

N.E.L.P.G. NEWS



NO. 156 AUG. 1993

EDITORIAL

The last Editorial spoke of the need to maximise the locomotives' earning potential and August has seen the K1 and Q7 doing their allotted share of work on the NYMR, the J72 seemingly at home in the unusual setting of the Firth of Forth, and the A2 surmounting the Long Drag with its customary consummate ease.

September and October, however, will see Blue Peter in a veritable flurry of activity; the 4th September the A2 is to deputise for 71000 over the Settle and Carlisle line and a week later 60532 works its rostered S&C turn southbound to Bradford, before returning to Carlisle. Then, on 18th September, Blue Peter embarks on its long awaited return to Scotland, heading The Fair Maid from Carlisle, up the Glasgow and South Western line to Kilmarnock, thence to Barrhead and on to Cumbernauld to join the old 'three hour' route from Glasgow Buchanan Street to Aberdeen, as far as Stirling and Perth. The A2 then continues to Edinburgh via Ladybank and the Forth Bridge.

A month later is, perhaps, the highlight of the year with 60532 scheduled to return to Aberdeen - the 'Granite City', on Sunday 17th October with the Group's Aberdonian railtour. Because of frequent weekday Super Sprinter services over the route, the railtour can only run on a Sunday and modern day engineering constraints and the continued embargo on steam operation over the Tay Bridge and the consequent diversion via Perth, mean that a trip to Aberdeen is a long day out. However, the alternative would be no trip at all!

In between these two trips, on Sunday 3rd October, plans are afoot in Scotrail to conclude the Glasgow - Edinburgh 150 celebrations with a steam railtour between Scotland's principal cities using 60009 Union of South Africa and 60532, though confirmation was awaited at the time of going to press.

It is hoped that members might be able to support the two NELPG tours since those in October depend on the success of the September 'Fair Maid'. So spread the word and try to organise a party booking, perhaps using shared transport to get to Newcastle or Edinburgh. It has not been easy obtaining agreement to run in Scotland and the chances of repeating these tours, particularly after BR privatisation in April next year, must be questionable.

--oo0oo--

P3 NO.2392

The overhaul is falling behind the original programme at present but a target has been fixed for September for the removal of the engine and tender wheelsets for tyre renewal. A road crane and the ICI rigging team will be required for this work which will have to take place in the area where the trackwork crosses an old car park to the north of No.5 depot. It is planned to carry out all the lifting work in one day to make maximum use of the crane. The boiler isto be lifted from the frames, and then the engine frames and tender lifted from their wheelsets. These items will then be placed on packing and will therefore have to remain outside until the rettyred wheels are returned and the axleboxes have been overhauled.

Other work progresses, however, as detailed below:-

Boiler

All 273 boiler tubes had been removed by early July and with the removal of the regulator assembly access was then possible to the inside of the boiler barrel for an internal examination. Inspection of the rivets that hold the firebox backplate and tubeplate to the wrapper plate from the fireside, showed the heads to be large and good. However, when inspecting the same rivets on the water side, and removing the scale, there were hardly any rivet heads left. This means that 250 rivets will need to be replaced by copper set screws, at a material cost alone of £1,100. Due to the daunting number of rivets to replace, the job has been contracted out to NYMR boilerSmith Andy Harper who is making steady progress.

The grinding of the roof stay heads flush with the outer boiler shell is almost complete, as is the job of welding the roof stay nuts to the stays inside the firebox to facilitate their removal. Once these two jobs are completed actual removal can commence. Work is also in hand on removal of the main steam pipe in the smokebox and the freeing off of the boiler mountings ready for the boiler to be lifted from the frames.

Mechanical

On the loco work is concentrated on stripping off all items requiring removal to allow the loco frames to be lifted to remove the wheelsets. The side rods have been taken down and all the loco brake gear has been removed and the main springs are ready to be taken down with the inside motion to follow.

