

# N.E.L.P.G. NEWS



**NO.195 FEB.2000**

## **EDITORIAL**

One of the inevitable outcomes of the tragic Ladbroke Grove accident was a greater emphasis on train operating safety. It was inevitable, too, that the outcome that would apply to today's high speed passenger trains was likely to apply equally to steam locomotives running on Railtrack lines. This is just what has happened as Gordon Wells spells out in an informative article on the 1999 Railway Safety Regulations.

In order to comply with the provisions of the Regulations, our Chief Mechanical Engineer has already had to write to the Health and Safety Executive advising that the NELPG will be developing a strategy to fit TPWS to its main line certified locomotives by 2004. We have had to do this even though a TPWS system suitable for steam locomotives has yet to be developed! No doubt, in the fullness of time, appropriate equipment will be designed and installed, but at what price?

Main line running increasingly attracts the auditors and assessors to vet what we do and how we do it, and ensure that we have the paperwork to prove it. As well as TPWS, future main line running will become increasingly dependent on the fitting of air braking equipment with more costs and yet more paper work. The latter is becoming the bane of our lives and at a recent MSLO meeting at Derby, Alun Rees of the Severn Valley Railway jokingly remarked that we would soon require a second support coach for the auditors, assessors and the paper work! Hopefully, before the fun is totally taken out of main line running, we can make the most out of the A2 and the K1.

With regard to the A2 we fully intend 'making hay while the sun shines' and there are some exciting plans for the use of Blue Peter on the main line this summer with the locomotive hopefully breaking new ground with trips to Swansea, Plymouth and Canterbury as outlined in the Railtour Report. In the meantime it would be nice to have a full train on 8<sup>15</sup> April to celebrate Geoff Drury's inestimable contribution to the Group's success. His wife, Jill, son Rupert, and other members of the family will be the Group's guests on board to enjoy the prospect of some spirited running, some splendid scenery and sights, and some good company — in fact having some enjoyment just the way steam train travel should be and the way Geoff would have wanted.

## **LOCOMOTIVE REPORT by Richard Pearson, Martin Lloyd & Paul Hutchinson**

**J27 No. 65894**

The locomotive was lifted on Monday 13th December, the wheelsets removed, and the engine was placed on small accommodation bogies and pushed back inside Deviation shed. The wheels were then cleaned down, the axleboxes were removed, and wheels pushed back into the shed in front of the locomotive. Richard Campbell took the axleboxes away to his workshop for further examination and repair. This involved all the axleboxes having the white metal pads in the brasses remetalled and the RHS centre axlebox brass has been completely renewed. additional work was required on the two centre axleboxes to remove the excessive side to side clearance. All the axleboxes were returned to Grosmont by Richard Campbell on 6th February, trial fitted on the journals and found to be a good fit.

In November 1998 we replaced four fitted bolts in the LHS axlebox horns ( the horns are the vertical guides that the axlebox slides up and down as part of the locomotive's suspension). access was difficult as reaming out of the holes had to be done through the gaps between the driving wheel spokes. Now, with no wheels in the way, we were able to complete the task with a further four replaced on the LHS and eight on the RHS. We have also changed six fitted bolts that hold the cylinders in the frames. When changing these bolts it was necessary to remove the cladding sheet from underneath the cylinder block to expose the nuts on the cylinder bolts, but in doing so three cracks in the cylinder casting, each about six inches long, were discovered. They look as though they have been there for many years and are in the supporting webs in the front RHS, back RHS and back LHS. The cracks may even have occurred during the manufacture of the casting as the thin webs cool quicker than the main part of the casting. The cracks were metal stitched on 1st and 2nd February by contractors. We have also replaced eight fitted bolts on the centre driving wheel leading spring hanger brackets.

The side rods had the brasses pressed out on 12th December and subsequently remetalled. They now require machining and pressing back into the rods. The piston valves have been cleaned and examined and found to be in good condition. Only the rings on the exhaust edges of the

valves have worn and require replacing, hopefully from stock. If not, new ones are expected to be made by the NYMR.

2000 is the final year to see the J27 in BR livery since, in accordance with the livery ballot in 1994, it was agreed to run the locomotive for five years in BR livery and five years in NER livery. Therefore, in 2001, it will re-appear as P3 2392.

Whilst the work required was on programme in the middle of February, completion by March 2000 will still require a significant volunteer input. If you can help please contact Richard Pearson.

### **T2 No. 2238**

No progress since the last report.

