

N.E.L.P.G. NEWS



NO.211 OCT.2002

EDITORIAL

It is fair to say that with two months of the year yet to run, it has been an exceptionally rewarding 2002 so far for all in the NELPG, but none more so than those who strive to get our locomotives into traffic and then keep them there and, of course, our Treasurer! It is no exaggeration to say that on many occasions this summer the J27, K1 and A2 have all been in use on the same day, at locations 300 miles apart, a proud boast for such a small volunteer organisation.

While the K1 is now having some well earned rest as Martin Lloyd and his team commence a programme of winter maintenance, the A2 and the J27 are still in traffic on the NYMR. Their use, especially of the J27, has far exceeded expectations; NELPG was allocated around 6,000 miles by the NYMR at the beginning of the year, and by the end of October the J27 and the A2 had covered more than double that amount between them. Ironically, the A2 was performing as well as it ever has, yet on Sunday 3rd November a fracture was detected in the firebox outer door plate. Further examination has shown this to involve a big repair which is simply not justified when the locomotive was due for withdrawal in less than three months time. The locomotive has therefore been withdrawn from traffic. Ironically the NYMR and the NELPG had agreed that it should go out in a blaze of glory, and it was scheduled to be the star of the show between Christmas and New Year, its final public train being planned for Sunday 5th January. Sadly it has had a somewhat ignominious farewell.

This premature end to its current working life will help to concentrate minds since its future is, as yet, undecided. However, there will be few, if any, members who will not want to see it steamed again in the not too distant future. In consultation with the Drury family this will be the biggest decision that the Committee and the membership will be taking in the next few months. However, with priority being given to the Q6 overhaul, and the need to keep on top of the maintenance of the J27 and the K1, the A2 will have to take a back seat in the short term, but this does not prevent the membership from expressing its views on the future of Blue Peter. The Chairman therefore welcomes any comments or suggestions that members might wish to make on the future of Blue Peter.

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LOCOMOTIVE REPORT by Richard Pearson, Martin Lloyd & Paul Hutchinson

J27 No. 65894

The J27 is still in use! It has suffered from the expected but undesirable spate of broken springs, but its performance has benefited from the introduction of good old British coal from Ellington in Northumberland (not far from the one time home to J27s at North and South Blyth sheds), in preference to less user friendly Polish coal.

This year has been the locomotive's most successful year since completion of the last overhaul in 1996; by the end of October the loco's mileage was 6,179, this exceeded the previous best annual total in 1998 of 5,595 miles. The season is still not over for the J27 as we intend to keep it available for traffic until the NYMR closes in January, and this could easily see the loco's mileage exceed 7,000 miles. We have been doubly successful as in this time the engine has ran relatively trouble free needing very little maintenance.

After all this success there is now a slight down side as recent reports from footplate crew suggest that the loco's performance is not what it should be; water consumption has increased and the loco is also said to be a bit weak lacking the power it normally has. This is due to steam leaking past worn piston and valve rings.

This problem is not unexpected as you may remember from previous loco reports that we had intended to do a piston and valve exam and overhaul last winter but because of a boiler tube failure and the subsequent retube we then postponed the P&V until this summer. We then had a request from the NYMR that due to a locomotive shortage could we again postpone the P&V, this time until the winter, in order to keep the engine in traffic right throughout the summer, and this is what we did. So as you can see it is not surprising that the engine is not as efficient as it should be, in fact the engine has done well to last as long as it has.

The engine and tender are due to be weighed before the end of the year when the weight distribution on each wheel will be checked and adjusted if necessary.

Winter maintenance starts in early January when the boiler will first be washed out before the engine goes into Deviation shed for its overdue P&V examination. Other work will include overhaul of the cylinder cock linkage, examination and repairs to the crossheads and gudgeon pins, and all the usual annual boiler fitting and safety valve examinations. The last job, once all other work has been complete and once the weather has warmed up enough for paint to dry, will be the long overdue repaint into NER livery.

T2 No. 2238

Since the removal of the wheels on 29th August the physical appearance hasn't changed much. Most of the effort over the last month has been concentrated on the cleaning of the frames, where good progress has been made but it is a big task and this job will last a few more months yet. It is a painstaking job and the people involved can't wait to see the back of it and start putting on the new paint.