Once the wheels are removed they will be sent away for the fitting of new tyres. The tyre blanks for both the engine and tender were ordered from Belgium in July, at a cost of

£9,060. These are rolled steel sections which will be delivered from Cockerhill Forges and Ringmill in Belgium to RFS at Doncaster which will machine the tyres to suit the P3 wheels at a further cost of £5,000.

While the wheelsets are away the loco will have to be left stood on packing outside No. 5 Depot until the wheels return, possibly up to three months. During this time work inside the depot can be concentrated on overhauling the parts previously removed ready for a rapid reassembly.

Progress on the fitting of a rocking grate is being made. On July 28th the rocker bar supports (K1 design) were measured up and trial fitted subject to minor adjustment, due to the P3 firebox being 1" narrower than the K1. The K1 design support will fit using 7 K1 standard rocker bars. The mechanism to operate the bars is the next task. Access to the ashpan side is good due to the large wheel spacings on the P3 and it seems likely a hopper ashpan can be fitted. Mick Hammond, our volunteer from Nottingham (who refurbished the snow plough), has offered to take the ashpan to his workshop in the autumn and modify it to be a hopper ashpan like the K1. This will be to a new design and we are thankful to Mick for taking this job on. The external appearance of the loco will not be altered but this modification will see the P3's popularity grow with footplate crews!

All the brake gear has been examined and the bushes and pins found to be satisfactory and not requiring any work. The various parts only require painting and storing until the tender reassembly begins.

Most of the corroded platerwork has been cut out of the coal space by Bill Brown and his team and the replacement plates are being cut to size ready for welding into position.

When the tender is on packing outside the depot following removal of the wheelsets the underside of the tank and inside frames will be cleaned down and painted.

T2 NO.2238

On display in Deviation Shed.

At Wilton the work on the tender is now nearing completion. The springs were refitted on 6th May allowing the frames to be lowered back onto the wheels. The jacks and packing were then cleared away, improving access to the underside and allowing the steam heat and vacuum pipes to be fitted under the tank, supported on new brackets.

The brake hangers have had new bushes pressed in and the brake blocks have been fitted. The braking system has been completed with the fitting of the weighshaft and pull rods. The new engine/tender rubbing block is now in position, requiring only the correct type of bolts fitting to complete the job.

The main outstanding work required for completion is the paintwork which is being progressed. The aim is to complete the tender for September so that it can be removed from the workshop when the shunting takes place for the P3 boiler lift. The tender will then return by road to the NYMR to be reunited with the loco in time for the October gala.

K1 NO.2005

The K1 moved from the KWVR by road and was delivered to Pickering on 12th May. The loco has returned the wrong way round, smokebox pointing north, and will have to remain this way until it can be turned on the Pickering turntable, when it becomes operational.

2005 was in traffic on 5th June to work a special 70th birthday train for Brian Hollingsworth, one of the Group's vice presidents. Brian was one of those responsible for the donation of the K1 to the Group in the early 1970's and expressed his satisfaction in the way we have invested in and maintained the loco over the years.

The K1 was in traffic for the Friends of Thomas weekend on 26/27th June. The event was a tremendous success with the NYMR carrying its highest number of passengers ever, and with every available coach having to be pressed into traffic.

Playing the part of 'Hamish the Highland Engine' the K1 was used for two trips on both days, despite the handout leaflet stating that the loco was bricked up in the shed because it won't come out in the rain. Any member who has been to Fort William knows that isn't true!

The loco had been fitted with a smiling face and, to add to the fun, on the Sunday, when driven by John Fletcher who was wearing a silly hat with a bird stuck on it, also carried a chime whistle and the infamous Flying Kipper headboard.

The K1 is working its rostered duties with only normal running maintenance required, although the steam brake ratchet became worn and has been replaced with a newly manufactured item. After working several extra turns in addition to its rostered duties the loco was given a boiler washout on 2nd August.

