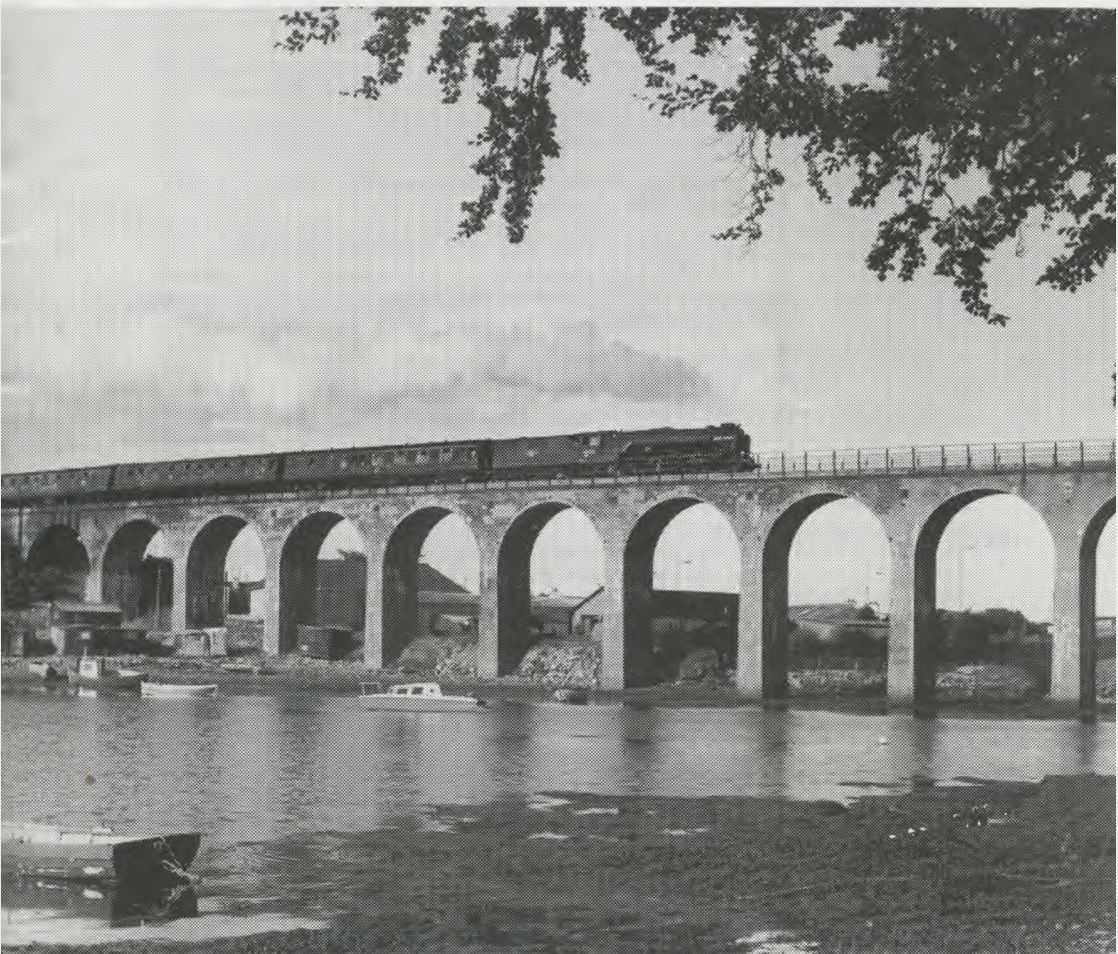


N.E.L.P.G. NEWS



NO. 162 AUGUST 1994

EDITORIAL

Members will no doubt be bemused over the K1 livery business. I do not intend to exacerbate members' bewilderment by expounding on the politics, and suffice to say it has raised a few hackles as a consequence! As Editor I attempt to report the Group's activities and achievements in an accurate, impartial and, whenever possible, speedy manner. Where views rather than facts are reported I try to portray a balanced view but, on rare occasions, I suppose I might permit a personal view to surface, particularly if members should read the disclaimer at the bottom of the first page!

Traditionally liveries have always seemed to be the most contentious issue that the Group discusses. Members never balk at the not inconsiderable sums of money that we regularly spend on our locomotives, but as soon as a livery change is mooted, all hell is let loose! In this instance, however, the proposal was felt to very reasonable. The K1 in the twilight of its main line life to get a quick repaint, in all probability at minimal cost to the Group, and giving great pleasure to many. Nothing wrong with that, one might say, but perhaps the Committee - notwithstanding that it has DOES have the power to make a decision on temporary liveries - should take a more democratic way and seek the views of the membership at large. This was duly carried out, and when the counting stopped 124 were in favour of black, and 111 in favour of retaining the green livery; not an overwhelming mandate but nevertheless a majority in favour of black, and with donations from members totalling over £400 towards the repainting!

