

N.E.L.P.G. NEWS



NO. 155 JUN. 1993

EDITORIAL

Inter City has taken the unprecedented step of announcing its choice of locomotives for the 1994 Fort William to Mallaig operation, some seven months earlier than usual! The K1 2005 and K4 3442 are the chosen locomotives, which is fitting indeed since next year marks the centenary of the opening of the West Highland main line from Glasgow to Fort William, and locomotives of these types were synonymous with the line, but particularly the extension to Mallaig. It is appropriate, too, that these two locomotives should be used since both will be in the final year of their BR boiler lives in 1994. The centenary offers the prospect of something more than just the regular steam operation to Mallaig, and some special events on the 'main line' would seem to be justified using the two locomotives. In addition proposals to return the North British Railway 4-4-0 No.256 Glen Douglas to full main line running order, serve to fuel speculation as to the role that this venerable, but equally appropriate, locomotive might play in any celebrations!

In the meantime the K1 is available for traffic at its home base of Grosmont, but as this issue reveals, 2005's 1993 mileage is somewhat limited to just under 2,500 miles, the same as that for the Q7. The K1 is an ideal locomotive for the NYMR and it would seem logical to make the most sensible use of it. Therefore it came as a surprise to find that the K1 was not used on the Sunday of the May enthusiasts' gala , even though the locomotive had been returned from the KWVR specifically for this event. Following representations to the NYMR as a consequence, the K1 DID see use over the 'Thomas the Tank Engine' weekend as a 'Really Useful Engine', though the passenger hand out suggested that the K1 - or 'Hamish the Highland Engine' - would be 'bricked up' inside the shed, a role actually played by 'Rebton' following the latter's failure. Of course the K1 IS a really useful engine, more so than many locomotives on the NYMR, including the Q7, yet a more realistic yearly mileage of, say, 4 to 6,000 miles seems to be unacceptable to NYMR management. This sort of figure gives the locomotive owner a realistic return to reinvest in his engine, is such that the resulting maintenance can be adequately resourced, and, importantly, helps to even out the mileage - and thus the wear and tear - on the locomotive fleet as a whole. These are, of course, well rehearsed and perhaps, one day, there will be a more equitable use of locomotives on the NYMR. In the meantime the debates will rage and letters such as that from member John Weaver, reproduced in this issue, will continue to be received. One suspects that the sentiments in Mr. Weaver's letter will be echoed by many members and visitors alike. The NELPG has always looked to the future and the K1's next overhaul promises to be very expensive, as far as possible to be funded from revenue, to ensure the locomotive's working future, hopefully on the NYMR. Thus the Group MUST maximise the locomotive's earning potential during the currency of its seven yearly boiler life; members and observers should, perhaps, make their own judgement as to how - and where - this is best achieved!

P3 NO.2392

Good progress is being made on the P3 overhaul, which is currently the Group's main project at No.5 depot, Wilton. The main work at present is the stripping down of the loco, then labelling all the various parts and fittings. These will then be refurbished, painted and stored pending reassembly. The appearance of the locomotive was changed dramatically when the cab was removed on 5th April.

Boiler

All the various sections of boiler cladding and its supporting bars were removed in early April, followed rapidly by the rock wool lagging. Attention has now turned to the boiler fittings.

Work continues on the removal of the 273 boiler tubes; this is a priority task as the tubes must be completely removed before it is possible to gain access to the inside of the boiler.

A start has been made on grinding the heads of the crown stays flush with the external boiler shell (is it really 8 years ago since we were doing the same job on the K1?!). Inside the firebox the crown stay nuts are being welded to the stays so that the nuts can be used to effect removal of the stays.

Mechanical

Following the metal stitching of the cylinder cracks the cylinders were bored true during early February ready for the fitting of the new liners. However a problem in finding a supplier for the spun iron castings from which the liners are machined has led to some delay. When available the liners will need to be shrink fitted into position and then bored true. Once this has been done the piston heads can be turned to suit the new internal cylinder diameter and the new piston rings ordered.

Tender

All the brake gear has been removed and laid out on the workshop floor. It is intended to have an outside contractor inspect the brake gear and give a price for refurbishing and rebushing the whole assembly off-site. It could then be returned completely overhauled and just requiring painting by our volunteers.