Under a new BR ruling all main line locos must now have the TOPS number and their maximum speed painted on the driver's side of the cab roof. The required information has been painted on by Len Clarke, in his usual professional style. The TOPS number is formed of the digits 98 (for steam), the power classification of the loco, and the last two digits of its number. In the case of the K1 - 98605, with a maximum speed of 50 mph, 45mph tender first.

Q7 NO.901

When the Group took custody of the Q7 the R.H.S. front cylinder cladding cover was missing. The cylinder cover on this side must have been changed in late BR days, possibly due to damage, as it has a tail rod extension; the L.H.S does not.

As we were originally requested to restore the loco as No. 901 to L.N.E.R. 1930's condition, Maurice Johnson has fabricated and fitted a new cladding cover, the final item in the restoration! The appearance of the loco is much improved.

The Q7 was in traffic for the Friends of Thomas weekend, when its hauling powers were needed, playing the part of 'Charlie the Coal Engine' a big, powerful engine from the North East.

On the Sunday, such were the numbers of passengers wishing to travel that requests were made to add another coach to the train, but driver Terry Newman quite correctly insisted the loco should stick to its normal eight coach limit.

The loco brake blocks were renewed prior to the start of the peak season and the loco is operating with only normal routine maintenance. The loco's mileage allocation this year is 2,400.

J72 No. 69023

A recent report from S.R.P.S. Chairman Willie Peddie confirms "JOEM" is doing very well at Bo'ness and has completed over 25 days in traffic. The only problems have been the injectors which have had the clacks attended to. One interesting tale was that a volunteer was recently having his fireman's practical test and reached the top of the line with 135 psi and an excellent 'pass'. The instructor then did the next trip and could only manage 110 psi! The SRPS loan is currently to mid September but we are presently awaiting a response from NYMR Management whether they have any use for the J72 at the two Autumn Galas.

A2 NO.60532 BLUE PETER

Following its trips to Scarborough the A2 worked a northbound Cumbrian Mountain Express on 29th May and is now based at Carlisle for the summer season.

A working party at Carlisle Upperby on 12th June renewed the joint on the boiler belly door, which had a slight leak. Whilst underneath the engine it was found that the superheater header drain pipe under the centre cylinder was bent and twisted, and the bogie spring cover was badly battered. Pieces of wood were jammed in the end of the pipe and it appears to have hit a sleeper left foul in the 'four foot'. The pipe could not be repaired and has 'had to be

replaced; the spring cover had the dents knocked out and was repainted.

The steam generator was removed and returned to Wilton for attention to its excessive vibration. Investigation showed this to be wear in the turbine wheel fixing and this has been corrected by the manufacture of a new locking nut assembly and key. The governor thrust plates were badly worn and two new complete sets have been machined by a contractor. One set has been fitted to the A2 generator, and the other will be used for the K1. Following testing on the loco, the generator now sounds the best it has ever been.

The support crew for the southbound S&C trip on 3rd July, under sufferance, had to do without a support coach when, for BR's operational convenience the A2 was not permitted to take this essential vehicle. This meant that the support crew had to travel in the stock, without full back up equipment, and return from Blackburn to Carlisle, via Preston, on a service train. The crew arrived back at Upperby first and had to sit around waiting for the loco to turn up. The A2 ran back from Preston light engine and, to make matters worse, overheated the RHS rear bogie bearing.

Due to chronic storage problems at Upperby, CME steam locos and support coaches are stored adjacent to the WCML, just south of Carlisle Citadel station. As no work can be carried out on the locos in this location, special arrangements have to be made in advance to have the loco moved to the pit at Upperby. It took two attempts to get the A2 moved onto the pit to inspect and rectify the bogie problem before the northbound CME on 7th August.