However, the repainting did not take place as planned for a number of reasons, not least last minute logistical problems. Now the saga may take another twist with the possibility of a benefactor putting up the difference between the money already donated and the total cost of the job. If the practical problems can be overcome, should the repainting be implemented? If not the opportunity might be lost forever. This may seem unduly melodramatic but the future is uncertain. If and when the K1 is overhauled will it return to the main line? Will there still be steam operation from Fort William and even if there was would the K1 still be eligible?

Is the time not right to grasp this opportunity; the K1 looked superb with the K4 but its next pairing is with 44767 - and on maroon coaches. Will that happen again in the magnificent setting of Lochaber? I recall a saying that characterised the Group's first fund raising efforts in 1966 to the effect that 'we had a short time to succeed and an eternity to reflect on failure'. If this opportunity is passed by there are undoubtedly many both within and outside our organisation who will see this as a missed opportunity not only to give great pleasure to many - and after all that is what it is all about - and generate much goodwill for the Group.

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P3 NO. 2392

Following the rewheeling in early June the loco frames and tender were moved back into the workshop and reassembly work has commenced. Progress is detailed as follows:

Mechanical

The hornstays have been refitted, rapidly followed by the driving wheel springs. The overhauled steam brake cylinder has been reassembled and fitted to the loco; the P3 has only one brake cylinder which operates the brakes on both the engine and tender via pull rods. All the engine brake gear has been laid out on the workshop floor, examined and marked up for rebushing, new pins and drilling for fitting grease nipples to improve lubrication.

Examination of the running plate supports and the buffer beam stiffener brackets has found that a large number of rivets have worked loose and these will require removing and new rivets fitted.

Boiler

Good progress has been made with the removal of the old crown stays, with only a stubborn few remaining to be removed. The two outside rows of stays on each side pass through a double thickness of plate and these are proving very difficult to extract; the remains of each one will have to be carefully drilled out.

Examination of the smokebox has found it to be in a worse condition than at first thought and it is now planned to remove it completely and fabricate a brand new one.

Tender

No progress since the last report.

T2 NO. 2238

On Sundays when the Q7, our only operational loco on the NYMR, is running it leaves no loco work for the regular working party, so some recent effort has been directed at the T2.

Following an initiative by Richard and Martin Pearson, who have now become caretakers of the locomotive, it was decided to use the available spare time to progress areas of work which would assist in the loco's eventual full overhaul. Initially the work will be concentrated on the removal of the tubes from the boiler.

A good start was made on 19th June, with the removal from

the smokebox of the blower ring, the concrete around the blastpipe, the blastpipe itself and both of the main steam pipes. Work has now commenced on preparing the superheater elements for removal and this will be progressed as time and manpower permits. Any extra helping hands would therefore be most welcome!

K1 NO.2005

The K1 has now settled into traffic on the 'Road to the Isles' and by 25th August had worked to Mallaig on 19 occasions; this is less than anticipated because of the delayed start to the steam operation and subsequent cancellations due to the signalmans' strike.

However, as briefly reported in the last issue, the K1 was required to deputise for 44871 on the West Highland centenary train on 7th August and in order to get 2005 to Bo'ness to join the K4, it worked a hastily arranged railtour from Fort William to Polmont on Sunday 31st August. No problems were encountered on this run, nor on the centenary special itself, that could be attributed to the which performed stoically as ever! A full report on these two railtours appears elsewhere in this issue.

On arrival back at Fort William both the K1 and K4 were paired together again to work the scheduled Lochaber service on Tuesday 9th and Wednesday 10th August. However, both locos were now tender first out of Fort William, so opening up countless new photographic opportunities on the way back from Mallaig! As, for once, the weather was extremely benign, these runs provided a veritable photogenic feast!

Although the K1 is running reliably as ever, with some spirited performances, the RHS injector is causing concern; examination by the SVR's Dave Reynolds, who was part of the K4's support crew, confirmed that the combining cone is badly worn, causing the injector to overflow when in use. As operation of the injector is likely to deteriorate, a replacement is being urgently sought. Unfortunately the makers, Davies and Metcalfe, no longer produce injectors and whilst the Group obtained some spare injector parts prior to the cessation of manufacture, the required cone is not in stock.