It was during this cleaning that we found evidence of old weld repair marks on the frames. These repairs are where cracking, has occurred in the main frame plate. We need to be sure that there are no more cracks in the frames so we are now in the process of removing all the paint from both the inside and outside of the frames, so a full and thorough inspection can take place of the frame platerwork.

All the paint has now been removed from the axles and a MPI test Will take place shortly. If the results of this test show the axles to be free from surface cracks, then only two axles will be required to leave Hopetown for attention. The intermediate wheelset (2nd from front) requires the L/H journal to be turned since it has some deep water marks (corrosion, caused by water trapped in the axlebox probably during the loco's 20 years on display in Deviation shed) which needs to be removed. If not removed they will probably cause the axlebox to run hot when in service. The L/H crankpin on this wheelset also suffers the same problem and will need turning. However, the crankpin is currently only just above scrapping size, so if we turn it, it may well be below acceptable limits. We are still looking into this problem and may well have to fit a completely new crank pin. The main driving wheelset (3rd from front) requires work on all its bearing surfaces; both journals require turning and both crank pins are badly worn. The crank pins on this wheelset have two bearing surfaces, a larger diameter inner surface for the side rod and a smaller diameter outer surface for the connecting rod big end. These big end surfaces are also

close to their scrapping size and we may need to replace both crank pins on this wheelset as well.

Since the wheels have been removed, the horns have been inspected (horns are the vertical guides into which the axleboxes locate on the frames). This inspection has revealed that most of them are loose. One of the worst horns has been removed for inspection which has revealed that pitting and fretting between the horn and frame has taken place. This problem will have to be rectified and then all the fitted bolts that secure the horn to the frame will need to be replaced, and the bolt holes need to be reamed out to make the holes true and parallel before we make and fit new bolts. If all the horns prove to be loose in this way then this will involve the removal and refitting of 16 horns, the reaming out of 96 holes and the fitting of 96 new fitted bolts. (A fitted bolt is a bolt that is a very tight fit in its hole, the hole must be true and parallel and each bolt is specially made and unique to its hole).

All the 16 horn stays (removable tie bars that secure the frames below the horns) have been inspected and they are also loose. They will require repairing to ensure a tight fit onto the frames. All the horn stay bolts (64 in total) are also loose so they will require the holes reaming and bolts replacing, using the same repair method as the horn bolts.

The spring hanger brackets have not yet been inspected but initial observation indicated that a number of the brackets and bolts are loose. If they require total replacement then that will be another 128 holes to ream out and fitted bolts to make and fit.

The locomotive can't be rewheeled until this work is complete so our hope of rewheeling in January may well have to be delayed somewhat!

All the axleboxes are now at Ian Storeys workshop near Morpeth. Initial repairs are to be carried out by Ian before they go to Richard Campbell's for white metalling and machining. When we know the final dimensions of the three axle journals that need to be turned, we will be able to assess whether the three existing axleboxes will be reusable; if they are not we will have to cast and make three brand new axleboxes.

There has been no further progress made with the boiler.

So as you can see there is a lot happening. We now have working parties every Monday and Thursday evening so pick-up the phone, give one of the Committee members a ring and come along and help.

This report might seem a bit technical but its all pretty simple stuff really, so get yourself along to one of the working parties and you will learn all about what and where all the bit's go, plus you will be made most welcome! It doesn't matter what your skill level is since we can find jobs for everyone from simple cleaning and painting to the more complicated fitting work.

All members are welcome at Hopetown and you don't necessarily have to be a volunteer. If you just want to come and have a look round then its not a problem, but If you are coming to look round then please make a quick phone call to a Committee member first and he will advise you of the opening times.

Dave Pennock is putting together a bid for Heritage Lottery Funding for the overhaul of the boiler, the outcome of which is awaited with baited breath.

K1 No. 62005

The finale of this year's spell at Fort William involved three days of photo charters and the long run back to Carnforth. The first three were privately organised for a group of fee paying photographers and video enthusiasts and the latter was run as a rail-tour as far as Oxenholme. At the behest of the organisers the KI masqueraded as Fort William's erstwhile 62012 and the BI as Eastfield's 61243 Sir Harold Mitchell.

