

N.E.L.P.G. NEWS



NO.189 FEB 1999

EDITORIAL

From time to time the Committee has to make some very difficult decisions and our meeting on 16th December was a case in point. It is probably fair to say that there is a popular wish to see the K1 back in Scotland, and an expectation that the Group would respond positively to any such request. However, the Committee has to adopt a holistic view and take into account the Group's other obligations, as well as the interests of the membership as a whole. In our discussions with the NYMR in the latter half of 1998, the Group had committed a locomotive to the railway capable of hauling 8 or 9 coach trains in the peak season, and this would have to be either the K1 or the A2.

Members will recall that they approved the midi overhaul of the A2 on the basis that much of the cost of the overhaul would be recouped from the planned work with Days Out in 1998/9. With the loss of this work following the demise of the company, the Committee has urgently sought alternative main line work. As a result it is expected that a series of runs will be possible in the summer which should adequately compensate for the loss of the Days Out work. This will mean that the A2 will not be available to work on the NYMR during the peak season. Therefore, the K1 will honour our commitment to the railway.

Regrettably we have therefore had to decline a request from the West Coast Railway Company for the K1 to operate *The Jacobite* service this year, but with the hope that we might be considered for the 2000 operation. However, with the boiler life ticking away on the K1, A2, and J27 we have, as usual, to maximise the use of our locomotives. Therefore the Committee has accepted requests for the K1 to visit the East Lancashire Railway until mid March, and appear at this year's Steam on the Met event in May. Also, the J27 will be revisiting the KWVR between June and August, at a time when it would not normally be required on the NYMR. Importantly, in view of the much improved relationship with the NYMR, the above arrangements are therefore mutually acceptable both to the railway and the Group. Furthermore members outside the north east get to see our locomotives, our active volunteers can experience new and varied challenges and - not least - we can all derive great enjoyment and satisfaction from what the NELPG is doing.

LOCOMOTIVE REPORT by Gordon Wells & Martin Lloyd

J27 No. 65894

The 'cold' main line examination of the loco took place on 12th October with Transmark inspectors Brian Penny and Sam Foster both happy with the preparation of the engine. When examining the inside of the smokebox it was jokingly admitted that it would be impossible to fit a two stage spark arrestor as there is absolutely no room to fit it in and the standard arrangement will have to suffice.

The following Sunday a new arch was built in the firebox, washout doors and plugs fitted and the boiler filled. Also the newly overhauled ejector was refitted, the blastpipe de-carbonised and a new spark arrestor installed. All the work was proved satisfactory in a steam test on 20th October except for a leak on the vacuum train pipe. After further investigation the fault was traced to a small hole in the brake pipe under the tender drag box and was cured by renewing a complete section of the pipe. Thanks to Clive Goult and Chris Cubitt for undertaking this job.

The J27 had its Transmark main line 'in steam' examination on 22nd October with a full test of injectors, ejector, brakes, sanders, etc. As part of the certification procedure the loco required a main line loaded test run of at least 50 miles. As the test run to Whitby would be only 12 miles the balance of the loaded mileage was run on the NYMR by working a six coach train to Levisham and then up to Goathland returning with the freight stock for the following days freight charter. At the end of a rather cold day the loco was formally accepted for main line use.

Almost 300 miles were then clocked up in normal NYMR service on freight charters, normal service trains and also the Wartime Weekend before preparation for the first main line run on the 11th November. This was a test run over Railtrack metals to Whitby with the fully staffed stock of the NYMR *Moorlander* dining train. Everything on the day went very smoothly, the only thing to cause a problem was a seized point mechanism in the Bog Hall run

round loop. This was quickly sorted by the application of some lubrication, probably for the first time in many years!

The train had a three-hour layover in Whitby for the passage of the normal Esk Valley branch service trains. During this time the officials from Northern Spirit and Railtrack plus our support crew members, Richard Pearson, Fred Ramshaw, Eric Nott and Roger Barker (of A4 locomotive and TV fame) were treated to the full three course Silver Service Pullman lunch while stabled in the loop (Will Martin Lloyd ever be able to beat this?).