The worst areas of plate have been cut out of the tender coal space and the new sections of plate for the repairs have been delivered to the depot. With the top plating

missing, access to the tank is much improved. Therefore before these plates are replaced the tank internals are to be fully cleaned, and painted with bitumastic paint.

T2 NO.2238

On display in Deviation shed.

However, at Wilton, work on the tender is nearing completion. All the brake rigging has now been refitted, following adjustments to the lengths of the inside and outside pull rods to make them equal: this was not as simple as it sounds!

On the minus side, when trial fitting a brake block, it was found that the bushes for the brake block pins were missing from the brake hangers. These have now been ordered, together with the six pins themselves which were also missing. On the plus side, after weeks of searching, we accidentally found the new brake blocks whilst looking for something else!

The six new bearing brasses were delivered to No.5 depot on 8th April and have since been fitted into the axleboxes. Once the springs are back in position the tender can be lowered back onto its wheels.

A new engine/tender rubbing block has been cast and the mounting holes drilled. This will be put in place once the area of the drag box where it fits has been ground flat.

K1 NO.2005

The K1 was delivered to the KWVR in steam on 29th March after the successful Weardale railtour. A full inspection by KWVR fitting staff resulted in immediate attention being required to one boiler door joint that was leaking before the loco could be used in traffic. With a shortage of motive power a quick repair was needed. Fortunately Mike Hammond, our active member from Nottingham, put in a full days work, midweek, to remove the boiler door and carry out welding repairs; subsequent tests proved successful.

The K1's first day in KWVR service was on a wet Good Friday. A blowing cylinder cock was stripped down the next day, and the blockage found to be nothing more than a piece of ash. A few days later a cylinder cock spindle fractured, and a quick repair by KWVR staff saw this brazed up whilst a replacement was manufactured on Teesside.

The K1 worked 12 days in traffic, two more than planned, including the enthusiasts' weekend of 24th and 25th April and the "Big Engine" weekend of 8th and 9th May. Its final turn was double heading 45596 Bahamas out of Keighley, with Chris Hulme on the K1 regulator. So pleased was the KWVR with the loco that they asked if they could keep it!

2005 was moved by road from Haworth to Pickering on 12th May in good time for the NYMR's gala weekend of 22nd and 23rd May, though the loco was only used on the Saturday. The K1 is now available for peak season NYMR services.

Q7 NO.901

In April attention was turned to the outstanding work on the Q7 in order to have the locomotive ready for the NRM visit on 16th May.

The work on the tender tank to repair various leaks and renew corroded internal angles was completed, and included adding further plating at weak points. Once this repair work was complete the tank was cleaned out, the bottom inspection plate refitted and the bottom of the tank and all joints given a coat of bitumastic sealer.

Following repairs by a contractor to the bushes and knuckle joints, the side rods were returned to Grosmont in late April and the motion refitted to the locomotive.

The firebox front bottom section of boiler cladding on both sides has been completely replaced with new steel, and the bracing much improved. This work was carried out by Maurice Johnson on contract. As part of the same job Maurice also fabricated a new section of cladding to fit to the firebox front between the frames; this section can be seen to be missing in photographs of the locomotive in BR days. Following completion of the cladding work, the complete boiler was repainted by Martin Lloyd, who was able to work mid week.

On 4th May the Q7 was successfully steam tested and was therefore ready for the big day on 16th May. The weather was kind and we were graced with the presence of not only Andrew Dow, Keeper of the National Railway Museum, and his family, but also our President, Bill Harvey. Along with the committee and working members, plus NYMR acting head Ken Kitching, they travelled in style in the Great Western saloon behind the Q7 following a short ceremony to affix the commemorative brass plaques to the locomotive at Grosmont station. 901 worked two round trips to Pickering during the day in splendid style in the very capable hands of Driver Terry Newman and Fireman Ian Pearson, with Andrew Dow thoroughly enjoying a short journey on the footplate.

J72 NO.69023

Currently in traffic on the Bo'ness and Kinneil Railway the diminutive tank has proved, after an indifferent start, to be both a useful and popular performer, and the SRPS seem well pleased with their new, albeit temporary, acquisition. A full account of the introduction of the J72 into service on the Bo'ness and Kinneil Railway appears elsewhere in this issue.