This trip was not without its problems, though not of the Group's makings! The sudden withdrawal of loco hauled trains on the Blackburn to Hellifield line meant that the A2 would be working out of Bradford, rather than Preston, again without a support coach, this time because it was not possible to propel from Guiseley Junction at Shipley to Bradford Forster Square. In the event, less than 24 hours beforehand, it appeared that permission had been received for the propelling movement, so on the morning of 7th August 60532 duly set off with its support coach - and a relieved support crew! In the hastily re-arranged timetable no provision had been made for water between leaving Garsdale on the southbound run, and arriving back at Garsdale with the special train; a distance of 108 miles and 3 hours 37 minutes later!

The Inspector, Bob Fazackerley, therefore called in at Keighley for water but, when about to leave, was told by the signalman that control at York would not allow the propelling movement after all! So the coach was detached, the A2 ran to Bradford, picked up the train, returned to Keighley, stopped, uncoupled, picked up the support coach and attached it to the train! Despite this unfortunate hiccup, the CME arrived in Carlisle early, and the A2 showed no recurrence of the bearing problem.

Like the K1, the loco has had the TOPS information painted on the driver's side of the cab roof; for the A2 this is 98832, maximum speed 60 mph, 45 mph tender first.

A4 NO.2509 SILVER LINK

On display at the Stephenson Museum, Newcastle.

--oo0oo--

RAILTOUR REPORT

No sooner had the June NEWS been published, the railtour dates changed yet again and, ironically, reverted to those originally specified. Thus The Fair Maid will run on Saturday 18th September and The Aberdonian on Sunday 17th October, and these dates have finally been agreed by BR.

THE FAIR MAID

This ambitious railtour, involving over 260 miles of steam haulage, is designed to return the A2 Blue Peter to its old stamping ground in Scotland. Coming on the train at Carlisle, 60532 will head up the scenic Glasgow and South Western main line to Dumfries, Kirkconnel (water), Kilmarnock and Barrhead, then round Glasgow to Cumbernauld where there will be a second water stop. Here the the A2 joins the old 'three hour' route from Glasgow Buchanan Street and will retrace its steps through Larbert, Stirling (photo stop) to Perth. Here there will be a 2 hour stop while the A2 is turned and serviced, before 60532 embarks on the final stage of its journey. From Perth the train will run via Ladybank, the climb to Falkland Road, the coastal scenery around Kirkcaldy and, the highlight of the trip, the crossing of the mighty Forth Bridge, before an arrival at Edinburgh Waverley.

Because of the presence of overhead live wires, a diesel pilot is expected from Carlisle to Annan, and from Barrhead to Garnqueen North Junction.

The train will originate in Edinburgh and pick up and set down passengers as follows (approximate times): Edinburgh 06.10/20.10, Dunbar 06.30/20.30, Berwick 06.50/20.50, Morpeth 07.45/21.45, and Newcastle 08.10/22.15. Fares (from all stops) are standard class £32 and first class £36. The rolling stock will comprise the SRPS set of 10 vehicles. On board services comprise refreshments provided by the SRPS, including full breakfast, 3 course lunch and 3 course dinner which must be pre-booked, plus sales and raffle. Tickets can be obtained by using the enclosed booking form and, together with final times and other details, will be sent out approximately 7 days prior to the tour.

THE ABERDONIAN

A month later it is planned to realise the dream of getting Blue Peter back to Aberdeen! Thus Sunday 17th October will see the A2 at the head of The Aberdonian on the Edinburgh to Aberdeen route for which it was built and on which it spent most of its working life. Engineering operations mean that the train must start at Stirling, but will be routed via Dalmeny to pick up Edinburgh passengers who will be able to travel by service train from Edinburgh at no extra charge. The route will then be via the famous Forth Bridge, up Dalgetty bank, along the coast of the Firth of Forth through Kirkcaldy to Markinch (water stop and home to 60009), thence to Ladybank, down to Perth, and along the north bank of the Firth of Tay to Dundee. After another water stop, 60532 rejoins the east coast route to Aberdeen, through Arbroath, Inverkeilor, Lunan Bay, Montrose, Stonehaven and Cove Bay, no doubt rekindling memories of yesteryear! After a 2 hour stop to service the A2 at Ferryhill, the outward route will be retraced, with a photo stop at Montrose (still with semaphore signals) and a return crossing of the Forth Bridge, this time in all its floodlit splendour, before arrival back at Edinburgh Waverley station.