The BI and the KI shared the first two days with double heading out as far as Crianlarich and lots of run-pasts and lengthy stops for service trains to pass and for us to take water. And for once the sun shone. The third day (Monday) involved the K1 on two solo trips, one to Arisaig and the other to Mallaig. However, the KI was failed during its fitness to run examination on the night before this trip, since the mechanical (Wakefield) lubricator, which pumps oil to the valves and cylinders, had stopped working. The fault was traced to the pawl inside the ratchet, which progressively rotates the pump drive shaft when oscillated by the linkage from the valve gear. This pawl is only about the size of a Lego brick but is fundamental to the operation of the locomotive. (*The battle being lost for the want of a horseshoe nail* — if you remember your childhood poetry).

The tip had broken off the pawl and had become lodged in the ratchet mechanism.

Bob Mitchell, the RO for the BI, offered us the loan of a pawl from one of its lubricators, so this was fitted that evening. Once the loco had been prepared on the Tuesday morning, Martin Lloyd went round to the local engineer, Karl Fjortoft, who has done work for us before. Martin was sat outside at 8 am and when Karl arrived he said "*Urgent is it?*"

He manufactured two pawls by 13.00 and Martin tried them on the BI (the KI was still out at Mallaig). Both needed a little filing but were soon made a good fit. One pawl was fitted to the KI on its return and the other was donated to the B I Trust. The original was returned to its rightful place on the BI.

All this additional activity was grafted on to the work of preparing both engines' paperwork and all the stock ready for the following day's departure. The long journey home started from Fort William at 09.00. We travelled over five summits of note; alongside Loch Treig to Corroul (the highest point on the Railtrack network, County March (between the famous Horseshoe Curve and Tyndrum Upper), Glen Douglas, then Beattock and Shap. Not a bad haul for a couple of mixed traffic engines!

Everything went smoothly and good progress was made on what is a rather tortuous route. The long route skirting the suburbs of Glasgow took ages even though we were bowling along at a good speed between the many junctions. The happy passengers were dropped off at Oxenholme at 23.30, just as the station was ready to close for the night. The locos and stock then went through to Carnforth and the K1 left at around noon the following day to arrive at Grosmont around 18.00. Whilst at Carnforth we had to transfer all our tools and belongings from one borrowed support coach to another for the journey home - but that's another story.

The K1 is now inside Deviation shed. It has been washed out ready for winter storage and work has started on the necessary maintenance with the aim to have the locomotive available for NYMR services in March 2003. Fortunately we don't envisage any major expenditure of money or time but nevertheless it will take us until the New Year to carry out the statutory examinations and effect the few repairs we know about. Valves will be removed for a quick examination and de-carbonising, a side rod bush is loose and will probably need replacing and the crossheads will need attention.

The loco has performed almost faultlessly and has run every scheduled day since it left Bury for Fort William in June. One hundred percent availability isn't bad; can anyone beat that?

Of course it wouldn't have been possible without the invaluable help of those who looked after the little black beauty especially whilst Martin was incapacitated for one reason or another (*ashpan and transmission repairs, he says! -- Ed*) — so sincere thanks to everyone involved.

Q7 No. 901

On display inside Deviation shed

J72 No. 69023

In store in Deviation Shed.

A2 No. 60532 Blue Peter

The A2 has been in almost constant use since the beginning of August only being out of traffic for routine water changes and boiler washouts. Out of course stoppages — which have been few — have been for the replacement of broken firebars, broken springs, and blown piston packings. By the end of October it had covered 6,096 miles.

However, following use of the locomotive on Sunday 3rd November a steam leak was detected coming from the firebox outer doorplate at a point close to the regulator quadrant on the driver's side. Further investigation revealed that that this was a substantial fracture (not uncommon on this type of firebox in BR days). Following discussion with the insurance company boiler inspector a repair could have been effected in order to keep the locomotive in traffic between now and 5th January, but it would have involved removal of much of the cab fittings, the cladding, ultra sonic testing of the affected area to determine the full extent of the crack, veeing out the area of the crack, and welding up, followed by hydraulic and steam tests. This would therefore have been a somewhat time consuming and costly task and with less than two dozen steamings likely before the anticipated withdrawal date in January could not possibly be justified and the decision was taken to withdraw the locomotive from traffic — but it has had a damn good innings!!

