

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

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NO. 161

JUNE 1994

## EDITORIAL

It is with great sadness that we report the passing away of Bill Harvey, NELPG President and a steam legend in his own lifetime. Elsewhere in this issue our Chairman, Maurice Burns, pays a most eloquent tribute to the great man, his life and his achievements. He will be sorely missed but he has left a marvellous legacy in the wealth of advice and experience that he has passed on to countless people in their endeavours to keep steam alive, not least, of course, in the NELPG.

Although I did not know Bill very well I do have one lasting and poignant memory; it was at Pickering on the occasion of the Q7 run last May. He was then 87 and I remember him standing with Maurice Burns next to the engine and he was pointing at the inside motion with his walking-stick and no doubt explaining some intricacy of the valve gear. As Maurice says, "steam was his life and he loved to talk about it".

Bill Harvey was proud of his association with the Group and I am sure he would have been well pleased to know that, with his undoubted help over the years, the fruits of the Group's labours are once again to be seen throughout the length and breadth of the land this summer! Once more the A2 and the K1 are giving sterling service on the national rail network, the diminutive J72 is doing useful work in his native East Anglia, the Q7 is imperious as ever on the NYMR, and the P3 is receiving the attentions of our skilled volunteers during its overhaul.

There is good news to report with the 'North Eastern' railtour, using the K1 up the electrified East Coast Main Line, being a resounding success, and arguably the best so far, and Andy Scott, long time NELPG member and one time editor of the NEWS, not to mention holding other committee portfolios, being appointed the new head of the National Railway Museum at York.

Last but not least, this issue of the NEWS sees a change of printer; we say au revoir and thank you to Harry Hardy and his wife - who were Charles Holmes Printers of Heaton in Newcastle - and who have printed and distributed the Group's newsletter for the past 23 years. They have done a grand job, often under trying circumstances (primarily the Editor's unreasonable deadlines! ), for which the Group is eternally grateful.

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P3 NO.2392

Little progress has been made on the P3 in recent weeks with a major concentration of effort on the A2. However, once Blue Peter had left Wilton all effort was redirected towards the P3.

In early June work recommenced; the driving axlebox clearances were checked and found to be less than 0.010", highlighting the good work done in 1989 at the Stephenson Museum by Richard Campbell. Other than fitting new underkeep pads, the driving boxes require no work. The tender boxes, on the other hand, required new rubber seals on the innermost faces and these were produced to an excellent fit by Dave Pearson. On 2nd June all loco and tender axleboxes were refitted to the wheelsets, prior to rewheeling by ICI riggers the next day. The loco frames and tender, now mobile again, are now inside No.5 depot, where the end float on the tender brasses can be corrected.

The rewheeling is a major step forward that will release a large volume of work on the motion, cylinders and brake gear, plus welding repairs to the tender which are 70% complete. The boiler work is on our critical path and a team of regulars will be working every Monday and Thursday undertaking roof stay renewals in particular; 50% of this work is complete, the most difficult aspect of the job being the removal of the old stays!

Mick Hammond reports that work, in his home workshop, on the modification of the ashpan to a hopper design, whilst 40% complete, is progressing slowly due to other commitments. As the boiler work must be completed before the ashpan is required, this will not be a priority for some time.

T2 NO.2238

On display in Deviation Shed.

R1 NO.2005

The K1 was used in NYMR traffic for three weekends on 3rd/4th, 23rd/24th April and 1st/2nd May. While inspecting the locomotive during disposal on 2nd May it was discovered that three superheater elements were leaking at the ball end joints on the superheater header. The leaking elements were on the back row which meant that the two front rows of elements had to be removed to gain access to those requiring attention. These were removed on Saturday 7th May and, using special tools, the ball ends and header seats were cleaned up and reground, then blued in to produce a good, steam tight fit. On the Saturday night the completed elements were

left ready for refitting the next day.