Unfortunately the train must run on a Sunday since the weekday train service precludes a path for steam operation to Aberdeen, which is therefore only possible on a Sunday. However this does enable The Aberdonian to run the day after the SRPS tour using 44871 from Fort William to Edinburgh, thus affording potential passengers the opportunity to travel on both trains. Details of the SRPS tour are available by ringing 031 333 1281 7 - 9pm.

Passengers will be able to join and leave the train at Stirling (approx. 07.25(*), Dalmeny 08.12/20.34, Markinch 09.04/19.32, and Perth 10.01/18.49. Passengers from Edinburgh would catch the specially strengthened 07.55 departure, alighting at Dalmeny at 08.10. However, the A2 will return the special train to Edinburgh Waverley, arriving at approximately 20.50.

Passengers joining at Stirling will need to make their way back.

Fares, from all stops, are standard class £35 and first class £40. The rolling stock once again comprises the SRPS set of 10 vehicles. On board services will therefore be the same as for The Fair Maid, but without a lunch service. Tickets and final timings will be sent out approximately 7 days prior to the tour.

Members requiring tickets should use the enclosed booking forms.

--oo0oo--

DEVIATION SHED REPORT

It is pleasing to report that the photographic display has returned to Deviation Shpd. The previous display having been taken down some three years ago. to allow the NYMR electrician to build a safety cage to enclose the shed electrical equipment following modifications to the switchgear and supplies. Although the electrical work was completed rapidly the construction of the cage dragged on until it was eventually completed by NELPG members. Once this was done the old display mountings were refitted and new backing boards put up.

Arthur Robinson and George Atkinson have spent many hours at home in Northallerton building three excellent double display cases. These were installed in the shed and filled with a selection of photographs to illustrate the Group's achievements over the last 25 years. Call in at Grosmont, it's well worth a look.

For the last couple of years the NYMR has been charging visitors for access to look around the shed site. This year however, the ticket hut at the end of the foot tunnel has remained locked up and access has been free. Now that visitors have some nice photos to look at, and eighty pence in their pockets they would not previously have had, the donations box has been resurrected and refitted in position. This proved useful in the past at soaking up visitors' small change, before the entrance charge killed it off.

The new fencing around the shed entrance has been completed up to the compressor house and gates fitted on the west side between the shed and the running line to replace the previous length of chain.

A new set of steps has been made for entry into the box van and two portable barriers built and painted red and white. As a safety requirement these must be used to block off public access to any walkway where work may be taking place.

Standing next to the smart new photo display the box van itself was looking very down at heel. In an attempt to smarten it up, Richard and Martin Pearson have been needle gunning and cleaning down the steelwork and applying primer undercoat. The van was bought in 1979 to replace the Group's ex Great Central Railway stores van which met its demise in a shunting accident. The current van is an ex G. W.R. Mink G No. W112835. In the August 1979 issue of the NEWS it was reported that the van would eventually (14 years!) be externally restored and asked 'but to what livery?' and invited members suggestions. None are recorded as being received. So what will the livery be? Watch this space.

--oo0oo--

COACH REPORT

BSK 99760 (E34557)

The coach has recently been recertified for a further 12 months main line running. As a result of the examination by the Derby Inspectors Peter Irwin and John Fysh a number of minor faults had to be remedied, and these were implemented prior to the anticipated use of the vehicle on 3rd July.

One major job is, however, outstanding and agreement has been reached with Derby that this could be carried out within three months of the examination; this involves the replacement of a cross member between the frames that supports the floor. The steel part of the support is badly corroded and is likely to be replaced by contractors.