The return journey to Grosmont was uneventful and on arrival the various officials were commenting on what a good day it had been as trips with half an hour travelling each way and a slap up three-hour lunch don't come all that often.

The loco again worked to Whitby on the 22nd November at the head of the sell out '*Captain Cook Pullman*' from Pickering. As the load of this train (8 coaches) over the NYMR gradients exceeded the J27's haulage limit it was banked to and from Grosmont by Standard tank 80079 which had been hired by the NYMR from the Seven Valley Railway to act as main line standby engine. The overhaul of NYMR's own Standard tank 80135 was still unfinished at the time of the run.

Water was taken on arrival at Grosmont, the Standard tank detached and the J27 took the train on to Whitby alone. Once again the loco performed faultlessly and ran almost to time with a quick turn round in Whitby, thanks to the lubricated points working first time.

After the Whitby runs the engine and tender were both weighed and it was found that there were some significant discrepancies between the supposed and actual axle weights. These were adjusted to ensure the proper weight distribution.

The J27's total mileage for 1998 was 5,595, made up as follows: Nene Valley Railway 1,039 miles, Yorkshire Dales Railway 1,965 miles, and North Yorkshire Moors Railway 2,591 miles. Interestingly this comprised a total of 109 days in traffic.

In December the loco worked 6 days hauling the NYMR *Moorlander* dining train and was standby for the Boxing Day to 3rd January services but was not required. On the 3rd January the boiler was washed out and the loco put into Deviation Shed where the engine and tender were separated.

The engine is not required back in traffic until mid March and a number of jobs are to be undertaken before then. These include replacement of the RH little end brass and the RH centre coupling rod brass which is loose in the rod. These bushes should be a tight press fit with about 5 — 6 tons load. The tender is to be jacked up to allow removal of the leading axlebox bearings. The bearings will be remetalled to reduce the excessive side play in the axle. This will also reduce the small fluctuations on the speedometer readings as the digital speedometer takes its drive from this axle.

The front cladding sheet has been moved back to investigate a small wisp of steam that can sometimes be seen on the driver's side just behind the smokebox. Once located the appropriate repair will be undertaken to what is thought to be a weeping rivet.

In 1990 Chris Davidson arranged the purchase of 4 North Eastern Railway buffers from Saltburn Station. These were refurbished and fitted to the loco. These buffers are now starting to droop slightly and will shortly require the internal rubber buffer springs replacing. Unfortunately the company that supplied these rubber springs has sold this part of its business to a company in France and even with a phone number this company has proved impossible to contact. If anyone can help please contact Richard Pearson on 01642 475080. The boiler and cab sides require repainting before the engine returns to traffic as the paintwork is suffering from wear and tear in places.

The RH coupling rods and the smokebox number plate were temporarily painted red in December as a bit of fun, and is authentic as the loco did run like this in B.R days. It had not been painted in Middlesbrough colours as some football fans would like to believe!

If anyone is interested in helping to maintain the J27 please contact Richard Pearson on 01642 475080 or Fred Ramshaw on 01740 621301.

T2 No. 2238

In store in Deviation Shed

KI No. 62005

Before the K I was used for NYMR services between Christmas and New Year a couple of jobs were carried out the valves were reset, and there were several small air leaks into the smoke box, reducing the draw on the fire. We fixed the one around the snifting valve and the one round the base of the blast-pipe with another layer of concrete but those around the ring where the smokebox fits onto the boiler barrel will need caulking or welding.

The locomotive has now left the NYMR until March and is at Bury being prepared for a short season on the East Lancashire Railway. It has only done 1,750 miles since being out-shopped from the onetime Wilton Steam Repair Centre. (Why didn't we call it that when we were resident - they might have been impressed enough to let us stay!). The Committee was reluctant to let the engine go to the West Highland Extension with so little mileage covered, amongst several other reasons, but didn't want it to stand unused until the start of the NYMR main season.