### **K1 No. 62005**

The locomotive was used on Santa specials in place of 29 on 11th/12th and 19th/20th December but in the event was not required between Christmas and New Year. It's final mileage for 1999 was 7,838.

A serious start on the winter work programme suffered a bit a setback over the Christmas and New Year period. As well as the effect of the festivities, a good many of the volunteers suffered from the flu, or whatever it was that struck them down. The unwanted outcome was a general lack of enthusiasm - all my 'get up and go', got up and went! however, progress is now being made, though the J27 is taking priority because it is actually undergoing far more drastic surgery than the K1 and it needs to be in traffic earlier.

Having said that, quite a lot of work is in hand. The injectors have been machined and are now fitted with standard 'O' rings, in place of water cord, to provide the essential internal seal. The 'O' rings are made of material to withstand water and steam. The hand ratchet of the graduable steam brake, which was rather worn and flew off a couple of times last season, has been refurbished. A start has been made on modifying the ashpan hopper operating mechanism. The first section of rodding was too short, such that the centre and rear doors did not close fully. These rods were cobbled together by a contract welder, working without a pit, just as

we were about to leave Wilton. The two rods are to be replaced by stronger ones and I was going to take the old ones to a fabrication company in Stockton to act as patterns. As they were too heavy for one person to carry, I took one and Ian Pearson the other. However, I forgot that he had placed it against the door of my van, and I drove off without it! However, two new rods are expected shortly.

The same firm, Elmtree Fabrications, has made the new axlebox weather shields, designed to prevent water getting into the locomotive axlebox underkeeps. They are a replacement for the rather crude square rope seals which failed to keep water out of the boxes. In wet weather, whether the locomotive is in use or just stood, water soon displaces the oil from the underkeeps, saturates the oiler pads and jeopardises the lubrication of the journals. The first shield was successfully trial fitted in January, and the remainder fitted during February, though fitting is a bit time consuming since each one has to be modified to suit a particular location since no two underkeeps are the same! Hopefully, the thankless task of removing each of six underkeeps to empty out the water, dry out the pad and squeeze the water out of the pad tails, then replenish the oil and refit the underkeeps, will soon be a thing of the past.

A start has been made on servicing the cab fittings. The most noticeable is the new steam heating valve made by Richard Campbell from a casting using our own LNER design pattern. We also have the 2" and P/," diameter copper pipe to replace the injector steam supply and water delivery pipework to and from the cab clack boxes. This pipework is jointed by what is colloquially known as Air Ministry joints - a system which has the pipe ends flared and a double sided cone fitted between the two pipe ends, the whole lot bolted together through a loose flange on each side. These joints require regular attention which has involved annealing the pipe end, remaking the conical flare and dressing the pipe end with a file to give a uniform fit. As a result, the pipes have become slightly shorter over time and the generous bends in the pipework lengths have been pulled up and up. Now is the time to replace them before they become a possible risk. We also hope to renew to renew the small bore pipework to pressure gauges and that associated with the AWS, if we can acquire the necessary brazing skills.

The tender water space has been emptied and a start made on removing scale. There isn't a serious problem but we want to minimise the risk of restricting the water supply to the injectors. Some NYMR drivers had reported a suspected partial blockage. A new cab storm sheet is to be

made. The last one was reasonable but when leaving Bury last spring, the elastic shock cord was perished so we replaced it. however, the new elastic was too strong and it pulled all the stitching out of the sheet during the journey to Grosmont.

The regulator and its operating linkage exhibit the symptoms of over closing i.e. passing steam when fully closed but not when slightly open. This should not be possible so the dome has to come off for examination of the regulator; it was freed off on 6th February. This was a shame because we had considerable difficulty getting this steam tight last year. We will take the opportunity to renew the worn cab end of the regulator rod and adjust the stop. The gland forever needs repacking and the handle works loose because the square is worn and drivers shut the regulator hard against the valve in the dome rather than the stop in the cab.

There are a good many other jobs to do but none would stop the locomotive being used, whereas the J27 is in a lot of pieces and therefore has priority at the moment - unless we get more volunteers!

#### **Q7 No. 901**

On display inside Deviation shed.

#### **J72 No. 69023**

In store in Deviation Shed.

#### **A2 No. 60532 Blue Peter**

So far the A2 has operated on fourteen days on the ELR, with virtually no remedial work required on the locomotive, though this does not stop Paul Hutchinson making regular trips to Bury to make the locomotive even better! However, after the day's running on 30th January a sheared RHS motion bar bolt was discovered. A new bolt was manufactured by Ian Riley Engineering and was fitted by Paul, Fred Ramshaw and Malcolm Simpson on 6th February. The other bolts were tested and found to be satisfactory.