However, the Sunday working party had received the message that the job was half done and, due to a misinterpretation, removed the rest of the elements! The rest of the day was spent cleaning up these elements and a working party was organised to refit them all on the following Wednesday. It was just as well that all the elements had been removed since further examination showed that some of the fixing clamps required remedial attention. This took place over the next two days, with another working party arranged to refit the elements on Saturday 14th May.

Thanks to another good turnout of volunteers, who put in a great deal of effort to complete the job, everything was completed in time for a steam test on the Sunday. This revealed a host of other jobs which required attention and no less than three more evening working parties had to be held, including another steam test on 19th May.

While all the above was going on, the now mandatory electrification step protectors were fabricated for the rear tender steps; these act as a physical deterrent to anyone contemplating climbing onto the back of the tender whilst under overhead live wires. The speedometer installation was also completed, calibrated and fitted. The maximum speed of the K1 is 50mph but as the speedometer is a digital unit it can read up to 2,400mph; it is hoped that no one attempts to find out what the loco can do!

The loco was satisfactorily examined by BR inspectors Keith Sargant and Sam Foster on 20th May, and ran light engine to Thornaby on 23rd May in readiness for the highly successful North Eastern railtour on 29th May (see Railtour Report). After a prolonged stay at Carlisle, because of high fire risk on Rannoch Moor precluded the planned move on 29th May, the K1 and its support coach eventually moved to Fort William on Thursday 23rd June and the loco has now taken up its rostered duties.

#### Q7 NO.901

The locomotive is normally stored on the middle road in Deviation shed and when being moved out on 14th April the track spread and one of the leading wheels was derailed, though no damage was sustained by the engine. The access to the shed was blocked and the Q7 marooned until the NYMR PW gang carried out temporary repairs to the track to get the loco back inside the shed. This incident reinforces the recent view that the track in front of the shed should be modified to provide a better layout when track is laid into the adjacent Bellwood Centre site.

A fractured RH cylinder cover was detected during a steam test on 17th April, and a new casting had to be made using the LH cover as a pattern. However, double bad luck befell the Group when a small crack was discovered in the LH cylinder cover. This crack had spread from one of the

cladding cover fixing holes into the main body of the cover. The cover was removed and examined but although the crack had not penetrated right through, it was decided to be safe and have a new cover cast. So a second cover was made and machined; the total cost for the two covers was £1,500.

With new covers fitted it was necessary to check piston clearances and this was done on 15th May. The concrete arch in the firebox was in a poor condition so was removed and a new arch built. Because of the above the locomotive missed the April and May special events but is now available for traffic and has so far worked on 2nd, 19th and 26th June.

#### J72 NO. 69023

The J72 moved from Grosmont on 15th May and arrived at Castle Heddingham on 20th May; the locomotive is now in use on the Colne Valley Railway. A full report on the J72's move appears elsewhere in this issue.

#### A2 NO.60532 BLUE PETER

The A2 was moved out of the workshop on 16th April, given a steam test to check the winter repairs and then put back into the workshop for minor adjustments. During its restoration a new cover for the smokebox regulator was made by the MSC scheme. This cover had the wrong profile, being the incorrect height in the centre, although no-one seems to have noticed! Over the winter the cover was removed, cut back to the original shape and refitted. Also wire mesh grilles have been fitted over the cab roof vents to prevent anything inadvertently going through them whilst under overhead live wires.

The loco was moved out of the depot on 28th April and taken down to the ICI diesel shed in readiness for the BR steam test the following day. Staff from Thornaby TMD came to Wilton on 5th May and calibrated and certified the A2's speedometer. As we now have a battery powered halogen headlamp, the A2 can run at 75 mph since it now meets the requirements of an illuminated, calibrated speedometer, working AWS equipment and a headlamp.

With the A2 scheduled to leave Wilton at 08.00 on Friday 5th May, a serious problem arose since we were unable to work on the rail site without ICI supervision in the event, however unlikely, of a toxic gas alarm. The ICI rail staff finish work at 20.30 and come on duty again at 06.00, and we could not leave the loco in steam unattended overnight, nor raise steam in just two hours in the morning! In a kind gesture, Wilton rail deputy Terry Bye cleared it with his manager to come in to work, in his own time, at 03.30 to provide cover for us. In the end Terry, who was working on the Thursday evening, decided he would stay all night and sleep in the support coach. This allowed Bernie Lyth and Brian Nunn to also stay all night and look after the loco. Many thanks for your efforts, Terry!

