doing a good trade and there was lots of enjoyment at a street party outside the shops. This was all appreciated by the visitors, with many surprised that Her Majesty managed to fit in a visit to WGR despite many other commitments.





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The WGR railway team were happy to support this event and provide another visitor attraction at Wansford for the weekend.

Are you interested in helping with WGR?

We are constantly being asked to open the railway on more days, but due to being a small team, we are restricted as to how often the railway can be run.

If you are interested in helping, please see us when we are open or contact us via the VLG group. You do not need any of your own model railway equipment or trains. All the running stock and characters to populate the layout as you like are provided.

Previous experience is not required, just some enthusiasm. We get the opportunity to chat with NVR customers (both young and not so young) and to promote NVR and all its attractions.

S&T Department Update – Keith Parkinson

Early on Monday 23rd May Derrick Mulvana investigated telecoms alarms and discovered we'd fallen victims to a major cable theft and other damage at Orton Mere. Progressively over the next couple of days the full extent was realised, and 17 cables had been affected including the main telecoms link to Peterborough Nene Valley as well as the signalling and point related equipment control and indications ones east of Orton Mere platforms. These were only installed new in 2014 when the point machines etc were commissioned and have proven exceedingly reliable.

Having led the installation works only a very few years ago and now seeing the damage at first hand was both heart-breaking and demoralising. I'm fully aware that Network Rail regularly have similar attacks, but they are equipped with 24-hour shifts of employed competent technicians and stores full of cables and joints etc. We on the other hand are a charity with a very small team of dedicated volunteers giving up their free time to do something they want to enjoy. Replacing all the cables did not tick any of those boxes but was recognised as something we had to do for the Railway.

Photo below shows a clean cut 12 core cable – just as we found it.



After many extra turns including a lot of mid-weeks, all the signalling cables had been replaced or repaired and after a long day of testing led by David Harrison, I was able to sign the equipment back into use on 20th June.

Just to briefly elaborate on the testing, David followed best mainline practice and developed a bespoke test plan which although highlighting a couple of legacy diagram deficiencies proved that all the repairs, new connections etc were sound and in the right place. You can see in the termination box below where two 10-core cables have been connected as have two others. That's involved many heat shrinks, crimps and independent tests to prove that each termination is correct as well as sourcing the cables etc. The mass of cables associated with the point machines and signals nearby can also be seen. All these are just a few of the ones we had to replace.

For the station staff at Peterborough – the ‘comms cable will be repaired once Derrick has the joints he needs in stock and finds the time to undertake the work. Then you will be telephonically reconnected to the rest of NVR.

The photo below shows David studying a diagram with his meter connected ensuring that the voltages are only present when they should be.



Anyway, it all came good in the end and on behalf of the railway I thank everyone who contributed to the work – the S&T team members and the signalmen who stepped up to cover my own rostered shifts to free me to deal with S&T.

During the month we’d also had a problem with the level crossing gates at Wansford which David had resolved by lifting two of them. Sadly, one is not now catching in the stops when closed to road traffic and this needs attention again before a windy day.

Our June ended with a Sunday turn, when the standby batteries at Wansford were checked and maintained plus a signal indicator in the signalbox was moved to a better position. We appreciate the prompt response by Don Osborn and his P/Way team in replacing some insulated block joints at short notice on Saturday 25th June to resolve a track circuit problem – the circuit had started failing on hot days when the rails expanded and bridged the gap causing a short circuit.

All in all, June was an exhausting month and I will admit to eagerly looking forward to a holiday at the beginning of July and some NVR free days. *Did someone say this was supposed to be a hobby?*

Down Memory Lane – John Scholes

A selection from more recent times.



Black 5 45337 arriving at platform 2 in April 2016.

Colas Track Crane also in April 2016



Inside the Heavy Overhaul Shed. A pre-overhaul 656 boiler forms a backdrop to the under-overhaul Wickham Trolley.

Finishing touches being applied to 34081 92 Squadron



The turntable isn't big enough for 60 066 and 66 768 at the same time!



Wissington takes it easy during the April 2016 visit.



Scotrail 47 712 resplendent in local livery.