Still based at Bury until the end of March 2000, the A2 is scheduled to operate public passenger trains on 11th/12th March.

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## **WORKING PARTIES**

These take place every Sunday at Grosmont for work on the K 1, Q6 and the J27. Contact Richard Pearson on 01642 475080, Clive Goult on 01642 473451 or Fred Ramshaw on 01740 621301.

As can be seen from the Locomotive Report despite the good progress made so far, there is still a lot to do on the maintenance of the J27 and the KI, but the progress needs to be sustained. Sadly, despite the appeal in the last two issues of the NEWS, no new volunteers have come forward. Therefore if you have even the slightest urge to help, give yourself a push, and ring one of the above. We can find a job for anyone, whatever their skill level, from cleaning and painting, to fitting, welding or machining. Everyone can help, so why not come along and help out, join in the fun, and find out the latest news. Your reward will be job satisfaction, the knowledge of making a valuable contribution to the well being of the Group's locomotives, increased know how about how a steam locomotive works or, perhaps, a ride on the footplate.

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## **BLUE PETER - RAILTOUR PROPOSALS**

On Saturday 8th April 2000 the A2 will haul the Geoff Drury memorial train non stop up the ECML from York to Low Fell, then via Hexham to Carlisle. After a two hour layover whilst Blue Peter is turned and serviced, the train will continue behind the A2 down the WCML over Shap to

Preston. The locomotive will then go to Crewe, whilst the train will return to York via Copy Pit and Healey Mills. Picking up and setting down stations will be Newcastle (08.07/20.40)\*, Durham (08.25/20.22), Darlington (08.45/20.02), Northallerton (09.00/19.50) and York (09.25/19.22). (\*These are the times requested and are subject to confirmation). The train will consist of mainly open standard class stock with very limited first class accommodation, and a buffet car for the sale of refreshments. Fares from all the above stations are £60 first class, £45 standard class, and £35 for children under 16 in standard class only. Tickets and final timings will be sent out approximately 8 days before the tour.

Whilst NELPG Enterprises Ltd will make every effort to ensure that the tour runs as advertised, it cannot be held responsible for alteration, delays or mishaps outside its control. Bookings are accepted as a cognisance of these conditions.

Members who wish to travel are requested to complete the enclosed booking form and send it with their remittance and a SAE to NELPG Enterprises Ltd., 57 Millview Drive, Tynemouth, Tyne & Wear, NE30 2QD marked RAILTOUR in the top left hand corner.

It would be helpful if members could assist in bringing this tour to the attention of other prospective passengers. With over 230 miles of steam haulage including the prospect of sustained high speed running up the East Coast Main Line, the climb of Shap and the dash down to the Lune Gorge on the West Coast Main Lines, a pleasant run up the Tyne valley and a useful layover in Carlisle, this is a very attractive tour.

Two weeks later Steamy Affairs are running a trip from Coventry using Blue Peter between Crewe - Shap - Carlisle - Ais Gill - Hellifield - Blackburn - Crewe on Easter Monday, 24th April. A week later another Steamy Affairs promotion planned to use the A2 from Crewe to Holyhead and back but this has now been cancelled due to a lack of available stock! Further details from Steamy Affairs on 01553 828107.

On 20th/21st May the A2 is expected to appear at the Crewe Works Millennium open days, then on Monday 29th May run from Crewe to Didcot via the North & West route to Hereford and Newport, and Gloucester, operated by Pathfinders. At Didcot the locomotive will star at the Great Western Society week long gala, and is expected to be in steam on 31st May, 1st, 3rd and 4th June. Exciting provisional plans show the



A2 operating to Swansea, Plymouth, Yeovil, Stratford-upon-Avon, and Canterbury, followed by a possible appearance at the Old Oak Common open days at the beginning of August, before returning north on a Kings Cross - York charter. Subject to final confirmation these proposals are as follows:-

DATE	ROUTE	START	OPERATOR
P <sup>1</sup> July	Swindon — Swansea - Bristol	Wolverhampton	Pathfinder
2 <sup>1<sup>st</sup></sup> July	Bristol — Plymouth - Westbury	Wolverhampton	Pathfinder
15 <sup>th</sup> July	Yeovil — Stratford - Didcot	Yeovil	Pathfinder
29 <sup>th</sup> July	Victoria — Canterbury & back	Victoria	Past Time
13 <sup>th</sup> August	Kings X — Peterborough - York	Kings Cross	Pathfinder

If members require further information on these trips ring 01453 835414 for Pathfinders, and 01543 411971 for Past Time Rail.