The A2 left Wilton, dropped the support coach off at Thornaby for tyre turning, then ran light engine to Keighley, via York and Leeds. The following day, due to a cancellation of the booked special. train due to lack of support, the A2 ran light engine from Keighley to Carlisle in order to be in the right place to work the Group's 'North Eastern' railtour on 29th May (see Railtour Report).

#### A4 NO.2509 SILVER LINK

The loan agreement with the Great Central Railway, for five and a half years, was signed on 25th April at the Stephenson Museum. The loco left Tyneside on 27th April, the tender leaving the next day; both are now reunited at Loughborough. The A4 will return to the custody of the Group in October 1999. It is hoped to obtain regular reports from the GCR in order to keep members fully informed of progress on the overhaul of the locomotive.

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#### WORKING PARTIES

A reminder to working members and those who might wish to assist the Group for the first time, there is still work to be carried out at both Grosmont and Wilton.

#### GROSMONT - EVERY SUNDAY IN DEVIATION SHED \*

Q7 - maintenance for NYMR operation. Contact Trevor Mussett on 0642 783271.

#### WILTON - EVERY MONDAY AND THURSDAY EVENING IN NO.5 DEPOT

P3 - major overhaul to continue.

For Wilton working parties on Mondays contact Terry Newman on 0642 586009, and on Thursdays contact Dave Pearson on 0642 474978.

' Further to the item on 'Safety' in the December NEWS please note that whilst a brief (one hour) safety course is required prior to working at Grosmont from 1st January 1994, this is NOT meant to stop new volunteers coming to assist. The NYMR WILL allow a new volunteer to work on the Grosmont site, prior to arranging a mutually convenient time for a safety briefing, providing that the person concerned works with someone who HAS been on the safety course.

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## RAILTOUR REPORT

The North Eastern railtour using both the K1 and the A2, on Sunday 29th May 1994, was a resounding success in almost every respect! The 446 seat train was sold out well in advance, with passengers eager to sample the K1 on the ECML being turned away at Darlington on the day!

As planned, and without any last minute hitches, the K1 did work the train up the East Coast Main Line from Darlington, through Durham, to Newcastle, then along the Tyne valley to Carlisle, with the planned photographic stop at Haltwhistle. Despite an arrival of the diesel hauled train more or less on time, departure from Darlington was some 20 minutes late due to lengthy brake conversion following the loco change. Impatient to make up the lost time, 2005, with 12 coaches on, made a no nonsense departure from Bank Top station on its historic journey and although it dropped two minutes on its schedule to Durham, it made up for this with a spirited run down through Chester-le-Street to Newcastle, where it arrived without incident. There then followed a hastily arranged water stop at the Metro Centre, courtesy of the local fire brigade, after a last minute cancellation of the planned stop at Blaydon. Still anxious to make up for lost time, the K1 dashed up the Tyne valley, fairly storming through Hexham at quite a pace and as a consequence it was possible to give passengers the opportunity to get out and photograph the engine at Haltwhistle. Arrival in Carlisle was about half an hour late, but did not affect departure time with the A2.

60532 then headed the train over the Settle and Carlisle line to Skipton, with not just one but two run pasts at Appleby; this was the first time an NELPG railtour had actually had the planned run past here! The weather by now was changing from sunny periods to overcast skies and, near Ais Gill there was some drizzle that caused a momentary slip from the A2. Nevertheless Blue Peter put in yet another competent performance with speed close to 60 mph all the way to the summit.

The return trip behind a class 47 was uneventful and arrival back in York was a few minutes early at the end of what had been a most satisfying day; a number of kind letters of appreciation have been received as a result.