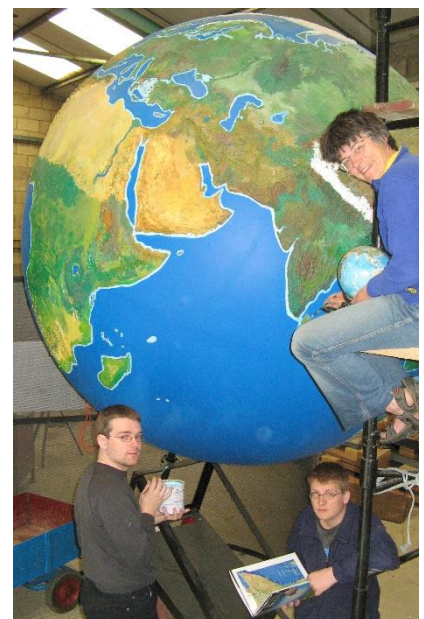
Railworld Wildlife Haven – Brian Pearce



Over the years the NVR and the Railworld Wildlife Haven have benefitted greatly from the 'Duke of Edinburgh Awards Scheme'. One of my first youngsters in 1998 was a 14-year-old Kings School lad called Gordon Ball. Although he initially only had to do 14 hours for his Bronze Award, he went on to help the project for many, many years.- It certainly does give the youngster a great insight into the wonderful world of Volunteering! Gordon is now married, has a Cambridge PhD and lives and works in Sweden. The work that he did for his D of E still lives on in the 'Globe Hall Earth Centre' – he marked out and contoured the 2.5 metre Globe.

The Duke of Edinburgh's Award is a youth awards programme founded in the United Kingdom in 1956 by Prince Philip, Duke of Edinburgh, that has since expanded to 144

Gordon and brother Simon (also doing his DofE) and mum Dorothy, helping out!





nations. This year we have had two more great youngsters taking part and I'm pleased to say they have learnt a lot. We have benefited and hopefully they have too.

Warwick and Rocco on their D of E



Another load of plants arrives from Hetty's.

Earlier this year I had a phone call from Hetty's Herbs and Plants. Did we want some they had spare? 'Yes!' was the resounding answer and so far this year we have had nearly 3,000 plants! Thanks a million Hetty's Herbs and Plants, of Pinchbeck, Spalding. The plants are all planted and look superb in the Railworld Wildlife Haven.

What a difference a few years makes – 'Volunteers in Action' –
The 'Railworld Wildlife Haven' – Volunteers helped by Amazing
Companies, Groups, Individuals and Nature

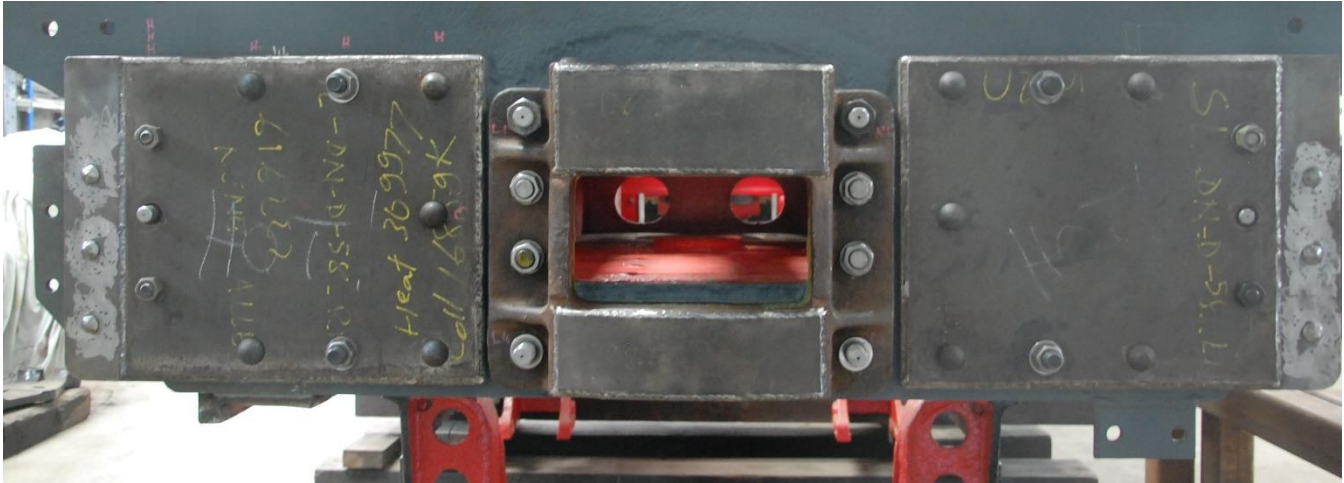



2022 - What a difference a few years makes – 'Volunteers in Action' – 2006

73050 City of Peterborough Overhaul Report - Stan Bell

Frames

The back end is ready-for riveting! After a long struggle we've made or purchased the assortment of rivets, nuts and bolts needed to fit the multi-layer buffing plates that protect the rear of the loco from the attentions of the tender



In the centre are the bowed upper and lower faces of the Intermediate Rubbing Block. Originally rivetted in place, we have chosen to use in-house made bolts and specialist Philidas nuts – these are self-locking and will hold the block in place as securely as rivets would. To either side are the flat manganese-steel-faced plates that the tender buffers rub against. All rivets are in place and it's estimated that a day or two fitter's time will see the job done. (However, this is not top of any priority list, and the fitters have plenty of other - more urgent - work to do.)