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## **SECRETARY'S REPORT by Dave Martin**

In my last report I lamented the falling attendances at the Ladle meetings. I have, to date, received only two written responses from members — from which you can draw your own conclusions! We are always open to suggestions for speakers and/or subjects for meetings — if you have any ideas please contact Alan Toomer or myself. I am pleased to report that there was a much improved attendance for the December meeting presented by our Chairman. I hope that was a good omen for the future.

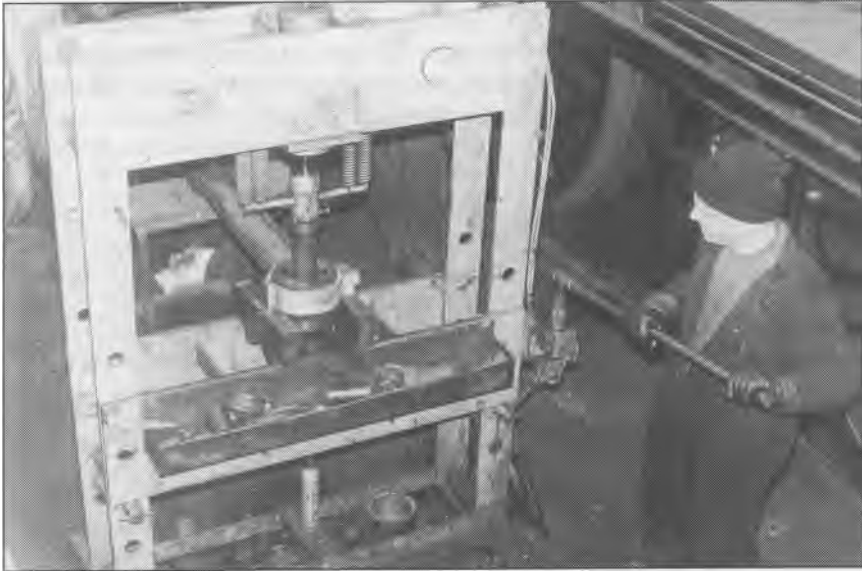
Being Secretary of the Group a number of jobs that nobody else wants to do drop into my lap. Currently these include the production of a new membership form. This is necessary as the membership rates changed on 1 s' January 2000 and the old forms still contained references to 60019 Bittern which, alas, has long since left our custody. If any member has a good outlet for these forms or requires one or two themselves in order to recruit new members, please let me know. We need to at least maintain if not increase the current membership and they are a good way of attracting new working members.

Another project I am currently involved with is the production of a new NELPG video. It is many years since the Blue Peter video came out and the Committee decided that a new one covering all our locomotives would be a useful publicity exercise as well as a fund raiser. In partnership with Ted Parker I hope to get this new 'blockbuster' finished in time for the A2 trip on 8th April.

Moving on to the Geoff Drury memorial train in April I have to report that bookings have so far been rather disappointing. Of all the trips we have run over the years this is the most important. Geoff Drury was NELPG's most generous benefactor and this trip has been arranged to remember and celebrate this fact. Without Geoff's generosity we would not have the K1 or the A2 to haul trains on the main line. We have all gained so much pleasure and satisfaction from such trips in the past surely this is one trip that must run. So please book your seat as soon as possible.

With regard to steam tours in general it never ceases to amaze me how many times things change before a trip runs or is cancelled. The proposed summer programme for the A2 has been amended continuously over the last few months and, no doubt, will be changed again before everything is finalised. The current programme for the A2 is detailed elsewhere in this issue and I hope that members living in the Midlands and the south of England will be able to take advantage of these trips behind Blue Peter in foreign parts.

Unexpectedly the K1 has been invited to run on the Met again in May. This year could well be the last time that these popular trains run on the 'underground' lines of North London. The dates of operation are 20<sup>th</sup>, 21<sup>st</sup>, 27<sup>th</sup>, 28<sup>th</sup> and 29<sup>th</sup> May. The K1's participation has yet to be confirmed but there are no other prospects of main line running for the K1 in 2000, unless in conjunction with the locomotive's planned participation in the Shildon celebrations in late August. The J27 is going back to the KWVR for the main summer period and though the precise dates have not yet been finalised it, too, is expected to appear at Shildon and join the K1 and A2. We have a busy year ahead of us as usual and we need all the help we can get!