WORKING PARTIES

These take place every Sunday at Grosmont for work on the J27 and the K1 . Contact Richard Pearson on 07779 366796 or Fred Ramshaw on 01740 621301.

If you want to help on the Q6 at Darlington on Monday or Thursday evenings please contact Fred Ramshaw or Terry Newman.

Each of the respective Locomotive Engineers is always in need of assistance, so if you can help, please contact any of the above.

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SECRETARY'S REPORT by Dave Martin

Firstly, a correction to my report in the August edition of the NEWS. Blue Peter's boiler certificate runs out on 20th January and not 31st March. Wires got well and truly crossed at our August Committee meeting — apologies to you all! The A2 will now remain on the NYMR until it is withdrawn from service. It is expected that the locomotive will be used every Saturday and Sunday in November and December on the lunchtime Moorlander dining service, and every day between 27th December and 5th January. Those who managed to ride behind the locomotive on the NELPG diner could only marvel at its performance — it is hard to believe that Blue Peter has to be withdrawn! It is likely that in its final six months in service it will have covered over 7,000 miles.

The K1 recently returned to the NYMR after a superb season in Scotland. The fact that 62005 did not miss a single day's running bears testimony to the thorough work carried out at Bury by Ian Riley's men and NELPG volunteers. The additional costs incurred in the late delivery and extra work on the locomotive, have been recouped with something to spare. The facts speak for themselves — 43 days in service, nearly 5,000 miles covered and a gross income of some £50,000. Congratulations to Martin



62005 Lord of the Isles climbs between the two tunnels near the top of Beasdale bank on 3rd September (Douglas Hume)



K1, B1 and West Coast crews at Fort William on 7th October; l to r. are Terry Newman, Fred Ramshaw, John Lummas, Dave Whitfield, Jeff Price, Martin Lloyd, John Dines, Mike Cobley, Dave Fowler, Bob Mitchell, James Shuttleworth, Brenda Mitchell, Frank Santrian, Florence MacLean, Bill Andrew, Brian Williams, Robin Hancox and Tony Brassington (John Hunt)



With steam to spare 62012 pilots 61243 Sir Harold Mitchell up to the County March summit on 5th October (John Hunt)



62012 and 61243 round the Horseshoe Curve between Bridge of Orchy and Tyndrum Upper on 8th October (John Hunt)



62012 and 61243 make light work of the stiff southbound climb out of Ardlui on 8th October (John Hunt)



In a location made famous by the late W.J.V. Anderson, 62012 pilots 61243 between the viaducts in the Horseshoe Curve on 6th October (John Hunt)



The same train going away towards Tyndrum evocative of a scene that could have been taken 40 years previous! (John Hunt)

Lloyd and his loyal helpers, the support crews and all the others who worked on the locomotive during the 2002 season.

Whilst Martin and Paul Hutchinson can justifiably congratulate themselves, our other locomotive caretaker can sneer down his nose at these upstarts! Richard Pearson's trusty steed — the J27 — has been plodding up and down the NYMR for most of the season, clocking up over 6,000 miles to date. If it were not for a serious outbreak of 'broken spring disease' early in the season, 65894 might have reached 7,000 miles!

Whilst we might be euphoric about our locomotive's progress this season, that word cannot describe the agonising wait for our new support coach to be finished. Last minute problems ensured that it did not come back to the NYMR with the K1. Still at Heysham, the mechanical overhaul is complete, but attention to bodywork and internal conversion still need to be carried out, a decision on where and when this will be done is awaited.

Onto more official matters, holding the EGM on Friday 13th September was obviously tempting, providence. Neither the Group's Chairman or Secretary was able to attend so thanks are due to Terry Newman who chaired the meeting and Chris Davies for taking the minutes. Also the event was rather sparsely attended though, eventually, sufficient members attended to make the meeting quorate, and then passed the two motions without dissent. These decisions now allow the Committee to spend up to £25,000 without reference to the membership and to spend up to £60,000 on the overhaul of the J72 when sufficient funds and labour are available.