Prior to the K1 leaving for Scotland it was not possible to test the speedometer. The North Eastern tour highlighted some minor teething problems but it was possible to attend to them during the loco's extended stay at Carlisle. The unit is now working well and proving to be something of a novelty to the old hands at Fort William! A battery charger has been made, specially for the speedometer, in order to keep it in working order.

Otherwise maintenance has been routine, the only items of note being a handful of blocked small tubes, the brazing up of various joints to cure minor steam leaks, and the replacement of felt rubbing pads on the thrust faces of the

bogie axleboxes; these had become worn or were missing causing some overheating.

Q7 NO. 901

The Q7 was not used for the NYMR's 'Friends of Thomas' weekend in June as, following the Thomas event last year, the Group's Chairman had received a letter from the NRM expressing concern that its loco, 'Charlie the Coal Engine', had been adorned with a face and that this should not happen again. Thus for this June's event the Q7 stood forlorn inside Deviation Shed. The NYMR has informed us that as the loco cannot join in the fun it will not be used, unless there is a motive power crisis, for the September event either. (Shame! -Ed.).

On 25th June the Q7 made a rare appearance on the North Yorkshireman evening dining train when the booked loco, 30841, failed in the late afternoon and 901 was called upon to deputise, the loco making four round trips that day. Pity the poor fireman who had to bale out the content of the Q7's firebox at 10 p.m.; it's not an easy task at a more reasonable hour!

Although it is not required at this time of year, the cab steam heat valve has been overhauled, as it was blowing through. The loco is now in regular peak season NYMR traffic.

J72 NO. 69023

The J72 is now in regular use on the Colne Valley Railway and an article describing a day on the engine appears elsewhere in this issue.

A2 NO.60532 BLUE PETER

On the North Eastern railtour and the S&C run on 11th June, the A2 suffered problems with its AWS equipment. The bell, which indicates a clear signal, has on occasions operated at random when not in the proximity of signals (an AWS No.9 fault), giving Terry Newman a fright when it rang right next to his ear in the middle of Blea Moor tunnel! The fault is elusive as it only occurs when running and cannot be re-created when on shed. The wiring has been checked and the various components substituted for spares in accordance with the AWS fault finding instructions.

However a far more serious fault developed during the working of the northbound Cumbrian Mountain Express on Saturday 2nd July, when the A2 suffered a severe slip near Daisyfield Junction signal box, on the climb out of Blackburn. This slip, combined it is thought with priming (the carrying over of water from the boiler into the piston valves and cylinders) resulted in damage to the valve gear. The engine sounded very off beat but, nonetheless, continued

to Carlisle without any loss of time.

Examination of the loco that evening found the combination lever of the middle cylinder valve motion to be bent. Within 24 hours a working party had been organised for the dismantling of the damaged part; the bent lever was sent to Teesside, straightened and ultrasonically crack tested within twelve hours, with good results. At this point we had received excellent help from Bob Meanley of the Al Locomotive Trust (see separate item in this issue) who was able to fax drawings of the motion parts to our Mechanical Engineer.

Unfortunately subsequent removal of the centre valve and inspection of the valve liners found the front liner to be badly cracked. It was therefore decided to renew both liners. SLOA was advised that the loco would therefore be unavailable to work its booked turn on 9th July and 70000 Britannia deputised.

Help from the Al Trust again produced drawings of the valve liner 'within hours' and the Severn Valley Railway, which had an LMS pattern (tut tut!) to do the job, offered a good price and a quick turn round. The supply of valve rings, however, looked to be a problem when four weeks for delivery was originally quoted, but pressure managed to reduce this to five days! Several working parties at Carlisle in late July reassembled the centre valve and valve gear, and reset the valves, in time for the loco and support coach to be moved to Bo'ness in time for The Aberdonian. Even this was a close run thing since the original move set for 16th August was a signalmens' strike day and had to be postponed to Friday 19th, just 48 hours before The Aberdonian. However, the move was successful, via the G&SW route, with the loco showing no ill effects. The Aberdonian ran, as planned, on Sunday 21st August, with the A2 running from Stirling to Aberdeen and back, with ten coaches, without any problems. A full account of The Aberdonian appears under the Railtour Report. Blue Peter is now back at Bo'ness where it will remain until it returns south on The Heart of Midlothian railtour on 1st October. In the meantime it is expected to be in use at the B&KR steam gala, along with 3442 The Great Marquess, on 10th and 11th September.

A4 NO. 2509 SILVER LINK

Currently on display at the Great Central Railway, Loughborough.