The East Lancashire Railway is a relatively short and fairly easily graded railway, Ian Storey (44767), Kevin Gould (75014) and Roger Barker (60007) are all satisfied with the professionalism at Bury and it is near enough for us to visit. This will facilitate trips to maintain the locomotive, but more to the point, for all of us who have spent years in the overhaul, for social visits. Indeed Fred Ramshaw is organising one of his bus trips and has contacted Len Clarke for some favoured access arrangements.

We have hopefully cured the superheater ball joint blows and have replaced the other piston packing spring. All round good egg Roger Barker helped us replace the first one, you may remember. Richard Campbell supervised the valve setting between Christmas and New Year and the engine now sounds rather nice.

The most serious problem has been with washout plugs, some apparently new plugs, which have been found to be wrongly machined. All have been

removed, and replaced with a complete new set. We have already made a thorough investigation into how we got into this potentially dangerous situation, and have reviewed our practices, procedures, and record keeping as a result.

The electronic speedometer is going to be supplied from different batteries and new wiring is being installed by Gordon Wells. The electric lighting wiring is still to finish.

The East Lancashire Railway acceptance procedure involves a washout and full cold examination. We planned to do this ourselves, at Bury in February, for renewal of our boiler insurance. However, it made sense to combine the two examinations as well as getting Sam Foster and Brian Penney to carry out the first stage of the mainline certification process. The Group is obliged to keep a mainline approved locomotive, with suitable low route availability, on the NYMR because the railway part funded the certification of the J27 for Whitby running. Having the K1 approved as well, allows us to choose which loco goes where and still have one available at Grosmont. Main line certification is also required for the Steam on the Met event.

The K1 was scheduled to be in traffic on the East Lancashire Railway working public trains on 30th & 31st January, 7th, 27th & 28th February, as well as some private charters.

Planned future work on the locomotive includes the fitting of a two stage smokebox spark arresting system now required for working over Railtrack lines in the summer months. We also hope to fit an ash-pan sprinkler which didn't get done before we left Wilton. Similarly we intend to fit covers over the axlebox underkeep ends to prevent ingress of water. These will have to be fabricated and the type successfully fitted to the A2 will be copied.

Q7 No. 901

The loco is now in store in Deviation Shed.

The ten year boiler ticket expired on 16th December, and members may be wondering as to what the future holds for this National Collection loco. Below is reproduced a note regarding the loco which was published in the

Autumn 1998 issue of the *National Railway Museum Review*, the Journal of the Friends of the NRM.

"This locomotive is coming to the end of its operating period under the auspices of NELPG on the North Yorkshire Moors Railway. Various options for 901 's future are being considered, but the Museum is very keen that it should remain on the NYMR where it is in its element. "

J72 No. 69023

In store in Deviation Shed.

A2 No. 60532 Blue Peter

Sadly the A2 was not used as had been hoped in December or between Christmas and New Year. A problem persisted with a handful of weeping small tubes, and the front safety Valve required further attention. A steam test was carried out for the insurance company inspector on 21st January and the steam heating pipework to the front of the locomotive was fitted by Maurice Johnson under contract.

The A2 was finally expected to enter NYMR traffic on Saturday 13th February and work daily over the half term period up to 21st February. It has also been specifically requested by the NYMR to work services over the May bank holiday weekend of 1st, 2nd and 3rd May.

In between, the Committee has agreed to a request from the Great Central Railway for Blue Peter to be the 'prestige' locomotive at the GCR centenary celebrations commencing on 9th March. The locomotive would return on 6th April, immediately after Easter.

The A2 is confidently expected to return to the main line in June, though it is still not possible to specify a date. However, a pre-requisite is the fitting of a two stage smokebox spark arresting system to satisfy Railtrack requirements for all year round running on its metals, and a test run on the main line to test the equipment (see Railtour News).