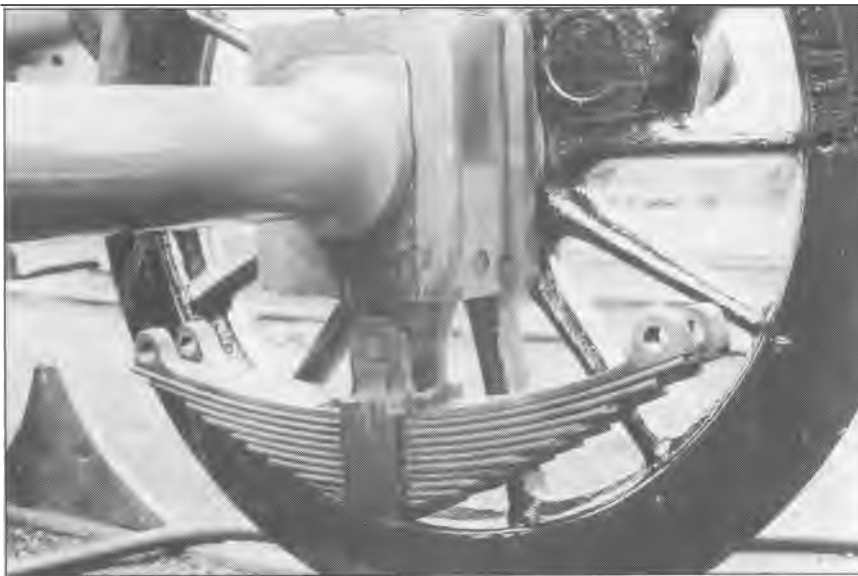
*Richard Pearson using the NYMR's press in the Grosmont repair shed to push out one the J27 's side rod brasses on 12/12/99 (Colin Smith)*



*Paul Hutchinson with an admiring 'alternative A2 support crew' at Carlisle on the occasion of a Steamy Affairs Railtour! (Arthur Robinson)*



*The side rods of the J27 being painted by Dave Whitfield inside Deviation shed on 16<sup>th</sup> January (John Hunt)*



*The refurbished axlebox fitted to the leading axle of the .J27 with the spring and spring hanger attached on 6<sup>th</sup> February (John Hunt)*

# **RAILWAY SAFETY DEVELOPMENTS**

## **compiled by Gordon Wells**

In August 1999 the Deputy Prime Minister announced various new railway safety measures to be introduced in the new Railway Safety Regulations 1999. The tragic accident which occurred on the 5th October on the Great Western Main Line into Paddington has added greater urgency to the subject of providing improved train protection.

The 1999 Regulations require Railtrack and Train Operating Companies to install train protection systems which must apply the brakes automatically if a train passes a red signal, or if it is travelling too fast towards either a red signal, a speed restriction or a station buffer stop. An installation programme is to be agreed with the Health & Safety Executive and must be fully implemented and operational by 1st January 2004.

A second requirement of the regulations deals with the remaining 1,300 Mark 1 coaches which are still in service. This stock must be either withdrawn, completely rebodied or modified to improve crash-worthiness by 1st January 2003. However, modified stock will only be given a limited life extension and will have to be withdrawn or rebodied by 31st December 2004 (bringing the original deadline forward by two years).

A third requirement is that central door locking must be fitted to any trains which do not already have it by 31st December 2004. Mark I trains will either have been withdrawn or rebodied before that date but there are still a few Mark 2 trains which have slam doors which do not lock centrally.

In a press release issued on 22nd September 1999 the HSE published guidance on the new Railway Safety Regulations 1999 with regard to train protection systems and Mark 1 rolling stock. Some interesting extracts are reproduced below.

Most heritage railways are outside the scope of the Regulations because their line speed is 25 mph or less. They will not be required to fit train protection systems or modify rolling stock. The HSE will consider whether the small number of heritage railways which operate at a slightly higher line speed could be exempted too, subject to conditions.

The HSE will also consider whether to grant exemptions to allow train operators running special excursions to use MK I rolling stock where the 'heritage' nature of the carriage is an essential part of the travelling experience.

Any such exemptions are unlikely to be from train protection systems. HSE may set conditions on the grant of exemptions, and these may for example require modifications to be made; specific marshalling and formation rules to be followed; operational limitations to be adhered to; or measures to reduce the risk of doors being opened when a train is in motion.

To update members on the current situation with train protection systems the following information has been obtained from the HMRI site on the Internet. Basic Description of Train Protection Systems from the HSE Internet site (<http://www.open.gov.uk/hse/railway>)

## **AUTOMATIC WARNING SYSTEM (AWS)**

### What It Is?

Most basic form of train protection is the Automatic Warning System (AWS), which has been standard on the main railway network for many years. AWS was originally introduced as an aid to drivers, particularly at times of poor visibility.