A2 NO.605.32 BLUE PETER

Following the 6th March "Waverley" railtour the A2 was due a six monthly BR examination, and all the work that this entails. The Northallerton team, led by Steve Alder, cleaned the firebox, smokebox and external surfaces of the A2 prior to Martin Lloyd and Richard Pearson carrying out a boiler washout. With preparations complete the cold exam was fixed

24th March, when Maurice Burns attended. For once he left his cameras at home, then kicked himself for doing so when he found the Super 'D' standing in full sun outside the NRM before being ceremoniously pushed onto the turntable!

The cold exam involved Sam Foster hammer testing all boiler stays and a full internal inspection, whilst Brian Penney carried out a full mechanical inspection, involving a hammer check to ensure tightness of bolts and cotters, plus a strip down of the Davies and Metcalf Class H exhaust injector to check for maximum feed operation and possible blockages.

On Sunday 18th April the boiler was 'boxed up' (all plugs and doors refitted), and working members were surprised to find the A2 almost buffered up to the LNER dynamometer car and Mallard. A NELPG steam test was undertaken on 25th April with good results so that the BR steam test could take place two days later. This the loco passed, thanks to the help of many volunteers over the preceding days and weeks. Particular thanks are due to Brian Cooke, essentially a member of the 'Taw Valley' support group, but who lives in York and was able to give tremendous support, especially in the many steam tests and exams during mid week.

All was now set for the Scarborough Flyer on Sunday 2nd May; the Saturday before eight volunteers set about preparing the A2 which involved removal of all axlebox underkeeps to check that the oil is not contaminated by water, a full strip down of the exhaust ejector to check accurately the distance the moving cone travels, and the manufacture of a safety device to stop people using the rear tender steps whilst standing under overhead live wires in response to a specific request from the BR ECML overhead line engineer.

On the day, all was well and an article about the Scarborough Flyer appears elsewhere in this issue. Suffice to say that despite the apparent resistance to steam operation out of York, in the days leading up to the trip and on the day itself, BR staff were extremely helpful and co-operative. Even the support crew remarked how much more relaxed the day was compared with the frenetic activity associated with trips over the Settle and Carlisle line!

Just over three weeks later and the A2 was in action twice in one week! Firstly, on Wednesday 26th May, it deputised for 71000 and made a satisfactory repeat trip from York to Scarborough and back, whilst on Saturday 29th May the A2 and its support coach left York for Leeds, Skipton, Hellifield and Blackburn, in order to work a northbound Cumbrian Mountain Express from Preston to Carlisle. The fully booked

train was another success, with a 15 minute early arrival in Carlisle. This was all the more credible since the A2 was brought to a stand on the 1 in 100 near Stainforth with a failed atomiser steam supply. A repair was effected 'on the road' by the support crew, and the journey was resumed after an initial 20 minute delay. The A2 is now at Carlisle and was due to return southbound on Saturday 3rd July.

A4 NO.2509 SILVER LINK

On display at the Stephenson Museum, North Tyneside.

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THE SCARBOROUGH FLYER - SUNDAY 2ND MAY 1993

Following the successful operation of the K1 No.2005 hauling passenger trains under the East Coast main line overhead wires at Darlington, and then up the Weardale branch to Stanhope and Eastgate on 28th March, the Group's A2 class pacific No.60532 Blue Peter also made history on Sunday 2nd May when it headed The Scarborough Flyer between York and Scarborough.

The last steam train from York to Scarborough was headed by Mallard in 1988, and since then with the advent of electrification and associated bridge works, no steam passenger trains have operated out of York. For nearly five years, therefore, Scarborough has been devoid of steam and the much vaunted turntable has lain rusted and unused.

With the A2 temporarily based at the National Railway Museum until the end of May, when it moved up to Carlisle for the summer, the possibility of running Blue Peter to Scarborough was investigated, since the opportunity might not present itself again in the foreseeable future. Thus a detailed specification was put to the Steam Locomotive Operators' Association and Inter City and agreed in principle, though subject to clearance by the overhead line engineers.

Herein lay a major problem since the listed building status of York station had precluded significant alterations to the main footbridge and there was limited clearance beneath as a consequence. There has therefore hitherto been an embargo on steam operation from platforms 3 and 5, the lines serving which run under the footbridge. Access to and from the Scarborough line is only possible from platforms 2 to 5, and 2 (the bay) and 4 could only accommodate a steam locomotive and seven vehicles. Such a limited load was barely an

economic proposition so unless this problem of access to the Scarborough line could be resolved, a resumption of steam operation was in jeopardy.