CHANGES AT WILTON

Towards the end of 1998 it was announced by I.C.I that as part of its strategy to move away from the heavy industrial chemicals business the company has sold the infrastructure of the Wilton site to U.S. energy firm Enron, the company which operates the large gas fired power Teesside Power Plant at Wilton.

As from the 1st January Enron took over the utilities and services operations which supply steam, power, water and effluent treatment, transport, stores and laboratory services to I.C.I. and the various other companies on the Wilton site. Included in the sale were the Wilton rail system and our old home in No. 5 Depot.

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WORKING PARTIES

These take place every Sunday at Grosmont for work on the A2 and the J27. Contact Richard Pearson on 01642 475080, Clive Goult on 01642 473451 or Fred Ramshaw on 01740 621301.

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NELPG 1999 LOCOMOTIVE POLICY

The Committee, at its meeting on 16th December, agreed a locomotive policy for 1999. as follows:-

J27 No.65894

As in 1998 the locomotive will be available for use on the NYMR during the early and late season, and for any special runs to Whitby during those times. From the end of May through to the end of August the .127 is expected to visit the Keighley and Worth Valley Railway.

T2 No.2238

This is the next candidate for restoration to working order and it is hoped that a start can be made on the overhaul of this locomotive during the year.

K1 No.62005

The locomotive will be running on the East Lancashire Railway from mid January to mid March 1999, from where it will return to the NYMR for the start of the main season. Then in mid May it will go to London for two weekends of *Steam on the Met*, running between Harrow on the Hill, Watford and Amersham on 22nd, 23rd, 29th, 30th and 31st May. The locomotive will then return to Grosmont at the beginning of June for the summer season and, having been certificated for London Underground running, would also be available for running on the Esk Valley line.

A2 No.60532 Blue Peter

The NYMR has specifically requested the use of the A2 over the half term holiday from 13th to 21st February and for the gala weekend of 1st, 2nd and 3rd May, though hopefully the locomotive would be used at other times as well. However, the Great Central Railway has requested the A2 as the 'prestige' locomotive at its gala weekend on 20th and 21st March to celebrate the centenary of the original GCR. The locomotive is likely to stay at the GCR until Easter before returning to the NYMR.



62005 brings the 7 coach NELPG members' dining special effortlessly into Goathland station on 10th October 1998 (Colin Smith)



62005 again, storming up the I in 49 under the attractive iron bridge at Green End on 26th October 1998 (Colin Smith)



65894 heads a charter freight train at Moorgates on 6th November 1998 (John Hunt)



The Q6 stands in Deviation shed. Grosmont in April 1998 Will 1999 see a start on its overhaul? (David Warren)

In June the A2 is expected to make its long awaited return to the main line, as reported elsewhere in this issue.

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A SPECIAL TRIP FOR ICI by Gordon Wells

Earlier this the year, in the knowledge that we would be leaving Wilton site, it was decided to arrange a special surprise trip on the NYMR as a small thank you gesture to the staff from Wilton who were instrumental in the formation of the ICI/MSC partnership. The invitation list was to comprise members of the ICI staff who had made our success possible along with their wives and including volunteers from the Group who had a long involvement with Wilton. This occasion would also be a reunion for former workmates as most of the ICI staff are now retired.

The guest list for the Group comprised Maurice Burns, Bill Dobson, Terry Newman, Dave Pearson, Richard Pearson, Dave Whitfield and Gordon Wells.

From ICI: Ken Thompson (MSC Scheme Manager), Dave Bently (Mechanical Supervisor), John Maynard (Painting Supervisor), Ian Pearce (ex ICI Teesside Operations Training Manager), Brian Coldwell (ex ICI Site Services Manager), Alan Halfpenny (ex ICI Transport Manager), Norman Banning (ex ICI Public Relations Manager), Bill Perfitt (ICI Teesside Community Relations Manager) and Terry Bye (ICI First Line Manager, Rail Operations).