Needless to say a great deal of work went into the planning and execution of the trip and thanks are due to all those who helped to make it possible. Certainly the highlight of the trip, the K1's dash up the East Coast Main Line, was a great triumph and it is hoped to be able to build on this success in the not too distant future.

Sadly, whilst The North Eastern was a commercial and operating success, other planned tours using the A2 were not. A Traintours excursion for the Doncaster Free Press on

7th May and the Nostalgic Steam Days Out tour on 4th June were both cancelled due to lack of support, and the NSDO tour over the S&C on 11th June only carried 167 passengers. Hopefully the remaining planned NSDO trains on 2nd and 9th July will be better patronised.

In late July the A2 is scheduled to run LE and support coach to Bo'ness in order to work the rescheduled Aberdonian on Sunday 21st August 1994. A booking form is enclosed with this issue of the NEWS. The tour is being jointly promoted by the NELPG and SRPS Railtours, which is handling the bookings. The address is SRPS Railtours, 201 Kingsknowe Road North, Edinburgh, EH14 2ED, telephone 031 444 0440, from where further details can be obtained. A booking form is enclosed with this issue of the NEWS (NB passengers on the ill fated October 'Aberdonian' will already have received a separate letter and booking form).

This time the tour is planned to avoid the problems that dogged the previous attempt to reach the Granite City i.e. a frost free time of year, no diversion via Dunfermline and positioning of the stock in readiness the night before. The SRPS stock, and its splendid refreshment service, is once again being used, and the standard class fare of £35 is being maintained. However, it has proved necessary to raise the first class fare to £44, but this still represents good value for an all steam railtour of 260 plus miles. Times are slightly different, with a departure from Edinburgh planned for 08.30 (with a return at 20.40) and other stops to pick up and set down at Inverkeithing 08.55/20.16 and Perth 10.44/18.28. Hopefully there will be a photo stop at Montrose.

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COACH REPORT

Gordon Wells

BSK 99760 (E34557)

All the main work on the coach was completed by 16th April when the coach was moved out of the workshop for the A2 to be given a steam test. Only the work on the air brake pipes remains incomplete. Thanks are due to David Paul who has persevered with the coach work over the winter with support from Nigel Hall and various others. Also we must thank Brian Crouch, NYMR C&W Engineer for his assistance with the supply of valuable advice, supply of parts to repair the sticking vacuum cylinder and for the loan of a door to be used to replace the faulty luggage door.

The sticking vacuum cylinder has been stripped down, our first attempt at this type of job and, following Brian's advice, the rolling ring was replaced. The repaired cylinder was refitted and proven when the A2 was steam tested on 17th April and able to provide a brake test.

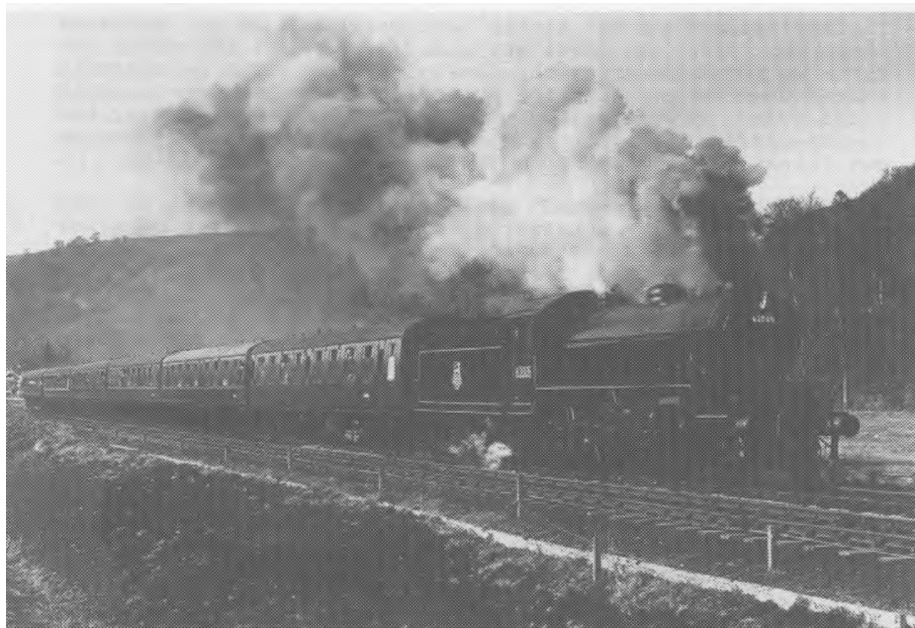




LNER green - the K1 as 2005 heads past the ruins of Carter's House in Newtondale in April of this year (John Hunt)