This winter is going to be a busy time for the Committee the locomotive caretakers have much to do on their locomotives, we have to decide whether the K1 goes back to Scotland next year or stays on the NYMR. what happens to the A2 after 20th January, both short term and long term. we will have to resolve the completion of the support coach, and we must start work on the new store-cum-workshop inside Deviation shed early in 2003.

As your Secretary I often get the blame if things don't go right or are not done at all! If everything is hunky dory someone else may take the credit. That is often one's lot in life! However, I have come up with a cunning plan — I am going to New Zealand for a month from 11th November to 13th December and then no-one can blame me for anything! So no phone calls faxes and letters during that period because they won't be answered (*Just contact the Chairman instead! Ed.*). As I shall therefore be unable to

prepare a Secretary's Report for the next NEWS, rather earlier than usual may I, on behalf of the Committee, wish all members a happy Christmas and a prosperous New Year.

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THE JACOBITE - TACKLING THE ROAD TO THE ISLES by Peter Maynard

The operation of 'The Jacobite', the steam-hauled summer season train from Fort William to Mallaig and back, is as smooth as silk. It's so much part of the scene that you would think steam had never left the West Highlands. And of course, that it runs almost every day, slotting neatly into the pattern of local Scotrail services is part of its success.

At 8.45 the locomotive reverses its train out of Fort William Junction Yard, nmning round in the sidings near the signal box. After hauling the coaches the mile or so into Fort William station it again runs round, draws the stock out of the station and then propels it into a new platform, all these movements taking place well before the arrival of the overnight train from London Euston hauled by a class 37.

Now there is just under an hour before departure. Plenty of time to water the coaches and top up the tender from hydrants alongside the train, and for the crew slowly to build up the fire without making excessive smoke. And soon the passengers start to gather, collecting their tickets from the guard, buying souvenirs, finding their seats and wandering up to see the locomotive, with maybe a quick visit to the footplate and a word with the crew.

At 10.20 we are away, left at the junction with the line from Glasgow, briskly over the Lochy viaduct and then soon slowing for the 5 mph crawl over the swing bridge at Banavie. This crosses the Caledonian Canal, connecting the east coast with the west via Loch Ness, at the foot of the impressive flight of locks known as Neptune's Staircase. From then on it's

more or less level running at about 40 mph along the shore of Loch Eil for about 12 miles before the climb up to Glenfinnan and its magnificent curved concrete viaduct offering a superb view towards Loch Shiel and the Glenfinnan Monument honouring Bonnie Prince Charlie.

At the Glenfinnan station stop the loco's support crew springs into action. Those on the footplate need refreshment, and passengers, awed by the presence of the loco that has brought them in fine style thus far, need to be restrained from straying across the track in front of the Mallaig-Fort William 'Sprinter' that crosses 'The Jacobite' at 10.17. The support crew answer a stream of questions about the locomotive and supervise a brief photo shoot after the 'Sprinter' has arrived.

Then it is back on board and the start of some serious work for the loco and its crew — a stiff climb out of Glenfinnan before emerging high above Loch Eilt. From the right-hand side of the train there is a panoramic view of the loch below — and of the line of rails skirting its shore, which we will reach via a series of sweeping curves. After leaving Loch Eilt and running alongside the main Mallaig road we pass Lochailort station before running across the head of the loch of the same name, then descending past Polish, with its famous white church, and down almost to sea level again before tackling the formidable Beasdale bank, 1½ tortuous miles at 1 in 48

After the summit at Beasdale station the running is a little easier now, through Borrodale Tunnel, at 349 yards the longest on the West Highland Extension, and on to the stop at Arisaig. Leaving Arisaig the line curves to the right, climbing fairly stiffly to Kinloids, then falling to an arrow-straight level mile before some more switchback running, via a viaduct across the river draining Loch Morar (almost 1,000 feet deep and reputed to hold a monster to rival Nessie), Morar station and down into Mallaig for a 12.25 arrival in platform 1.