Thanks to BR staff, in particular overhead line engineer John Frankish and BR/SLOA safety officer Norman Hugill, it was eventually agreed that the A2 could use platform 5 (the main island platform under the overall roof) AND run under the footbridge on the return journey. This was tremendous news since it meant that the length of the train was no longer restricted. It was immediately increased to ten vehicles and it was possible to run with the loco support coach as well, which would otherwise not have been possible.

This news was welcomed by NELPG and the SRPS, the joint sponsors of The Scarborough Flyer, since bookings had by now exceeded the capacity of a seven coach train! In fact on the day 350 passengers were able to enjoy the historic return to steam out of York.

The SRPS set arrived at York some thirty minutes late due to over-running possessions near Edinburgh, but the A2 was soon coupled on, and proceeded to produce slightly more than 'a light grey haze' from the chimney top! Departure was further delayed to follow the 13.01 Sprinter to Scarborough, so as not to delay this train or prejudice a planned photo stop at Malton - a thoughtful consideration! The journey was uneventful with the A2 purring along at 60 mph for most of the way.

At Scarborough the A2 shunted its stock and ran to the turntable. The rusty rails groaned as Blue Peter gingerly crept forward and, centrally positioned, the locking bars were removed and the turntable motor spluttered into life. Slowly, almost imperceptibly, the mighty pacific moved round under the gaze of about 50 onlookers, then took water. A brown trickle soon gave way to a more healthy looking supply and in about 15 minutes Blue Peter was replenished. The A2 then ran round its support coach and propelled it back onto the stock, which in turn was set back into the station. For the rest of the afternoon Blue Peter quietly simmered and attracted an almost endless procession of admirers and footplate visitors.

Departure, spot on at 17.43, was remarkable in the fact that for the second time that day Blue Peter belied its reputation and produced an almost volcanic display of black smoke! No doubt it was a poignant reminder that the loco was burning (or not!) Rossington cobbles, just two days after the colliery, which had supplied the LNER, had closed. Another spirited run followed with a fifteen minute photo stop at Malton again, and a right time arrival at York. Ironically the last 3 miles were in glorious evening sunshine, in contrast to the dull, damp conditions that had prevailed for most of the day and taxed passengers resourcefulness during their sojourn in Scarborough.

The A2 ran into platform 5 and beneath the footbridge at York, under the watchful gaze of a few discerning eyes, but



60532 Blue Peter makes an uncharacteristically smokey departure from Scarborough on 2nd May (Neville Stead)



901 at Green End on 16th May, with Andrew Dow visible in the cab, and NRM guests and friends in the GW saloon (John Dawson)



2005 leaves Keighley (despite the signal's disposition!) during the K1's spring sojourn on the KWVR (Maurice Burns)



69023 in an evocative pose beneath the overall roof of Bo'ness station on 3rd April (Maurice Burns)

all was well. The steam trip had passed its test, it seemed, with flying colours. Blue Peter soon hooked off, perhaps not wanting to tempt providence, and made its way to the NRM for disposal. 350 passengers had had an enjoyable day and it was time to go home!

Thanks are due to BR, staff at the NRM, and the stalwart volunteers of the NELPG and the SRPS without whose help, enthusiasm and dedication The Scarborough Flyer - and this tale - would not have been possible.

Postscript

Ironically the A2 was to run to Scarborough again during May when, on Wednesday 26th, it deputised for 71000 Duke of Gloucester on a private charter; once more everything ran smoothly.

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K1 AND Q7 STEAMING DATES

The following dates have been agreed with Peter Smeaton, acting NYMR Shedmaster, for the steaming of 2005 and 901:

K1 - July: 11 - 14, 24 - 29;
August: 2 - 5, 9 - 12;
 : 2 - 3.

Proposed mileage = 2,400 (includes miles already covered)

Q7 - July: 15 - 23;
August: 16 - 19, 23 - 26, 30 - 31;
September: 1 - 2;
October: 2 - 3.

Proposed mileage = 2,400 (includes miles already covered)

NB The above dates may be subject to change in the event of non availability of the K1, Q7 or other locomotives.

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Just to prove that life in the NELPG is not all a bed of roses, this is a story of one trip when luck was certainly not on our side!