The trip was organised for Sunday 8th November using the Great Western Saloon hauled most appropriately by the K1. On the day we had a good turn out of guests but unfortunately Maurice Burns, Ken Thompson and John Maynard were unavailable. Bill Dobson also missed the trip but not through

any fault of his own. Bill, who was very involved in the early years at Wilton, has not been an active member for many years and had moved from Teesside to a village near Whitby. Having broken his arm in a riding accident he was unable to drive and asked if he could be picked up and taken to Grosmont

On the Sunday morning, entering the deserted village by the wrong road our driver (I admit it, it was me!) was unable to find Bill's house. Several locals were asked if they knew where Bill lived but no one seemed to know him, a chap with a beard who is a member of the local hunt. After looking for almost an hour, and with time pressing, the search had to be abandoned in order to get to Grosmont for departure time. — Sorry Bill.

The trip was a very pleasant run out and our guests were entertained to a very good buffet on the outward trip to Pickering with everyone commenting on the excellent soup.

At Pickering a small ceremony was held in which NELPG Vice Chairman Dave Whitfield presented to ICI the commemorative headboard which was carried on the A2 when it ran out of Kings Cross in May and also by the K I on the run to Pickering. It was jointly accepted by Brian Coldwell, the man who was actually responsible for allowing us into Wilton in 1984, and Bill Perfitt, the present ICI Community Relations Manager. Both gentlemen made unexpected impromptu speeches relating the relationship that developed between ICI and the Group and how much had been achieved.

Brian recalled that when he gave initial permission for a one off six month project he never expected it to last quite so long. He then mused that "But I suppose that one project can last for 14 years!"

Bill thanked the Group for the headboard which would be proudly displayed in the ICI Visitors Centre. He also said that they (ICI) had enjoyed working with the Group over the years and that there was a genuine sadness that due to internal changes in ICI our time at Wilton had to come to an end.

A surprise on the return journey was that special arrangements had been made to allow some of the guests the opportunity to travel on the footplate. This experience was enjoyed immensely by those who went onto the engine with Brian Coldwell gleefully commenting that at the age of 66 it was something he will never forget.

On returning home that evening, an apologetic phone call was made to Bill Dobson and the days events described. Laughingly Bill replied that he had shaved off his beard three years ago and did not have it when he moved to the village. No wonder no one fitted the description!

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LETTER

Please accept very many thanks from Sue and myself for organising this special run, complete with splendid lunch-time buffet. Perhaps you would pass our thanks on to all concerned with the event. We enjoyed the excellent soup, we were grateful that the rest of the meal was relatively spill proof, given the entertaining ride!

It really was a most pleasant and memorable day, although tinged with sadness that No. 5 Depot has at last closed its doors. As Brian Coldwell said on the platform at Pickering, we little imagined at the start in 1984 that you would achieve so much. Let us hope that you will overcome the loss of the Wilton facility, and that NELPG will continue to thrive and prosper. If the hard work and dedication shown by NELPG members counts for anything, then your future success should be guaranteed.

Our sincere thanks and best wishes for the future.

Yours sincerely
Ian & Sue Pearce

ANNUAL GENERAL MEETING

Notice is hereby given of the 1999 annual general meeting to be held in The Ladle, Ladgate Lane, Middlesbrough at 7.30 pm on Friday 14th May 1999.

Any nomination for election to the Committee at the 1999 AGM should reach the Secretary on or before 3rd April 1999. In accordance with the Articles of Association any Corporate member (i.e. not a junior member) of the Group may apply for Committee membership. Each nomination should be signed by the nominee and a proposer both of whom should be fully paid up NELPG members. The following details of the nominee should also be provided:-

1. Full name
2. Address
3. Date of birth
4. Any existing directorships
5. Vocation/profession
6. Brief CV of NELPG/railway involvement

The April issue of NELPG NEWS will contain details of any nominees.