2005 heads purposefully out of Durham, with the cathedral just visible to the left, on 29th May (Colin Smith)



BR lined black - the K1 as 62005 leaves Levisham on 29th April 1984 with a maroon set of coaches (John Hunt)



69023 works its first train on the Colne Valley Railway on 22nd May (Maurice Burns)

The replacement of the faulty door proved to be not quite as easy, as the new door was a different type and would not fit. We tried swapping the faulty door with the permanently sealed door in the kitchen, but neither of these doors would close when fitted on the other side of the coach! They had to be refitted in their original positions; not as easy as one thinks, this door lark! The problem remains ongoing.

The coach was examined by BR Inspector John Fysh on 29th April and found satisfactory with just a couple of minor jobs to be attended to. 99760 therefore left Wilton with the A2 on 5th May and was dropped off at Thornaby when the loco called for water. As two of the wheels had 'flats' the affected wheelsets were reprofiled on the wheel lathe. The coach was then picked up by the K1 for use on the North Eastern tour on 29th May, and is now in use to accommodate support crews at Fort William.

ADB 975455

In store at Wilton.

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FORT WILLIAM - MALLAIG SERVICES 1994

Unfortunately due to extreme high fire risk on Rannoch Moor because of prolonged dry sunny weather during May, the movement in steam of both 44767 and 2005 was delayed; due to work up to Fort William on 29th/30th May the K1 did not leave Carlisle Upperby until Thursday 23rd June, in steam, when the fire risk was deemed to be much less critical.

In the meantime and at the third attempt 44767 had to be towed dead from Bo'ness to Fort William with its connecting rods removed, finally arriving on Monday 13th June at midnight. With a public service the next day, Ian Storey's valiant support crew lit up the engine and put back the two connecting rods by 3.30 in the morning in order to save the day! The Black Five therefore worked the second and third weeks in June, and the K1 started its rostered week on Sunday 26th June. The locos are now expected to work their allocated alternate weeks from now on.

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CONGRATULATIONS

Congratulations are due to Andrew Scott, former NELPG

committee member, Newsletter Editor, Sales Officer, SLOA representative and, more recently, author of 'North Eastern Renaissance', on his appointment as the new head of the National Railway Museum at York. Currently in charge of the London Transport Museum at Covent Garden in London, he is expected to take up his new duties in August. At least he will be assured that the Q7 is in good hands!

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#### NEWSLETTER PUBLICATION

Apologies are due for the late publication of the NEWS due entirely to the Editor's workload; the last few weeks have seen quite frenetic activity in relation to the North Eastern railtour, exasperation in trying to get the K1 up to Scotland to work its booked turns and, by no means least, horrendous problems trying to sort out working members' Site Access Authority (permission for support crew members to be on and about the track). Oh yes, and there is the Editor's full time job as well!

Members will notice a change with this issue of the NEWS, since the Committee has decided to use a new printer. This means the end of a very long relationship with Charles Holmes Printers of Heaton, Newcastle who have been producing the NEWS since 1971. It is appropriate, therefore, to use this opportunity to convey to Harry Hardy, who along with his wife IS Charles Holmes Printers, sincere thanks for all his efforts during this time in producing a regular newsletter for members and putting up with the whims and fancies, not to mention the ever impossible deadlines, of the Editor! Thanks Harry!

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#### RAGS

Despite the appeal in the last issue of the NEWS there is still an urgent need for rags to be used for cleaning. They should ideally be free of buttons and zips, and be absorbent material. If you can help please deliver rags, either in secured boxes or bags, to Deviation shed at Grosmont or No.5 depot at Wilton.