Once the riveting is complete, this opens the door to some significant assembly progress. The horn guides are cleaned and polished, as are the horn faces on the axleboxes, so we can think about re-installing the wheels. This is precision work – the wheels have to be located to within 5 thousandth of an inch, and clearances between rods and crankpins is less than 10 thou. This is achieved by inserting shims (thin pieces of metal (steel or brass)) behind the horn faces. By varying the thicknesses, we can move the wheel back or forward in the frames

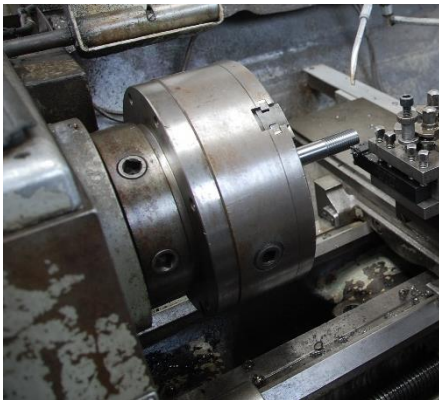
Brakes

And once the wheels are on, the brakes can be fitted. For the steam brake, much of the preparation work has been done and it's hoped that other than fit ready-for-use components, like the steam brake cylinder, the actuating lever, and the like we have little to do except make about 30 bushes and associated pins that will connect the blocks to the brake cylinder. The hanger is now completely back to bare metal and, following a bit of welding to make good some corrosion, is now ready for painting.



The loco has three types of brake – steam operated, used when travelling light engine – and both air and vacuum used with the two types of stock running on the NVR. The vacuum is an original braking system, dating from the 1950's. The air brake was fitted during the overhaul at Brotherhoods in 1980. The air and vacuum systems will be fitted at a much later stage in the overhaul.

Nuts and bolts



The smaller of our two lathes is being put to good use. After a year-or-two being little used it was in need of some TLC and, as the likely major user in the coming year, the 73050 project has contributed to some new tooling and a replenishment of the lubrication. It is now being put to good use making the peculiar bolts that are needed.

Other Jobs

From time to time the 73050 team are asked to use their skill in support of other projects about the railway. We've been active lately in welding track for the miniature railway, and two jobs on Thomas – clearing out the smokebox floor and preparing the holes in his smokebox tubeplate for the new set of tubes – repairing the 'nicks' that invariably are made as the old tubes are burned out.



656 Overhaul Report – Kingsley Harris

More visible progress of the paint kind.

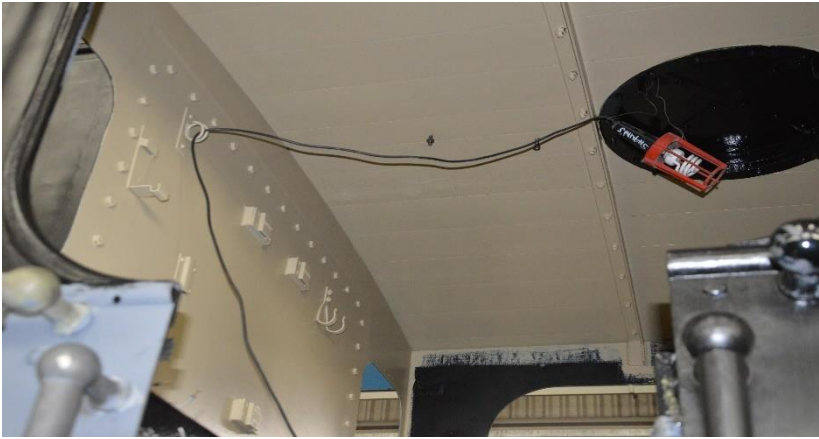
The smokebox door and the conning tower. The smokebox area just requires the front apron, the smokebox front plate thickness edge and the door sealing edge to be completed.



The RHS tank has received its undercoat.