### How It Works

Magnets are fixed between the rails at a distance of 200 yards before a signal. This activates a bell in the driver's cab if the signal shows a clear line ahead, and sounds a warning if the signal indicates 'caution' (single or double yellow) or 'danger' (red). If the driver fails to acknowledge a warning within a few seconds by pressing a button, the brakes are automatically applied. The system is intended to keep drivers alert to adverse signal aspects.

### Effectiveness

Its effectiveness in preventing collisions is incomplete, because the warning can so easily be overridden. Particularly on busy lines and during peak periods where trains frequently proceed through successive yellow signals, the warning may sound so often that drivers may become desensitised to it and may occasionally fail to respond to signals correctly.

## **DRIVER REMINDER APPLIANCE (DRA)**

### What It Is?

AWS is now supplemented by a Driver Reminder Appliance (DRA) which is set by the driver whenever he stops at a red signal.

### How It Works

If the train has been standing, for example at a station, there is a risk of the driver forgetting to check the signal before departing. The device prevents the train from starting until the driver has reset it, which should remind him to check the signal has cleared. The programme of DRA fitment was completed at the end of 1998.

### Effectiveness

DRA is only effective when the train comes to a standstill and cannot be operated when the train is in motion.

## **AUTOMATIC TRAIN PROTECTION (ATP)**

### What It Is?

With the advent of electronic technology in the 1980s, a number of much more sophisticated train protection systems have been developed which give a very high level of protection against collisions due to failure to obey signals, derailments due to excessive speed, and buffer-stop collisions. There are a number of such systems and they are collectively known as Automatic Train Protection (ATP).

### How It Works

These systems generally monitor the speed of the train, and compare the train's speed with a safe speed which the system calculates on the basis of the train's distance from red signals, the braking characteristics of the train and other factors such as the gradient of the line. If this calculated speed, which is indicated on the cab display, is exceeded by more than a set margin, automatic braking is applied until the train slows down sufficiently.

Effectiveness

ATP should prevent the great majority of 'signals passed at danger' (SPADs) because it supervises the speed of the train on the approach to the signal. The driver cannot override the system.

A version of ATP is operational on the Chiltern lines. Another is operational on Heathrow Express trains. Another has been installed on part of the Great Western Main Line (Paddington to Bristol). It is only 80% operational and has not therefore yet been approved by HSE (HMRI).

## **TRAIN PROTECTION AND WARNING SYSTEM (**

### **TPWS)**

What It Is?

TPWS incorporates the existing AWS. But provides a higher degree of train protection. It is yet to be widely fitted on the mainline network and implementation details to optimise effectiveness are being drawn up by industry with a view to full implementation by the end of 2003.

How It Works

Transmission beacons are placed on the track which can initiate emergency braking to halt the train if it is either about to pass a red signal (the 'train stop' facility) or has exceeded a maximum permitted speed by more than a set margin (the 'speed trap' facility).

Speed traps can be fitted at the approach to signals in order to slow down a train travelling at above the permitted speed sufficiently to avoid most of the more serious SPADs, where the train overshoots the signal by such a large distance as to cause an actual danger such as a collision or a derailment. They can also be fitted at any other location where speed restriction is required, for example at the approach to buffer stops, sharp curves, or track under maintenance. Unlike AWS, the driver will not be able to override the system. TPWS has been designed to be simple to fit to existing track and trains.

Effectiveness

Compared with AWS and DRA alone, the addition of TPWS should reduce the risk of collision or derailment significantly. However, because



the system does not monitor the train continuously, it will give less complete protection than ATP. In particular, TPWS is unlikely to be totally effective if the driver of a train disregards caution signals and approaches a red signal at high speed.

The extent to which TPWS is effective will depend largely on the siting of the speed trap beacon relative to the signal, and the speed at which the train will be 'tripped' by the beacon. Generally, the further back the detector is placed from the signal, and the lower the permitted speed at that point, the more effective the system will be in preventing serious SPADs.

Technical limitations indicate that the optimum siting of the speed trap will be about 450 yards from the signal. Because different trains have different braking performances, the further away from the signal the speed trap is located, then the range of acceptable speeds becomes wider. Care will be needed in setting the speed trap to obtain best position without risk of the trap intervening unnecessarily with a train being driven in a safe manner.