The J72 handover to the SRPS on 3rd April was organised the previous week and the first omen that things were not going well was when Martin Lloyd pulled out of the team with a tummy bug. A three man team consisting of yours truly, Chris Davison and Martin Pearson planned to set off from Teesside at 4 pm on Friday 2nd April using the Group's support car. The previous night the car had been to Wilton where Trevor Mussett had unloaded the K1's Weardale railtour kit. On the Friday morning Trevor had left the car keys at home, but then left his house keys at work! With his good wife and son both out, and the neighbour with the spare key away, Trevor went straight for the spare car key hidden under the car...but it was missing! Trevor blamed the cat for this bad luck.

Therefore a later than planned Teesside departure saw arrival at Bo'ness at 20.45, booking into the bed and breakfast, followed by a trip down to the loco shed where the J72 was to be lit up prior to the next day's activity. We found the engine, but still inside the shed, stone cold, and with no sign of it being lit up. We soon found some SRPS volunteers who were able to draw 69023 out of the shed with a diesel, and then lit the engine up ourselves. The unexpected delay at the shed saw our arrival at a pub for a bar snack at 9.30 pm just after they had stopped serving for the night! We tried all the pubs in Bo'ness but none was serving food. In desperation we searched for a fish and chip shop, but in vain - there does not appear to be one in Bo'ness! We were directed to a dubious looking black van sat in a dark recess of the car park opposite Bo'ness United football ground and selling kebabs, and chanced our good health. To drown our sorrows we then headed for the Kinneil Bar, a pub used by the SAPS volunteers when we had the P3 handover a few years ago: the pub was closed and completely boarded up! We began to get the feeling that the odds on this trip were very much against us.

Saturday morning at 7 am we went down to the shed to make sure the J72 had been relit by the steam raiser - it hadn't! So we proceeded to light the engine up for a second time, returned to the B&B for breakfast, then made a SOS call to SRPS Chairman Willie Peddie. This brought matters to a head and a plan of action was agreed, with 69023 doing a three coach test train at 10.30. The guard irons, removed for transporting the engine by road, were refitted, the engine fully oiled up and instruction given to six SRPS drivers on the oddities of the J72, particularly as its cab controls are now very similar to those of Blue Peter! With the SRPS Chairman at the regulator and yours truly bending his back on the shovel, we set off from Bo'ness with a full head of steam and plenty of water. We had a short pause at Kinneil to fill the boiler before we set off for Birkhill and a

climb of 1 in 70 for two miles. Working the engine one notch from mid gear (21% cut off) for the whole journey, the top was reached with 100 psi and the water just in sight. The J72's boiler pressure is just 140 psi, a mere kettle compared with the A2 and its 250 psi!

Back at the shed attention was given to the reverser catch by fitting a new spring, and on its first passenger turn from Bo'ness the bank was taken on the second notch from mid gear (42% cut off) to liven up the fire. This did the trick and an excellent climb followed with 110 psi and quarter of a glass of water on arrival at Birkhill, a very satisfactory performance. The third run was unsupervised and went well also, but on the fourth trip our bad luck seemed to return. It would appear that the fire was dirty and had not been cleaned and the journey commenced with just 100 psi and less than half a glass of water; the engine did not like it and told the crew so, in true Thomas the Tank Engine style, by stopping at Kinneil and 'refusing' to go any further! Unable to raise steam the crew summoned assistance which came in the form of Austerity tank 'Tanfield', which dragged the train back to Bo'ness. The subsequent 'inquest' highlighted the need to ensure proper preparation particularly because of the critical steaming capacity of the locomotive.

Despite the traumas of the day the J72 sounded fine, with the repairs to the front end steam tight and the big ends quiet. The valve setting is now excellent and the new hydrostatic lubricator to the front end works well. The engine also looks a picture externally, as the picture in this issue shows. So, well done to all the volunteers who helped at Wilton! Perhaps it was not such a bad trip after all!

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LETTER

Milford,
Derbyshire.

27th June 1993

Dear NELPG Editor,

I've just returned from the annual weeks holiday in Goathland which, with three young children and an ageing car must be only a little less arduous than organising a railtour! At times it was difficult to believe that we were in the right part of the country (quite apart from from a schizophrenic village, believing itself to be called Aidensfield during the day, populated by far more two legged than four legged sheep), for here was a railway rine worked

almost exclusively by SR vintage locomotives - a 2-10-0 that appeared early in the week was clearly an interloper! One benefit was the amusement to be gained from listening to passengers- who had become confused through thinking the S15 and 'Repton' to be the same locomotive. And where were the old (old) familiar faces?