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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

Once again there is much to report as follows:-

3~~rd~~st ~~Wilton~~ Highland Centenary Special positioning special - Sunday

This hastily arranged train was surprisingly well filled particularly as it entailed a 22.30 departure from Edinburgh on the Saturday night and an overnight journey to Fort William! On the return journey all went well until the K1 reached Tulloch when reports were received of a lineside fire at Torlundy, just out of Fort William. The powers that be decreed that the train should proceed no further pending an assessment of fire risk over Rannoch Moor and beyond. So the train waited, and waited, and waited.... The passengers, in surprisingly jocular mood under the circumstances, prayed and performed rain dances on the platform, as Inspector Ewan Oliver attempted to elicit a decision from control. Eventually, after a wait of an hour and a half, the news that all were hoping for came through; the K1 was to be allowed to continue its journey unassisted!

There then followed a tremendous run up the ten miles of mostly unbroken 1 in 59 and 1 in 67 to Corroul in 21 minutes start to stop. Although the K1 only had 6 coaches the 1959

steam service was scheduled 23 minutes for the same journey! The loco went up at 45% cut off, pressure never below 200 psi, and speed not falling below 32 mph - and there were no lineside fires! It was an impressive performance which delighted all those on board, which included Paul Blowfield of the Special Trains unit, responsible for steam operation on the main line.

At Corroul a photographic run past took place with impressive results, further delighting those on board. A spirited run to Rannoch, Bridge of Orchy and Crianlarich followed, where water was taken. Unfortunately the late running, the need to cross service trains and the resultant complicated shunting movements meant that departure from Crianlarich was just over one hour late. However, more competent handling by Driver Alec McDonald and Fireman Steve Brooke and some quick watering at Helensburgh enabled valuable lost time to be regained.

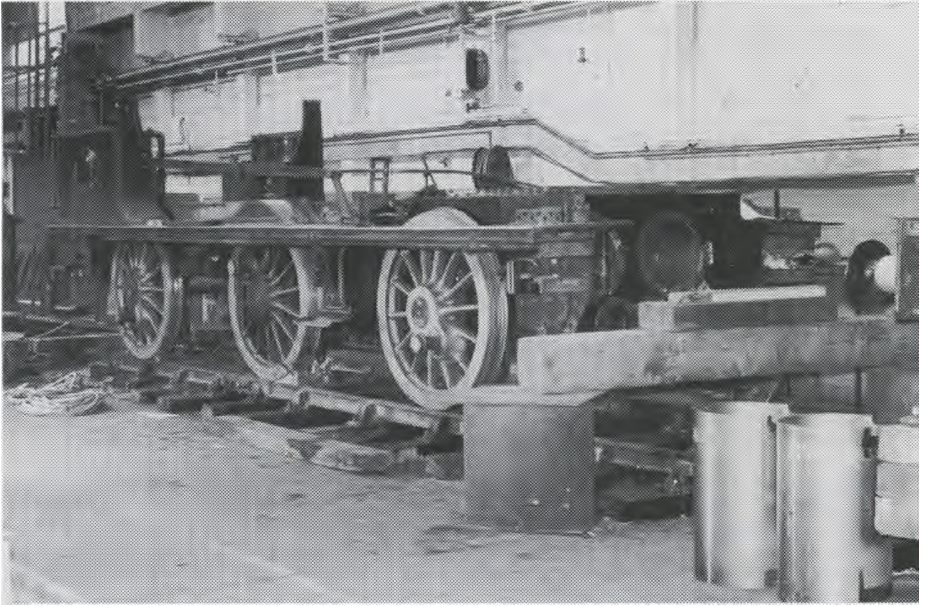
After a crew change at Dumbarton, Driver Fraser Birrell and Fireman Grant Laing came on for the run to Bo'ness, by now in rapidly worsening weather. Despite the rain and gloom, the run was lit up by some sparkling running, so much so that arrival at Falkirk was just ten minutes late, and the K1's speedo was really put to the test! By 8 pm the K1 was put to bed, none the worse for its eventful 151 mile journey. Its last movement was to couple up with the K4 3442 The Great Marquess for the very first time since March 1965!

West Highland Centenary Special - Sunday 7th August.

A week later another support crew was back at Bo'ness, courtesy of the SRPS, to prepare the K1 for its big day partnering the K4 on the West Highland Centenary Special on Sunday 7th August. In bright sunshine the Saturday was spent polishing the K1 to perfection and oiling up in readiness. The evening was spent in merry camaraderie with the SVR support crew, led by John Robinson, and SRPS volunteers, and a good time was had by all!