A balance has to be struck between achieving maximum train protection and the need to operate an efficient railway. This is still under consideration. However, whatever decisions are arrived at on such points of detail, HSE believes that TPWS will be effective in preventing the most serious SPADs.

Other Systems:

### **Automatic Train Control (ATC)**

Automatic Train Control (ATC) incorporates all the functionality of ATP. However, it goes one step further by dispensing with the need for a driver, although there may be an operator who performs other tasks such as opening and closing doors. ATC is installed on, for example, the Docklands Light Railway.

### **'Trainstop' systems**

The London Underground and some urban rail systems have a system which applies the brakes automatically when a train passes a red signal. The layout of signals and junctions, combined with low maximum speed and fast acting brakes, are such that it should be possible to bring a train passing a red signal at full speed to a halt before it can cause a collision.

Other Systems In Development:

### **Cab Based Signalling**

Railtrack is committed to installing a version of ATP on new high speed lines. It is also committed to installing Transmission Based Signalling (TBS) on the West Coast Main Line. TBS is a new generation of signalling which uses radio transmissions and incorporates in-cab signalling display. It incorporates full ATP functionality.

### **Radio Provision**

Since June 1997 a Railway Group Standard requires all trains operating on Railtrack infrastructure to have an operational radio and for coverage to extend to most of the network. All trains have been equipped with operational radio since the end of 1998. There are two different radio systems in operation --- the national Radio Network and Cab Secure Radio for driver only trains.

## **MEMBERSHIP MATTERS by Colin Smith and John Drew**

Members are reminded that this is the last issue of the NEWS that they will receive if they have not renewed their subscription. Membership cards are included with this issue for those renewals made before 1st February 2000. For those renewing after this date the cards will be included with the April NEWS, unless a SAE is included with the renewal.

For those who have not yet renewed or wish to change how they renew can I exhort all members to consider covenanting their annual subscriptions and donations. To illustrate the benefit to the Group in 1999 the NELPG was able to claim £750 from our friendly Inland Revenue man and this is from just 151 members who have covenanted. If you do not already covenant but pay income tax, by filling in the form on the reverse of the membership renewal form, you enable the NELPG to gain an extra

23% of all you covenant for a minimum period of four years. There are 110 other forms to complete - it is very simple! If you require a new form, please contact Cohn Smith.

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## **NELPG NEWS**

The Committee has decided not to change the format and frequency of the NEWS. It will therefore continue to be published in the months of February, April, June, August, October and December each year. However, the Editor would welcome contributions of articles, letters, news items and black & white pictures (sharp and with good contrast and tonal range) for possible inclusion in the NEWS.

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## **VIDEO REVIEW by Gordon Wells**

### **CLIVE ANDERSON - STEAM THROUGH THE SCOTTISH HIGHLANDS**

Video 125, PO Box 81, Ascot, SI,5 9TL. £12.95 Running time 60 mins

This video was filmed during the 1999 season on the West Highland Line and features a journey along the Road to the Isles with LNER B1 No. 1264 resplendent in the apple green livery that suits the line so well. In addition to the journey from Fort William to Mallaig, presenter Clive Anderson also relates the history of the area. Also featured are visits to the Alcan aluminium smelter, the local distillery and Glenfinnan Station Museum where he meets custodian John Barnes, a character who will be well known to our K1 support crews.

There are a good number of footplate sequences including an explanation of the operation of the RETB radio signalling system. This system was introduced in December 1987 and it was our K1 which worked the first scheduled steam train under this system in March 1988.

The glorious Scottish scenery is seen to good effect in the lineside shots but the highlights are the sequences taken from a helicopter which give excellent views of the line and the lochs and mountains.

This excellent tape is highly recommended and is a must for any past, and perhaps future, members of the Fort William support crew.

A review of this video in the January 2000 issue of Railway Magazine included the observation 'What passengers and linesiders thought of the helicopter is not recorded!'

This comment recalls an amusing incident that occurred in September 1988 when the K1 was filmed from a helicopter for a Channel Four Television documentary about the North British Locomotive Company. It was normal practice during the outward journey for the train public address system to be used to give a lineside commentary to the passengers. It still raises a smile to recall how the commentator informed the passengers that the helicopter, which could be seen circling the train throughout the outward trip, was the Police, although he did not explain why lie thought they should be chasing our train to Mallaig.

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## **MATERIAL FOR NELPG NEWS**

The Editor invites articles of NELPG interest, news items and black and white pictures for future issues of the NEWS. Pictures should be sharp and have good contrast and tonal range.