From the Articles of Association the following clause covers details of nominations for Committee membership:-

40. No person other than a member of the Committee retiring by rotation shall be appointed or re-appointed at any General Meeting unless:

a) he/she is recommended by the Committee, or

b) not less than forty two nor more than seventy two days before the date appointed for the meeting, notice executed by a member qualified to vote at the meeting has been given to the Company of intention to propose that person for appointment or re-appointment stating the particulars which would, if he were so appointed or re-appointed, be required to be included in the Company register of directors together with the notice executed by that person of his willingness to be appointed or re-appointed.

The following Committee members are due to stand down in rotation this year; P. Hutchinson, P.J. Robinson and D. Whitfield.

SECRETARY'S REPORT by Dave Martin

In my last report I promised 'to keep you informed about Committee matters, discussions therein and decisions made. Well here goes! As far as the locomotives are concerned you will already have read of policy for the locomotives. The appearance of the K1 at Steam on the Met will provide a rare opportunity for our members living in London and the south to see and ride behind one of our locomotives without having to get up before dawn, travel over 250 miles and pay a small fortune! It will star alongside 9466, 31625 and 45110, thus ensuring representation of the 'Big Four'. With requests for the hire of each of our three operational locomotives, it is nice to be popular. With the Great Central Railway wanting the A2 as a prestige locomotive for its GCR centenary celebrations, and three different railways requesting the J27, though we opted for the Keighley and Worth Valley Railway. After spending part of last summer at Embsay it looks as though the J27 has a liking for holidaying in the West Riding.

Turning to other Committee matters, Dave Whitfield has decided to relinquish some of his positions on the Committee, namely Press and Publicity Officer and Chairman of the Locomotive Sub-Committee. I shall advise you of replacements for these two posts in due course. Dave remains on the Committee as Vice Chairman. May I take this opportunity of thanking him for his efforts in those other two posts over the years.

Regrettably we still have not found suitable alternative premises for Wilton as a Teesside base for overhauling our locomotives. If any member has a viable suggestion or useful contacts, we are all ears!

One member has offered the use of his new high-tech equipment - when it is installed and working! - for NELPG to go on the Internet. Watch this space! We are already looking at a new information leaflet for Deviation shed, so we have at least started out on the better information trail.

Hopefully we shall have moved forward on many of these items by the time the next edition of the NEWS is published - but you will not receive it unless you have renewed your subscription. Please don't forget!

NEWS FROM THE LINE

An announcement was made on 2nd December that the Heritage Lottery Fund had made an award of £312,000 towards restoration work to be carried out on Pickering Station. The scope of work includes major structural repairs to the fabric of the buildings, walls and platforms. The total cost of this proposed work is expected to be £416,000 but does not, at present, include the reinstatement of the original overall station roof.

As part of the restoration, windows and doors are to be returned to their original condition and repairs are to be carried out to the shop and tea room, including raising the floors to platform level. The roof of the station buildings is to receive attention and improved access is to be provided for visitors.

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RAILTOUR REPORT

Members will no doubt have read in the national railway press of the sad demise of steam railtour operator Days Out. Whilst the good news is that thanks to the business acumen of Colin Hatton, the Group is not owed any money by Days Out, the bad news is that there is now no booked work for the A2. However, there is a strong possibility that there will be work in the summer and autumn periods, and it is hoped to reach agreement in the not too distant future. As soon as details are available they will be included in the NEWS.

A pre requisite to summer running is a loaded main line test of the spark arresting equipment. Urgent moves are being made to agree such a run, part of which must take place in the hours of darkness, and is likely to occur after Easter. To offset the cost of the run, passengers would be allowed to travel on this train. Whilst full details should appear in the April NEWS this is likely to

be quite close to the date of the run. If members or friends are interested in such a run they should send a SAE to NELPG Ltd (Railtour), 57 Millview Drive, Tynemouth, Tyne and Wear, NE30 2QD.