Sadly the Sunday dawned cloudy but bright, but this did nothing to dampen the undoubted enthusiasm for the big occasion. And big it was, perhaps too big, since vast crowds turned out at every station, with flags and bunting, civic dignitaries and the like, and station stops that were meant to be for just a minute or two to change electric tokens, turned into lengthy stays. This was compounded by RETB failures, notably a prolonged stop of half an hour at Craigendoran Junction, and by Arrochar the train was three hours late! It was now five hours since the locos had taken water, so emergency measures had to be taken to replenish the loco tenders. The following climb of Glen Falloch was memorable with the K4 in the hands of Driver Albert Trimbell and Fireman John Gray, more than ably supported by the K1 driven by Callum McCrauld and fired by Steve Brooke again, on the ten coach train.

Rumours were now rife that the long delay would mean



The rewheeled P3 inside No.5 depot, Wilton on 7th July (Colin Smith).



SVR, Scotrail 'and NELPG crews at Fort William on 10th August in company of the K4 and K1; 1. to r. Dave Reynolds, Ken Quanbrough, Nigel Hanson, Phil Sowden, John Robinson, Scott Gillis, Dave Whitfield, Alec McDonald, Maurice Burns, Callum McCrauld, Gordon Wells, Steve Brooke, David Paul, Ian Pearson, John Hunt and Bill Brown (Brian Dobbs).



60532 reflects the setting sun as it heads out of Perth for Stirling on 21st August (John Hunt).



The Aberdonian support crew at Ferryhill on 21st August; 1. to r. (top) Richard Pearson, Bernie Lyth, Bill Sharp, Martin Lloyd; (bottom) Ian Pearson, Trevor Mussett and Dave Pearson (John Hunt).

terminating the train at Rannoch so that passengers would get back to Edinburgh at a reasonable hour. But, no, the consensus on board was that it should be Fort William or bust! So, with more crowds at Rannoch (the remote road from Kinloch Rannoch closed a mile from the station with a connecting bus service to get people to and from the station!), controlled most incongruously by at least three police officers, there was yet further delay, but the train continued on its way, eventually arriving in Fort William just before 8 pm, nearly four hours late. Although the train departed southbound almost immediately, arrival back in Edinburgh was around 3 am on Monday morning!

The K1, as expected, showed no ill effects from its day's exertions, though the K4 had to be nursed along with a somewhat tender little end and LHS pony bearing.

The Lochaber service - 8th to 11th August

The K1 worked the Royal Scotsman on the Monday but on the Tuesday and Wednesday it double headed with the K4 on the regular service train to Mallaig. Just for once on the big occasion the sun shone so passengers and linesiders were rewarded with some delightful scenes. The K4 survived under the watchful eye of John Robinson and some TLC from his team and then worked the VIP special under the floral arch in Fort William station on Thursday 11th August. The K4 was due to return to Bo'ness on Friday 26th August. Meantime the K1 is back doing its rostered duties unassisted.

The Aberdonian - Sunday 21st August

Fortunately the eleventh hour move from Carlisle to Bo'ness was without any problems and all was set for the long awaited rerun of last October's ill fated Aberdonian. The support crew, by now quite familiar with Bo'ness, prepared the loco and support coach on the Saturday in readiness for an evening run to Stirling with the ECS. The original plan to run from Edinburgh had had to be abandoned because of a 24 engineering block at Haymarket in connection with the infamous relay room signalling problems, and rerailling of the down line on the Forth Bridge which precluded its use by the A2 until clearance had been obtained, which was not possible because of the late move of the loco.

All was therefore in place and with fingers crossed the Sunday dawned bright and clear and promptly at the booked time of 09.20 the A2 left Stirling with a perhaps rather disappointing complement of only 260 passengers - but what a glorious day those who elected not to travel missed. Despite a slip on the climb from Dunblane to Kinbuck, driver Harry Aitkin, with Inspector Louis Gracie, arrived in Perth more or less on time, where water was soon taken in platform 4. Reversing out and pulling into platform 2 gave passengers a sort of run past, before the A2 expunged the ghost of 17th October and set off for Dundee and the north!

Still in lovely summer sunshine with the distant hills clear as could be, The Aberdonian swept imperiously on, along the

shore of the Firth of Tay, through Arbroath, where the miniature railway saluted in steam, past the lovely named Lunan Bay and down to Montrose. Here John Allen, of 44871, was kindly on hand to provide water, while a following Sprinter overtook. Then it was on again, inland through Laurencekirk, where in 1951 the A2 was ignominiously derailed after running through the down loop (still in use!), then down to the sea again at Stonehaven, and the superb run into Aberdeen along the cliff tops through Muchalls, Newtonhill, Porthleven and Cove Bay. Arrival in Aberdeen was just a few minutes late, but who really cared? We had made it! The looks on passengers faces said it all.