Here the support crew have some serious work to do. The loco runs round the stock, draws it out and then propels it into platform 2. In the meantime the standpipe has been connected to the fire hydrant adjacent to platform 1 so that when shunting is complete the tender can be refilled and a dose of water treatment added. Coal is brought forward and the fire cleaned and made up in anticipation of the return trip. All this can normally be completed well before the 13.25 arrival of a 'Sprinter' from Glasgow. Time then to grab some lunch and relax, while keeping an eye on the steam pressure, the fire and the boiler water level.

14.10 sees us drawing gently out of Mallaig, stopping after a few hundred yards to pick up the fireman who has reset the ground frame ready for 'Sprinter' operation once again. Then the engine is digging right away into the first stiff climb of the return journey. Adverse gradients, such as Beasdale, on the way out are now in our favour, of course, but ahead there are tough climbs to Kinloids, Polish and the long, steep one from Loch Eilt up to the summit above Glenfinnan, testing locomotive and crew to the full. Then a descent into Glenfinnan station for a short stop, over the viaduct and down once again to the shore of Loch Eil. Apart from a short climb away from Corpach, about three miles from home, it is easy running, the hard work over. Into Fort William station at 16.00, run round the train and then back to Fort William Junction Yard.

The smoothness with which the service runs is, of course, testimony to the professionalism of those involved and to the behind-the-scenes work that the passengers don't see. My stint of support crew duty with John Hunt, Colin Smith and Bill Sharp in October, during the last week of operation, saw us up at 6.00 to prepare our 'K I' 62005 ready for its daily fitness-to-run exam and the arrival of the West Coast Railway crew. At the end of the day there is watering, coaling, cleaning the fire, emptying the ashpan and removal from the smokebox of a fair quantity of char, plus routine checks for defects arising from the day's running.

Using an engine daily and keeping it in steam lightens the workload and reduces the risk of untoward events, but nevertheless one evening a section of the rocking grate refused to return to its correct position. Clearly 62005 could not run like this the following day. Would she be a failure or could the problem be fixed? The diagnosis was a missing pin from the rocking grate assembly. After experimenting with a possible replacement that turned out to be made of high-tensile steel, resistant to drilling a hole for a split pin, a further search of the NNX van with our tools and equipment uncovered a suitable pin.

Thus at midnight, Chairman John Hunt, valiantly climbed into the KIs firebox, empty of fire but still very hot and surrounded by water and steam at 50 lb psi, and quickly repaired the grate. We then piled wood and coal into the firebox and lit a new fire, one of us staying up till 1.30 am to monitor how it was burning and then to bank it up for the night. So 62005 was ready to head 'The Jacobite' once again next morning. (The offending pin from the grate linkage, which had dropped out through corrosion of the split pin securing it, was found amongst the ash that had been emptied the night before).

Support crew work on 'The Jacobite' might involve a fairly long day and spells of hard physical effort, but it's hugely enjoyable. There's the satisfaction of working as a team to provide reliable motive power for West Coast Railway Company and, ultimately, a lot of pleasure for the people who travel — you can tell that by the many questions about the 'K1', the smiles on their faces and their thanks at the end of the day. And, of course, there is the splendour of the journey over the famous 41-mile West Highland Extension. Once the outward climb to Glenfinnan begins it's a difficult road liberally peppered with sinuous curves, tough gradients and tight, single-bore tunnels. The engineering is impressive: not only the many viaducts but also the way the line has been blasted from solid rock in many places. The scenery — rugged mountains nestling beautiful lochs, and the sea views out to the isles of Eigg, Rhum and Muck — is stunning.

But no 62005 takes pride of place. The sound of her working flat out — full regulator 55% cut-off, 200 lb or so in the boiler and in the steam chest is awesome, the exhaust ricocheting off the solid stone cutting walls, a deafening rattle in the tunnels. And, of course, she's well up to the job, competently handling seven coaches over a road to which she's eminently suited. But the K1 cannot perform well without a good crew, and it was my pleasure to meet traction inspector Bill Andrew, Driver Tony Brassington and Fireman Brian Williams, all great characters. Successfully attacking the banks, keeping 62005 firmly on her feet and managing the boiler over a difficult road demand the highest standards of enginemanship.