## FORTHCOMING EVENTS

Friday 10th March 2000 **NARROW GAUGE RAILWAYS AROUND THE WORLD.** A slide show by Derek Reeves.

Saturday 8th April 2000 **GEOFF DRURY MEMORIAL TRAIN** hauled by Blue Peter (see text for details).

Friday 14th April 2000 **QUINTINSHILL BRITAIN'S WORST RAILWAY DISASTER.** An illustrated talk by Roy Bealby.

Monday 24th April 2000 - **BLUE PETER ON THE MAIN LINE.** See text for details.

Friday 12th May 2000 **ANNUAL GENERAL MEETING.**

Meetings commence at 7.30 p.m. in the upstairs room of The Ladle Hotel, Ladgate Lane, Middlesbrough.

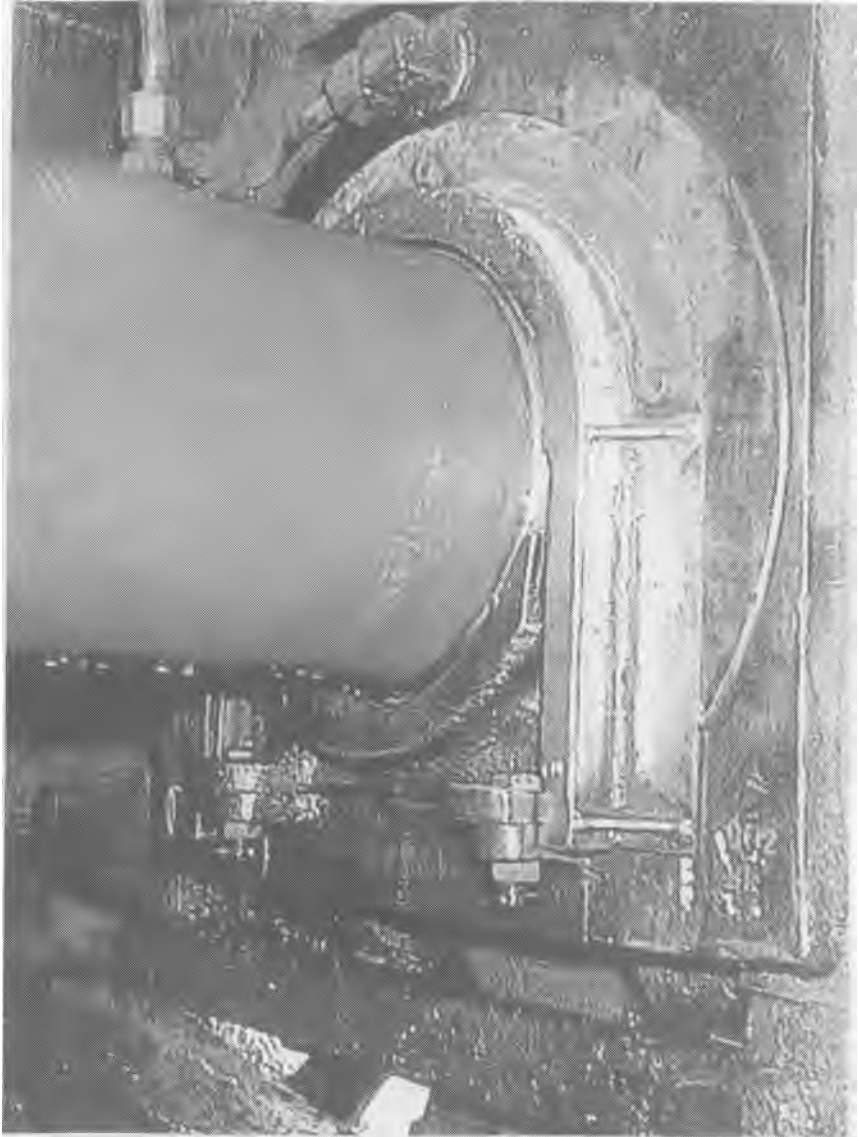
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## COVER PICTURES

Front: 65894 being lifted by the two NYMR steam cranes outside Deviation shed on 13<sup>th</sup> December 1999 (Cohn Smith)

Back (top): 60532 Blue Peter runs through Irwell Vale station on the ELR on 7<sup>th</sup> January 2000 (John Hunt)

Back (bottom): Neal Woods inspecting the piston valves on the J27 on 9<sup>th</sup> January (John Hunt)



*One of the newly designed and jilted weather shields that tits round the driving axle glib(' Kl, pictured on 6<sup>th</sup> February (Martin Lloyd)*