The A2 and support coach proceeded to the now sad remains of Ferryhill shed, where the turntable is still usable and the A2 was turned after running round the coach. Examination of the loco revealed no problems, and the A2 propelled the coach back to the station and into the adjacent goods yard where water was taken and 5 tons of coal loaded. Unfortunately this whole operation took a little longer than scheduled, so that departure from the Granite City was about half an hour late.

Now with Fraser Birrell driving and Grant Laing as fireman, watched over by Inspector George Beattie, the A2 set off, still in sunny periods, for another water stop at Montrose, again courtesy of John Allen. The spectacular climb out of Montrose over the impressive viaduct on the single line to Usan was not to disappoint a couple of dozen photographers who probably got the 'shot of the day' as Blue Peter reflected the late afternoon sun!

All too soon the train was at Perth and a pretty smart watering operation cut the lateness down to just 10 minutes as the A2 set off on the last stage of its journey back to Stirling and Falkirk. Blue Peter showed no ill effects and the passengers could reflect on a superb day out. The weather could not have been kinder and the splendidly varied Scottish scenery was undoubtedly seen at its best. Sadly the locomotive performance was impaired by a whole host of restrictions, mainly under overbridges, some as little as 5 mph, so no speed records were broken! Now safely back at Bo'ness the A2 is expected to appear at the B&KR's steam gala on 10th and 11th September along with 3442 The Great Marquess, before returning to the North East with the Group's 'Heart of Midlothian' railtour.

The Heart of Midlothian - Saturday 1st October

Planned as an excellent means of getting the A2 back to the North East this charter involves the use of Blue Peter from Edinburgh Waverley down the East Coast Main Line to Newcastle and York! This is another notable 'first' for NELPG Railtours, and now that the A2 is passed for 75 mph running it should prove to be quite an experience!

Using SRPS stock the train is planned to start at York at approximately 07.50 on Saturday 1st October and pick up at Darlington (08.25), Durham (08.45), Newcastle (09.05) and

Berwick (09.55), before arrival in Edinburgh at about 11.00. Approximately three hours would be available in this attractive city to go sightseeing, shopping, eating or drinking - or a combination of all of these! - before Blue Peter returns the train to York at approximately 14.05 (in 1959 the regular 'Heart of Midlothian' express left Waverley at 1.30 pm). After water stops at Berwick and Newcastle (necessary because Lucker and Danby Wiske troughs have been removed!), arrival back in York would be at about 19.00; the train would then return to Edinburgh, setting down at Darlington (20.05), Durham (20.25), Newcastle (20.45), Berwick (21.35) and Edinburgh (22.25). It will thus be possible to make a complete round trip from any station, with steam one way!

With the stock coming down to York the previous night, the stock mileage is quite considerable and this is reflected in the high cost of running the train. The standard class fare is therefore £39 and the first class fare is £58; there is no child fare. Breakfast is available to passengers joining at York, Darlington, Durham and Newcastle at £5, and dinner is available in the evening to passengers alighting at Newcastle, Berwick and Edinburgh at £7. A booking form is enclosed with this issue of the NEWS. (NB Booking forms have been in circulation prior to the publication of the NEWS but members are assured that they will receive priority when seats are allocated).

The Claymore - Saturday 22nd and Sunday 23rd October

This tour, designed to get the K1 and 44767 back from Fort William to the North East, is expected to run from Fort William (with a run past at Corroul) to Glasgow, Falkirk, Dalmeny, Forth Bridge, Fife circle then back over the Forth Bridge to Edinburgh, where the train would be stabled overnight. On the Sunday the train would follow in the footsteps of 'The Heart of Midlothian' as far as Newcastle. Details should soon be available from Flying Scotsman Services on 0543 419472.

K1 Swansong raitour - Saturday 29th or Sunday 30th October (provisional)

The K1's seven yearly boiler certificate expires early in November so it is hoped to give NELPG raitour patrons the opportunity of a final, but local, run behind the loco. The outline proposal is to run from Newcastle, down the coast picking up at Sunderland, Hartlepool and Stockton, to Eaglescliffe, Darlington then up to Stanhope and Eastgate. The train would comprise CL80 (the Fort William set) with a class 47 on the rear to provide train heating and to haul the train back from Eastgate to Newcastle; the K1 would come off the train at Stockton on the return and go to ICI Wilton for overhaul. At present this proposal has not been agreed with Special Trains but in anticipation members may obtain details by sending a SAE, marked 'K1 Swansong', to NELPG raitours, 57 Millview Drive, Tynemouth, Tyne and Wear, NE30 2QD.