Great people, great loco, great scenery, great atmosphere. 'The Jacobite: there's little to beat it.

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MEMBERS' LUNCHEON SPECIAL

Once again the luncheon special was fully booked, despite the late circulation of the booking forms, though fortunately members had received

early notification of the date. In this important respect next year's date is provisionally set for Saturday 11th October.

Members enjoyed another high quality meal, and the train was powered, appropriately, by 60532 Blue Peter, sadly for the last time in the foreseeable future.

The members' luncheon special has taken the same format for many years now, and there has been a suggestion that it should change to an evening dining train at around the same time of year. If any members have any views on a change of format, please let the Editor know as soon as possible.

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LETTERS

Dear John,

THE JACOBITE

May I again thank you and all your support crews for their hard work in providing 62005 for the Jacobite this year. That this season has been a good one and, operationally, one of the most trouble-free yet, is a testament to effort by all the volunteers, looking after both locomotives. Allocating the K1 to the peak season was also a good move and it goes without saying that it was the right machine for the job!

Best regards,

James Shuttleworth,
West Coast Railway Company.

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Dear Mr. Hunt,

MEMBERS' SPECIAL

We would like to take this opportunity of thanking you and all the other members of NELPG for arranging the members' luncheon special on Saturday 12th October. As this was our 'first time' we were somewhat apprehensive as to what to expect by way of arrangements and the meal itself. Suffice to say we were bowled over by the quality of the meal, the service from all concerned and the way we were treated. On the strength of this year's experience it will be our intention to join the members' luncheon special train in future years, although we accept that it will be subject to seat availability. Our companions were also suitably impressed, this being their first visit to the NYMR and their first meal on a steam railway. We also used the occasion to celebrate our 34th wedding anniversary.

Once again many thanks.

Neil & Avril Smedley,
Calverton, Notts

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John,

ARTHUR ROBINSON

Just a note to thank you for allowing Arthur and I to travel with you today. I was keen for him to 'meet' the A2 again before withdrawal and the members' special seemed the ideal opportunity. The reception lie was given by the 'gang' was great and he thoroughly enjoyed meeting everyone, but the footplate trip was something I know he will remember for many a long day.

He complains about not being able to talk properly but he never shut up all the way home! It was a marvellous day and proves just what a great Group we belong to.

Once again very many thanks.

Danny Fawcett,
Northallerton.

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FORTHCOMING EVENTS

The Friday evening meetings commence at 7.30 pm in the upstairs room of The Ladle, Ladgate Lane, Middlesbrough.

Friday 8th November 2002 1960s **STEAM IN NORTH WEST LANCASHIRE** by Peter Fitton

Friday 13th December 2002 **FAR EASTERN STEAM** by Dave Whitfield

Friday 10th January 2003 **PAST, PRESENT AND FUTURE OF THE A4** by Roger Barker.

Friday 14th February 2003 **TALES OF LOSTOCK HALL** by John Fletcher

Friday 14th March 2003 **TO BE ANNOUNCED**

Friday 11th April 2003 **THE ADVENTURES OF HAMISH THE HIGHLAND ENGINE - AND FRIENDS!** by John Hunt

Friday 9th May 2003 **ANNUAL GENERAL MEETING**

COVER PICTURES

Front: The K1, masquerading as Fort William's erstwhile 62012, pilots Eastfield BI 61243 *Sir Harold Mitchell* up the 1 in 69 between Tulloch and Corroun on 6th October (John Hunt).

Back (top) NYMR stalwarts: 60532 on the 09.50 Grosmont – Pickering passes 65894 at Deviation on 22^d September (Colin Smith).

Back (bottom): NELPG stalwarts: Fred Ramshaw, Bernie Lyth, Doug Hardy and Richard Pearson roll out one of the Q6 driving wheels following the lifting of the frames at Hopetown on 29th August (Colin Smith).

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61243 and 62012 reflect the early morning sun as they climb past the remnants of snow fences near Corroun on 6th October (John Hunt)