Seriously it would've been grand to see the K1/Q7/T3 in action. Allowing that the ugly face of economics must play a part, might a future mileage agreement include a (subject to availability) "guarantee of representation"? For where else might the (L.)N.E.R. enthusiast go with some confidence of riding behind a representative of said Grouping? Should management be reminded of what the 'H' in N.Y.M.H.R.T. stands for?

Wishing you well and thanks for the continuing excellence of the newsletter.

John Weaver

P.S. Ugly economics, part 2; the change in the members' 'priv' travel rate, DOUBLED my travel costs - so we visited Newtondale, etc. half as often.

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SPECIAL GENERAL MEETING - FRIDAY 10TH SEPTEMBER 1993

Notice is hereby given of a special general meeting to be held at 19.00 hours on Friday 10th September 1993 in the upstairs room of The Ladle Hotel, Ladgate Lane, Middlesbrough for the following purposes:-

1. Apologies for absence.
2. To seek a special resolution to allow the Committee to appoint up to three additional Committee members, thus enabling the permitted maximum number of Committee members to be increased from 9 to 12.
3. To seek a special resolution to permit the Group's locomotives to be loaned to railways (other than the NYMR) for periods exceeding 12 months.

Further information on items 2 and 3 above will be given in the August NEWS.

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BLUE PETER IN SCOTLAND?

This October is likely to see the A2 60532 return to its old stamping grounds north of the Border, with agreement in principle to operate two trains. The PROVISIONAL details are as follows:-

SATURDAY 2ND OCTOBER

Carlisle - Kilmarnock - Cumbernauld - Stirling - Perth - Edinburgh using 60532 throughout, on a train picking up and setting down at Edinburgh, Dunbar, Berwick, Morpeth and Newcastle.

SUNDAY 17TH OCTOBER - THE ABERDONIAN

Edinburgh - Perth - Dundee - Montrose - Aberdeen and back, using 60532 throughout.

The exciting prospect of these two tours, probably using SRPS stock, will enable the A2 to cover most of the old 'three hour' Glasgow - Aberdeen, and East Coast routes on which it worked for most of its life, and will include crossing the mighty Forth Bridge.

There will be many members - and non members! - who will no doubt have waited very patiently for the opportunity to see and travel behind Blue Peter in Scotland, particularly to the Granite City. Therefore to obtain further details please send a SAE to 'NELPG RAILTOURS', 57 Millview Drive, Tynemouth, Tyne and Wear, NE30 2QD as soon as possible, and a priority booking form will be sent to you as soon as it is available.

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APOLOGIES

Apologies are due for the late publication of this issue of the NEWS, caused by a combination of holidays, pressure of work, computer problems and a need to include notification of the A2's Scottish trips and the special general meeting - though not necessarily in any order of importance! It is hoped that the delay will not cause members too much disappointment or inconvenience. It is endeavoured to get the August NEWS back on schedule.

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FORTHCOMING EVENTS

Friday 10th September 1993: THE STAINMORE LINE - more fascinating archive material from the J.W. Armstrong collection presented by John Midcalf.

Saturday 2nd October 1993: PROVISIONAL - BLUE PETER from Carlisle to Edinburgh via Kilmarnock, Cumbernauld, Stirling and Perth.

Friday 8th October 1993: STEAM IN CHINA - modern day steam in the Gobi desert and the frozen wastes of Inner Mongolia in 1993 by Dave Whitfield.

Sunday 17th October 1993: PROVISIONAL - THE ABERDONIAN featuring BLUE PETER between Edinburgh and Aberdeen.

Friday 12th November 1993: STEAM ON THE WAVERLEY ROUTE AND ACROSS GALLOWAY by Charles Dean.

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

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COVER PICTURES

Front: 60532 BLUE PETER makes a dramatic exit from beneath the cavernous roof of York station with the historic Scarborough Flyer on 2nd May 1993 (John Hunt).

Back (top): NELPG President Bill Harvey and NRM Keeper Andrew Dow at Grosmont on 16th May before formally affixing the commemorative brass plaques to Q7 901 (John Hunt).

Back (bottom): Two NELPG Vice Presidents Geoff Drury (l) and Brian Hollingsworth (r) on the K1 2005 at Grosmont on 5th June, the occasion of Brian's 70th birthday (Maurice Burns).

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