A Day on JOEM

by Vernon Baker

I was asked to write this short piece about a day on "JOEM" because I think I was actually observed to be enjoying myself, and I have to say that was perfectly true. The day in question was Bank Holiday Monday 30th May with the usual two train operation. On this occasion Joem was rostered on the service train which consisted of four Mk.1 coaches with the first train at 11:00 am. Now most drivers enjoy driving new locomotives, getting to know their peculiar ways and attempting to get the best out of them and I am no exception. So, with the prospect of a good crew to work with namely Terry Lee (fireman) and Richard Spencer (cleaner) I was looking forward to my first day on "JOEM".

I seem to have acquired the reputation of liking really clean engines and this one affords a really good opportunity for a good "turn out". There's plenty of brass and copper fittings to polish, the focal point being the beautiful safety valve cover. Above the running plate can be made to look very smart by using car shampoo - so good is the paint job. So, after the usual preparation duties and a bit of "elbow grease" we were able to stand back and admire our handiwork before washing and changing our overalls, ready to go off shed. We were well in time today and after moving over to pick up the service rake we were right away at 11:00 for the first train of the day.

Both Terry and Richard quickly got to grips with firing through the small trap in the firehole door and using the lifting injectors fitted to "JOEM", these being slightly different to the injectors on our locomotives currently in traffic. The day went very smoothly as far as the timetable was concerned with the Pullman train being pulled by WD190 with Dave Jones in charge, both of us having no problem keeping time. There were plenty of visitors around all day many taking a keen interest in our guest locomotive. I think it was in the middle of all that someone noticed me smiling a lot and I was asked if I was enjoying myself I have to admit I was! Well, with the weather fine but not too warm, the locomotive working well, the crew happy in their work and doing well, for those who know me - need I say more!

Days like this usually have the habit of passing quickly, so alas we came to the end of the turn with the usual disposal paying particular attention to slacking down the ashpan before raking out the ashes to prevent any ash from getting on the still clean paintwork and between the frames.

It was an interesting day getting to know 69023 "JOEM" She is typical of many 0-6-0T locomotives designed around the turn of the century which were built in their many thousands and used all around Britain's Railways, even though this example wasn't built until 1951.

So the day drew to a close with me filling out my Drivers Ticket; "18 miles - No fault found - VB", and I have to say I've not had such a good footplate day on the CVR since "Jupiter" came out of service.

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BILL HARVEY - FURTHER APPRECIATION

The Editor,
N.E.L.P.G. NEWS.

"Bill's speciality was valve setting" begins a paragraph in the obituarial report by Maurice Burns on the late (and great) Bill Harvey. Indeed it was. I worked for and with Bill a number of times and recall assisting him to set valves on a J15 ex G.E. loco. "What we need", he said without hesitation, "is a piece of cardboard just a small piece about the size and thickness of a cigarette packet." "But NOT 'PLAYERS' ", he emphasised "that will be too thick."

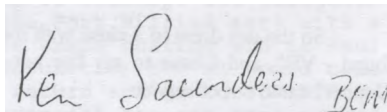
I smoked Senior Service in those days, and that was thick enough.

An abiding memory of an extraordinary man. I'm not sure that tape recorders have a place in church services, but I feel a tape of Dick Hardy's eulogy of Bill at his funeral here in Norwich, delivered before an enormous congregation, many of whom were struggling to stem the tears, would encapsulate for all time, the life, the achievement and total dedication of one of the finest railwaymen I ever met. A truly emotional highlight of a very moving farewell.

Commercially speaking, and coupled with the sounds of a Britannia doing it's stuff and possibly Green Arrow to which he was devoted, it would sell like hotcakes. But perhaps best not

"Stop the car please:" he said one Sunday morning as we were going through leafy lanes (we both enjoyed avoiding the main roads) to the North Norfolk Railway where they were experiencing a bit of loco shortage and Bill was going to see which were safe runners and which weren't. I stopped. He got a little notebook out, sketched what looked like a cotter pin on it, and put it away again. " I've been thinking about that for a long time now I've solved the problem" he said quietly. What the problem was I never found out, but I daresay his design is on a loco somewhere in the preservation scene.

Meeting him regularly in a Society of glen where we dined together monthly was a joy. Invariably we travelled, through his memories, to Doncaster, to Colwick and to his much loved Norwich. About the time of his death the final death throes of the Norwich MPD were evident, and now, where once stood lines of Sandringhams, and Claudes and Britannias, there is nothing. Not one brick on top of another. I'm glad he isn't around to see it. He'd have shook his head and murmured something apposite, of that I'm sure. Then, with his bag and folded raincoat over his shoulder, he'd have stepped out towards the next job...that's the way to remember him.