The NYMR hope to run a further six special trains to Whitby during 1999 and has requested that either the J27 or KI be made available for these runs either as train engine or standby. The first of these trains is proposed for Sunday 21st March, with one evening train in the months of May, June, July and August, and another Sunday train in October or November.

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MEMBERSHIP RENEWALS

Members are reminded that if they have not yet renewed their membership, this is the last issue of the NEWS. If members have renewed and did not enclose a stamped, addressed envelope; their membership card is included with this issue of the NEWS.

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MUTUAL IMPROVEMENT CLASSES

Born of a desire to keep the traditional Wilton evening working party participants together, a series of mutual improvement classes - MICs - have been organised. These are held in the Middlesbrough Municipal golf club, commencing at 7.30 p.m. Forthcoming MICs are as follows:-

Tuesday 9th February - **BOILERS** by Andy Harper, the NYMR boilersmith

Tuesday 9th March - **BOILER MANAGEMENT** by Keith Gays, the NYMR Chief Loco Inspector.

In addition it is hoped to organise a bus trip to the East Lancs Railway on Sunday 28th February to ride behind the K 1 during the February gala weekend, and visit the ELR works at Bury.

For further details of the MICs or the trip to Bury, please contact Fred Ramshaw on 01740 621301.

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A BOOK WITH A DIFFERENCE

The Northumberland Central Railway by N.D. Mackichan.

The Northumberland Central Railway would have linked Rothbury and Wooler but why was it such an abject flop? What became of the plans for all but 13 miles of the line which were built? Why were there no locomotives or rolling stock? No one may ever know, but in this 184 page paperback, the author examines a saga with many twists and turns, and suggests one possible solution that might have met the aspirations of all concerned.

Unusually this fascinating book has been privately published by the author, in aid of the Catherine Mackichan Bursary Trust, set up in memory of his daughter who tragically died of malignant melanoma at the age of 22. All proceeds from the sale of the book go to the Trust.

Copies cost £7.95, plus £1 for postage and packing, from George Skipper Photography, Greenwell Road, Alnwick, Northumberland, NE66 1HN or

N.D. Mackichan, Aros, Whittingham, Alnwick, Northumberland, NE66 4RF.
Cheques should be made out to :- The Catherine Mackichan Trust

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CHRISTMAS MEETING

Thanks are due to member Geoff Mileham for his contribution of railwayana to the auction at the Christmas meeting. It helped towards a successful and highly enjoyable evening. Some of the items that were not sold were donated to the shed shop at Grosmont, the profit from which goes towards loco shed improvements, another very good cause.

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FORTHCOMING EVENTS

Tuesday 9th February 1999 **MIC ON BOILERS** by Andy Harper*

Friday 12th February 1999 **THE DENVER AND RIO GRANDE - DID IT EVER DIE?** An illustrated talk by Ted Parker and Chris Davies.

Tuesday 9th March 1999 **MIC ON BOILER MANAGEMENT** by Keith Gays*

Friday 12th March 1999 **EAST GERMAN STEAM.** A slide show by Ray Anthony.

Friday 9th April 1999 **VISITING LOCOMOTIVES ON THE N.Y.M.R.**
-PART 2 - a film shove by Paul Wilson.

Friday 14th May 1999 **ANNUAL GENERAL MEETING**

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

* MICs are held in the Municipal Golf Club, Ladgate Lane, Middlesbrough,
commencing at 7.30 pm.

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COVER PICTURES

Front: 60532 Blue Peter stands in steam outside Grosmont running shed in
readiness for the successful insurance company inspection on 21st January.

Back (top): 65894 passes Goathland's down outer home signal with a pick-up
freight on 6th November 1998.

Back (bottom): 62005 in unusual company on 20th January; flanked by Crab
2-6-0 42765 and BR 2-6-4T 80136, the KI stands outside the ELR loco shed
at Bury (all John Hunt).

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