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It is with deep sadness that we must report the passing away, at the age of 88, of NELPG President Bill Harvey.

Bill, born in April 1907, started his 46 years work for the railways in 1924 as a premium apprentice for H.N. Gresley, the LNER Chief Mechanical Engineer. He witnessed the 1925 locomotive trials and the Stockton and Darlington 100th anniversary celebrations held that same year.

Upon completing his apprenticeship his first task was making boiler stays, but Bill set his sights somewhat higher. After various positions at Doncaster, Kings Cross, Leicester and Gorton, where he was running foreman, he ventured overseas to Nigeria as Chief Running Inspector. When war broke out he returned to Colwick, then after hostilities ended he was given a position commensurate with his talents when appointed as Shedmaster at Norwich, home to no fewer than 120 steam locomotives and 800 men! In 1957 he was given charge of a fleet of the then new 'Britannia' pacifics and he often described the next ten years as the crowning years of his career.

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He retired from Norwich and a long railway career in 1970, but with his passion for steam he became actively involved in preservation, and returned 'Thundersley' to working order for use at Bressingham. In 1973, with some help from his friends and BR contacts, he had the Gresley V2 'Green Arrow' moved to his old Norwich shed, where he organised the engine's return to working order. In 1974, as a consultant for the Stockton and Darlington 150th anniversary celebrations, he examined the boiler and mechanical condition of some 50 locomotives! It was during these inspections, twenty years ago, that I first met Bill. As a raw enthusiast on a steep learning curve, we started exchanging letters on all sorts of technical subjects. There was nothing Bill liked better than problem solving and passing on information. In 1978, as the ultimate tribute, 'his "Green Arrow" was chosen for the first steam run over the Settle and Carlisle in the preservation era, and it proudly carried 'The Norfolkman' headboard in recognition.

Bill's speciality was valve setting and he helped many locomotive societies, in particular those looking after 'Flying Scotsman', 'Sir Nigel Gresley' and 'The Great Marquess'. In 1981 he reset the T2's valve gear with the help of NELPG members, and then made many return visits. It was fitting that as a working member we elected him as President in 1983, a position he was so proud to accept - providing he was not just a figurehead but someone who actually got his hands dirty! He later reset the K1's valves and anyone who worked with him will know his great attention to detail, even down to the correct way to open up a split or taper pin; everything had to be and look just right. His vast knowledge on steam maintenance was fortunately put into print in a superb book "The Manual of Steam Locomotive Restoration and Preservation", a 'bible' for many successful

NELPG restorations.

In recent years he did the Group proud by travelling all the way from his home in Norwich to attend events at Grosmont, such as the 40th birthday celebrations for both the K1 and J72, the Group's 25th anniversary in 1991 and the fitting of the commemorative plaques to the Q7 last year. He really enjoyed these occasions, but particularly the trip behind 'Blue Peter' carrying the surprise 'Norfolkman' headboard, and he frequently paid tribute to the high quality of work done by our volunteers who were keeping up the good work and the steam skills alive.

Bill was a perfect gentleman, a first class engineer and one who did so much to pass on the vital knowledge to keep steam working for future generations. He once said to me "I have a lovely home in Norwich and very nice people nearby, but I do miss talking about steam engines!". Steam engines were Bill's life.

He will be sadly missed by all NELPG members who knew and admired him, but he will always be remembered for all that he did for steam locomotive preservation. As Chairman I represented all NELPG members at Bill's funeral in Norwich. A minute's silence was observed at the Group's AGM on 13th May, and both the K1 and the A2 carried wreaths during 'the North Eastern' tour on 29th May, as marks of respect for the great man.

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#### THE ESSEX GIRL

Maurice Burns

The loan of the J72 to the Colne Valley Railway had it nicknamed 'the Essex girl' by the local press and in the publicity handouts. What next in steam preservation?