The Group's steam locomotives are naturally the focus of attention by workers and spectators alike, and it is easy to forget the support coach. However, it too, needs regular attention and is an additional strain on already stretched volunteer resources. Therefore, any member who would like to work on the coach and does not already volunteer on locomotives, is invited to contact John Hunt or Gordon Wells.

ADB 975455

In store at Wilton.

--oo0oo--

SPECIAL GENERAL MEETING - FRIDAY 10TH SEPTEMBER 1993

As reported in June's edition of 'NELPG NEWS' a special General Meeting has been called for 7.00 pm on Friday 10th September to discuss two points, both of which are to allow the Committee greater flexibility in running the Group. It is the Committee's intention that the membership should be fully consulted on the proposed changes. The information set out below will, it is hoped, explain the reasoning for the proposals.

The first item for discussion relates to the size of the committee. When the Group's memorandum and articles of association were being formulated some four years ago with the help of David Morgan (ARPS legal advisor) we approved the maximum permitted number of Committee members to be 9 (see articles 37 and 43 of the Group's articles of association).

Clearly there is, on reflection, no room for increasing the size of the Committee should the circumstances demand. In addition articles 50 & 51 which allow the appointment by the Committee of a secretary and/or Treasurer from outside the Committee, who would in such circumstance become 'ex-officio' (i.e. effectively members of the Committee) could not be implemented if there were already, as is currently the case, 9 committee members.

We must also bear in mind (without being disrespectful to the existing elected Committee) that NELPG has many assets and responsibilities and it may be that in specialist areas, where existing members are alternatively occupied or have insufficient experience additional assistance may, from time to time, be of great benefit.

Article 60 permits the number of Committee members to be adjusted, subject to membership approval at a General Meeting and, having regard to the above, the Committee are seeking a resolution to the following effect "The Committee shall be permitted to appoint up to three additional Committee members thus enabling the permitted maximum number of Committee members to be 12"

The second item for discussion is regarding the 'time period' our locomotives can be outside the North East which is currently in line with the following resolution:

'The Committee have the authority to arrange for the transfer of Company & Associated Locomotives from the NYMR to other locations. Such transfers shall not be for more than 12 months and the membership shall be informed of the salient facts of each transfer'.

In practical terms this is proving to be restrictive for 60532 and also for 60019 as the following confidential information (for NELPG Members only) illustrates. In the 1985 negotiations for the custody of Peppercorn A2 Pacific 60532 "Blue Peter" the A4 came as part of the "LNER Collection". It had always been NELPG's intention to restore the A2 to full mainline working order and to only cosmetically restore the A4. Both of these aims became part of a written agreement and both were achieved with outstanding success, thanks to the efforts of enthusiasts, our volunteers and ICI who provided valuable facilities and MSC schemes.

The reasoning for Bittern to be only cosmetically restored was due to the fact that there were too many mainline approved locomotives chasing too little work - with other A4s already in mainline condition and our volunteer resources already overstretched, the cosmetic restoration was a sensible policy and this was approved by NELPG members in 1986. The current committee still consider this to be the correct policy. However, NELPG has been approached by the Great Central Railway who would be willing to restore the A4 themselves at their own cost. The proposed restoration would not be to mainline condition. Preliminary discussions are underway but with an investment of this size any Agreement

would have to be in the region of 5 to 10 years.

The present resolution limits the time period for loans of NELPG locomotives away from the NYMR to a maximum of 12 months without membership approval. This sensible policy allows members and volunteers to see the locomotives in action locally, if at all possible, and also honours our commitment to the NYMR. The A4 proposal is, however, different and because the proposed investment is so large it is only reasonable to expect any agreement to be considerably longer than 12 months.

The Committee is therefore seeking to modify the resolution on the time period(s) of any loans to exclude the Pacifics. This would allow negotiations to continue to perhaps a satisfactory conclusion which would be in the best interests of the locomotive, the owner and NELPG members alike.