Ken Saunders BEM

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RAGS

Despite the appeal in the last two issues 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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A1 HELPS A2

In the Locomotive Report it will be noted that we have received help in the form of drawings supplied by the A1 Locomotive Trust. Members may be interested in a little background information as to how it was possible for copies of the required drawings to be obtained so quickly.

As none of the members of the Peppercorn A1 class survived into preservation the A1 Trust was formed a few years ago with the bold aim of building a brand new locomotive, not a replica, but the 50th A1. A very professional management team has been established and good progress is being made on the project; in fact the frame plates for the new loco were profiled in Leeds in mid July.

In early 1993 the team spent many hours in the archives of the National Railway Museum searching for any drawing which could be associated with the A1 class - not an easy task as the drawings are stored in hundreds of rolls on shelves, and were neither catalogued or indexed! After checking through all the rolls thought to contain LNER material, all the relevant drawings were fed through a digital laser scanner, transferred to a computer and stored on magnetic disc.

The scanner operates by examining the surface of a drawing every 0.005" to see if it is black or white, then stores the information in digital code. The digitised drawing is actually an enhanced copy of the original as the computer is able to remove creases, dirt and unwanted marks from the stored image. The use of modern technology has allowed the whole of the drawings, approximately 1,100, to be cross indexed and all stored on a small desktop computer system.

The main difference between the A1s and A2s was the driving wheel size; 6' 8" for the A1 compared with 6' 2" for Blue Peter. As most of the other parts are the same for both

classes it means that the A1 Trust now has most of the drawings relevant to the A2 and all are available at the touch of a button! Thus when our Mechanical Engineer required a drawing of a combination lever, it could be located and sent by fax within hours.

The A1 Trust had a display at the Doncaster Works open days on 9th and 10th July and the computerised drawing system was available for demonstration. This was put to good use by a visiting NELPG member who managed to obtain drawings for Blue Peter's engine steam brake cylinder and the brake rigging adjusters. A drawing was also found which proves conclusively that the reason the A2's original whistle sounds so poor is because the bell is the wrong size!

Many thanks to the A1 team for giving its help to willingly; perhaps we will not have to wait too long to see the new LNER pacific become a reality.

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1994 LUNCHEON SPECIAL

This year's members' luncheon special on the NYMR has been scheduled for Saturday 15th October (unfortunately as the NYMR is running its own Sunday luncheon train service it is not possible to organise our own train on a Sunday). The train is expected to be hauled by the Q7 (subject to availability) and is scheduled to leave Grosmont at 12.50, returning at 15.20. Prospective diners can chose from the following menu: -

Pate with melba toast
or
Soup of the day
Roast beef and Yorkshire pudding
Or
Chicken chasseur
Or
Broccoli and cream cheese bake
Choice of sweets on the day
Coffee and mints

As dining seats are restricted to 120, prompt booking is strongly recommended by using the enclosed booking form, which should be sent (together with full remittance made payable to NELPG) to:- Bruce Poole, 12 Parklands, Ingleby Arncliffe, North Yorkshire, DL6 3LT, who has kindly agreed to handle all bookings again.

Booking forms should reach Bruce on or before Friday 30th September; if an acknowledgement is required please enclose a SAE. Seating plans will be displayed at Grosmont prior to departure. Additional coaches will be added for non diners should anyone wish to come along just for the ride and no prior booking is necessary.

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FORTHCOMING EVENTS

- * Friday 9th September 1994 - AS '67 TURNED TO '68 by Nick Carter. An evening devoted to the end of BR steam.

Saturday 1st October 1994 - THE HEART OF MIDLOTHIAN special train using 60532 Blue Peter between Edinburgh, Newcastle and York. See text for details and separate booking form.

- * Friday 14th October 1994 - 10 YEARS AT ICI WILTON by Dave Pearson. A visual recollection of the events and achievements since 1984.

Saturday 15th October 1994 - MEMBERS' LUNCHEON SPECIAL on the NYMR to be hauled by the Q7 (provisional) and leaving Grosmont at 12.50. See text for details and separate booking form.

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

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COVER PHOTOGRAPHS

Front: 60532 crosses the Esk viaduct at Montrose with the returning - and triumphant - Aberdonian on 21st August.

Back (top): 3442 The Great Marquess pilots 2005 across Rannoch viaduct with the West Highland Centenary Special on 7th August.

Back (bottom): On 9th August, in glorious summer weather, 3442 again pilots the K1, but this time across the causeway at the end of Loch Eilt (all John Hunt).

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