In preparation for its visit 69023 was moved from Grosmont to Pickering on 15th May, working its passage piloting the S160 2253 on 'The Moorlander' dining train. After a few spins on the 'new' Pickering turntable, the engine was moved to New Bridge yard for loading onto a low loader, arriving in Essex on 20th May.

As is the norm on visits to new railways the locomotive is handed over to the responsible officer and any oddities explained. On this visit I was accompanied by the J72 'caretakers' Chris Davison and Martin Pearson. The trip to the line, which is south east of Cambridge, took us down the A1 with a 'needs' stop at Wansford where, just by chance 'Flying Scotsman' happened to be in use on the Nene Valley Railway!

Arrival at Castle Hedingham was in heavy rain but by this time the J72 had been lit up and was nicely warming through, and a welcome cup of tea was awaiting to warm us up too!

Martin went straight into his salesman routine selling Geoff Morris's BR crested ties and seemed to have done a deal before we had time to say 'hello'! After a thorough preparation and inspection of the locomotive with Jeremy Dunn, their CME, we picked up three coaches for a run over the line.

The CVR operation is on a small scale compared with the NYMR, being only one mile long, but in that distance is crammed a new station, fully signalled, at the mid point, with fully signalled run round loops at each end! A journey from one end of the line to the other, took only ten minutes, including a non stop run in one direction! They are an extremely well organised society with 200 members (a third of that of the NELPG) and had the loco records system in such good shape, that we have taken copies.

Two other locomotives, an 0-6-0ST Austerity and an 0-4-0 Andrew Barclay, were the only other available motive power but also present, though stored, was former NCB Ashington RSH 0-6-0T No.39, together with the diesel railbus, in regular use, that once saw service on the infant NYMR.

On the Saturday evening both CVR and NELPG volunteers met for a bar snack and some liquid refreshment in the form of Morland's 'Old Speckled Hen'. During this enjoyable evening the CVR's full time General Manager asked "What is NELPG doing with its locos?". Our reply was that we were operating on a slightly bigger line than the CVR's one mile and, in further explanation, it was just as well we were all sitting round a very large table! We used this as an improvised map to describe our North Eastern railtour by using pint glasses to show Cleveland, Newcastle, Carlisle and Skipton, but there was not enough room to show Glasgow, Fort William and Mallaig as well! The CVR volunteers were very envious!

The following morning 69023 was cleaned like never before, with much use of Brasso, so that the 'Essex girl' really shone, in readiness for passenger duties. These were accomplished without problems. As the first ex BR locomotive to visit the Colne Valley Railway, they were well pleased with our J72, which will see 25 days use before returning to the north east on 10th October.

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#### K1 LIVERY BALLOT.

The NELPG committee, at its meeting on 15th June, agreed to ballot the membership on a proposal put forward by some committee members to temporarily repaint the K1 in BR lined black livery for the remainder of the 1994 season, after which the locomotive is to be withdrawn for overhaul. This

ballot, it must be stressed, is for a temporary change, and a further ballot would be held, probably in 1995/6, to determine the K1 livery following its major overhaul.

The current LNER green livery is that adopted at the behest of the former owners and subsequently endorsed by the last ballot of the membership, so the Committee has decided that any change, knowing how emotive this can be, should be decided by the full membership again.

The proposal is to repaint the locomotive to a high standard, using approved painters, in the week beginning 12th August; the painting, lining and numbering would take about seven working days, the locomotive resuming work on Sunday 21st August without missing any rostered turns. The work would be carried out inside the loco shed at Fort William depot. The proposal would allow the K1 to remain in LNER green livery to double head with 3442 The Great Marquess on the prestigious West Highland centenary special on 7th August, as well as the planned service trains to Mallaig on 9th and 10th August. The locomotive will thus have worked over half the season in green, but would allow the locomotive to be seen in authentic BR livery on the West Highland line in what will be the K1's last year in BR - and Scottish - operation for at least the next two years. Depending on the precise nature of the repainting operation, the cost could be up to £1,200, and it would be hoped that this could be recouped by voluntary donations, particularly from lineside photographers. However, members too may wish to contribute with their vote, and the enclosed ballot paper can be used for this purpose if you so wish. As time is short members who want to vote are requested to return the ballot paper to the Secretary, Colin Hatton, by 31st July 1994. If a simple majority is in support of the temporary repaint, then it will go ahead on 12th August; if not the K1 will remain in LNER green livery.