The Committee therefore propose a new special Resolution to reword the existing as follows:

"The Committee have the authority to arrange for the transfer of Company & Associated Locomotives from the NYMR to other locations. With the exception of locomotives 60532 and 60019 all such transfers shall not be for more than 12 months and the membership shall be informed of the salient facts of each transfer."

Maurice Burns
Paul Hutchinson

--oo0oo--

NELPG BUYS A STATION CLOCK

It is a little known fact that NELPG has more than just locomotives! In addition to the four which it owns - 2392, 2238, 2005 and 69023 - and those in its custodianship - 901, 60532 and 2509 - it also has two NER hopper coal wagons, a GWR box van, a BSK support coach, a snowplough, an estate car and, of course, Deviation shed! Now to that impressive list can be added a NER station clock.

The clock was from West Hartlepool station and had great sentimental value to many NELPG member-3 who live in or hale from that great British town! Dismantled for safe keeping and then put up for sale at BR's Collectors' Corner at Euston, NELPG has had the clock examined by Andy Scott, NYMR Curatorial AdvisDr, before making the decision to buy it.

The Group would hope to restore this NER clock to full working order and hopes it might be put to good use somewhere on th NYMR. If anyone would like to help with this 'homework' project, for which expert guidance is

available via Malcolm Leach, a recognised clock expert in the North East, then contact Dave Whitfield (address in this NEWS) in the first instance.

--oo0oo--

1993 LUNCHEON SPECIAL

This years NELPG Luncheon Special over the NYMR has been scheduled for Saturday 23rd October (unfortunately it is not possible to organise the train for a Sunday this year as the NYMR is running its own luncheon train service on most Sundays during the operating season).

The train, which is to be hauled by the K1, is scheduled to depart from Grosmont at 12.40, returning at 15.45. Passengers will have the opportunity to take advantage of a photo runpast at Levisham.

Diners can choose from the following Menu at E10.50 per head:

Melon
or
Soup of the Day

-
Roast Beef and Yorkshire Pudding
Or
Chicken Chasseur

Selection of Potatoes
Two seasonal vegetables

-
Raspberry Meringue
Or
Death by Chocolate

-
Coffee and Mints

As the train can only accommodate 110 diners prompt booking is strongly recommended. Completed booking forms should reach Bruce Poole, 12 Parklands, Ingleby Arncliffe, Northallerton, DL6 3LT (who has kindly agreed to handle the bookings again) by 5th October, using the enclosed form. Please send SAE if confirmation of booking is required.

Additional coaches will be added for non diners should anyone wish to come along for the ride (booking not required).

--oo0oo--

FORTHCOMING EVENTS

Friday 10th September 1993: THE STAINMORE LINE - more fascinating archive material from the J. W. Armstrong collection presented by John Midcalf. NB Preceded by Special General Meeting at 7 pm.

Saturday 18th September 1993: THE FAIR MAID - NELPG railtour featuring 60532 from Carlisle to Kilmarnock, Stirling, Perth and Edinburgh. See text for further details.

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: THE ABERDONIAN - NELPG railtour featuring 60532 between Edinburgh, Perth and Aberdeen. See text for further details.

Saturday 23rd October: MEMBERS' LUNCHEON SPECIAL on the NYMR featuring 2005. See text for further details.

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

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

--oo0oo--

COVER PHOTOGRAPHS

Front: With a typically clear exhaust 60532 leaves Appleby on 3rd July with a southbound Cumbrian Mountain Express.

Back (top): 2005, as 'Hamish the Highland Engine', and 'friends' at Pickering on 26th June during the outstandingly successful 'Thomas the Tank Engine' weekend.

Back (bottom): Some NELPG support crew members have been 'keeping their hands in' by helping Ian Storey with 44767 at Fort William. Here, in unusually benign weather, the 'Black Five' passes Mallaig Junction yard on 13th July.

All John Hunt.