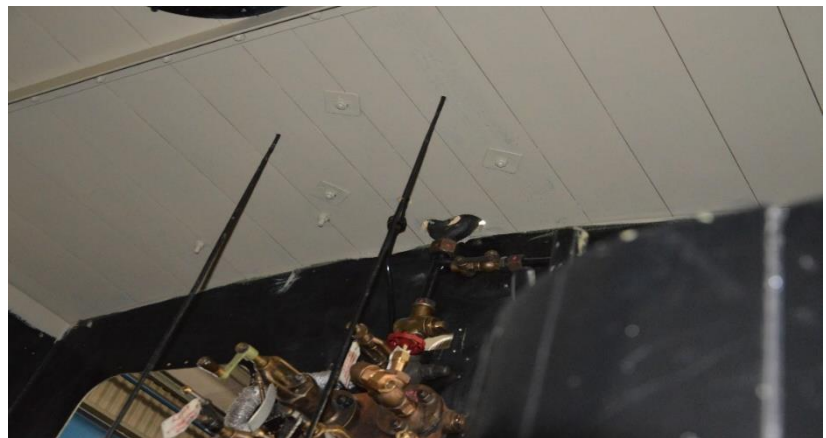


The scaffolding has been erected to paint the bunker and coal lid.



The cab inside roof and rear have had the cream undercoat applied prior to the delightful yellow top coat.

The whistle rods just need to have the return springs fitted.



The regulator dome, which was recently removed as it was felt a hydraulic test was needed, can now be refitted as a test is not now needed. Only qualified NVR staff are permitted to fit the dome to comply with Pressure Vessel regulations

Virtually all the parts (apart from gauges and their pipework) are now fitted.

There is a drain plug which needs its squared head reducing to clear a suspension spring to be able to be fitted. Again an NVR fitter's job.

Another month of steady progress. Hopefully in the next month we shall see the completion of the painting, the fitting of the dome and its cover, leaving the wooden floor as the largest job to be completed. Well done, chaps.



NVR Working Members Clothing

Please see below a range of Nene Valley Railway clothing for working members

Please note; cash on order

All will be in maroon with the NVR logo embroidered on. The fleeces will come in black with the NVR logo also embroidered

Polo shirt: £11.00

Available in sizes XS, S, M, L, XL, 2XL, 3XL, 4XL.

Sweatshirt: £14.00

Available in sizes XS, S, M, L, XL, 2XL, 3XL, 4XL.

Fleece: £17.50

Available in sizes XS, S, M, L, XL, 2XL, 3XL.

COLOUR: Black

Hi Viz vest: £7.00 with Nene Valley Railway printed on rear

Available in sizes S, M, L, XL, 2XL, 3XL, 4XL

Waterproof Jacket: £30.00

Available in sizes M, L, XL, 2XL, 3XL, 4XL

There is also a range of ladies' polo shirts.

Orders to be placed with cash payment made at the time via the main office at Wansford.



July 2022 Calendar

2 Jul	Afternoon Teas	1150, 1450
2/3 Jul	Yellow (Steam) Timetable	1000/1200/1400
7 Jul	Peak Driving experience	0830/1000/1130/1400/1530
9/10 Jul	Yellow (Steam) Timetable	1000/1200/1400
16/17 Jul	Yellow (Steam) Timetable	1000/1200/1400
23/24 Jul	Yellow (Steam) Timetable	1000/1200/1400
30/31 Jul	Yellow (Steam) Timetable	1000/1200/1400

August 2022 Calendar

Wed 3 Aug	Timetable A	1000/1200/1400
Thu 4 Aug	Timetable R	1030/1150/1310/1430
Fri 5 Aug	Driver Experience	
6/7 Aug	Timetable ASR	1000/1200/1400
Wed 10 Aug	Timetable A	1000/1200/1400
Thu 11 Aug	Timetable R	1030/1150/1310/1430
13/14 Aug	Timetable G	0945/1000/1145/1200/1345/1400
Wed 17 Aug	Timetable A	1000/1200/1400
Thu 18 Aug	Timetable R	1030/1150/1310/1430
Sat 20 Aug	Timetable A; Evening Wedding	1000/1200/1400
Sun 21 Aug	Timetable G	0945/1000/1145/1200/1345/1400
Wed 24 Aug	Timetable A	1000/1200/1400
Thu 25 Aug	Timetable A	1000/1200/1400
Fri 26 Aug	Driver Experience	
Sat 27 Aug	Timetable H; Evening Dining	1000/1200/1400
Sun 28 Aug	Timetable H	0945/1000/1145/1200/1345/1400/1545/1600
Mon 29 Aug	Timetable H	0945/1000/1145/1200/1345/1400/1545/1600
Wed 31 Aug	Timetable A	1000/1200/1400