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#### STOP PRESS

As 44871 is not now going to be available to work the West Highland centenary train on Sunday 7th August, 2005 is to be used in its place, double heading the K4 3442 The Great Marquess from Glasgow to Fort William. The train, which is already fully booked, will be diesel hauled back from Fort William.

In order to get the K1 to Glasgow it has been decided to move the locomotive south on Sunday 31st July, but to work a



five coach train at the same time! This will comprise SRPS stock which is expected to leave Edinburgh around 23.00 hours on Saturday 30th July and travel, diesel hauled, overnight to Fort William, arriving around 07.00 in time for breakfast, with a possible layover en route at Crianlarich. The K1 would depart at 09.05 for the run to Polmont, with stops at Tulloch, Bridge of Orchy and Ardlui for photographs, Corroul for two run pasts, and Roy Bridge and Crianlarich for water. The fare is £25 for the full round trip, but portions of the tour can be negotiated! Details are available and bookings can be made by ringing SAPS Railtours on 07683 41664, evenings only.

On Tuesday 9th and Wednesday 10th August the regular Fort William to Mallaig steam service may be double headed by 2005 and 3442.

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LETTERS

Witton Gilbert  
8th June 1994

Dear Editor,

As a life member of NELPG I wish to record publicly my thanks and appreciation to all those involved in any way in the K1/A2 railtour, the 'North Eastern' of 29.5.94. What excellent value it was!

I experienced an immense sense of pride in being associated with NELPG, as sheep scattered to the four winds along the ECML, golfers stopped in mid stroke, the Corbridge car boot sale/show was outclassed, and drinkers in a lineside pub raised their glasses to the passing K1. The crew are to be congratulated for their spirited show with this "grand little engine" - as the driver said to me at Carlisle. The lift out of Durham and the run over the Chester-le-Street viaduct were particularly impressive. What a video NELPG could sell if bits of everyone's shots from the day could be put together!

Finally, having recently attended the AGM, it is a source of comfort and further pride to recognise how healthy the Group finances are - and all this without the scandals, etc. which seem to be affecting other organisations, as money becomes the driving life force. Again, well done to all concerned and may it long continue!

Yours sincerely,  
Graham Holt

P.S. Nice one Andy!

ICI Wilton  
10th June 1994

Dear Maurice,

I am writing to say a big 'thank you' for the steam trip on 29th May which I and my family thoroughly enjoyed. We were looked after superbly and I thought the event was very well organised indeed.

My sincere thanks again, and also for the kind acknowledgements given to ICI for our help in relation to the workshops at Wilton. Your appreciation in that way is much appreciated!

All the very best to you **all** in your endeavours to preserve our steam age heritage.

Yours sincerely,  
Bill Perfitt  
ICI Teesside Community Relations Group Manager

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#### FORTHCOMING EVENTS

Sunday 31st July 1994: K1 SPECIAL FROM FORT WILLIAM TO POLMONT. See text for details.

Sunday 7th August 1994: K1 AND K4 ON THE WEST HIGHLAND CENTENARY SPECIAL. See text for details.

Sunday 21st August 1994: THE ABERDONIAN using 60532. See text for details.

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#### COVER PHOTOGRAPHS

Front: Portrait of late NELPG President, Bill Harvey, on the footplate of Blue Peter at Appleby on 13th June 1992 (Maurice Burns).

Back (top): Silver Link loan agreement signing ceremony at the Stephenson Museum on 25th April; left to right are John East and Harold Porter (GCR), and Maurice Burns and Colin Hatton (NELPG). (John Hunt).

Back (bottom): The next day 2509 is being loaded onto road transport whilst in the background is the A4's replacement at the Stephenson Museum, Deltic 55002 (John Hunt).



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