

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



**NO.194**

**DEC. 1999**

## EDITORIAL

It is with deep regret that I must advise members of the untimely death of our president Geoff Drury, who passed away on 18th October. An appreciation of his life appears elsewhere in this issue. In hindsight it was fitting that two days previously Geoff, together with his eldest son Rupert, at the Group's invitation had visited the NYMR on the occasion of the members' luncheon special and the LNER gala, and both had ridden the footplates of 62005 heading the special and 65894 on the freight train. Geoff was his usual busy self, but took the opportunity to talk to many members - the last I saw of him, attired in footplate overalls and grease top hat, was about to dash up to Grosmont shed to see Clive Goult about some parts for his miniature locomotives, yet another of his passions. He undoubtedly enjoyed the occasion and I am sure he was impressed by the Group's achievements.

The previous weekend of 9th and 10th October was also an auspicious one for the NELPG, with all three of its operational locomotives in action on prestige trains. The A2 was putting up another proficient performance between Carlisle, Ais Gill and Crewe on the Saturday (no doubt much to Geoff's satisfaction!), whilst on the NYMR the J27 was in action hauling the GWR Inspection saloon with members of the Newcastle University Railway Society on board celebrating their first reunion after thirty one years! The NURS was instrumental in the saving of the J27 by raising hundreds of pounds through public film shows and the sale of steam booklets, towards the £1,400 purchase price of 65894 - somewhat belatedly it was an appropriate thank you.

The following day, the K 1 worked the Captain Cook Pullman between Middlesborough and Whitby, a joint enterprise between the NYMR and Northern Spirit. As expected, 62005 performed admirably and Martin Lloyd was on the footplate as the K1 stormed imperiously through Gypsy Lane! Not surprising, therefore, that he reports enthusiastically on the K1 in the locomotive report!

It was, therefore, most appropriate that we were able to 'do Geoff proud' on 16th October, since one of Geoff Drury's lasting legacies was his belief and generosity in donating the K1 to the NELPG and enabling us to operate the A2.

## **LOCOMOTIVE REPORT by Richard Pearson, Martin Lloyd & Paul Hutchinson**

### **J27 No. 65894**

The locomotive complete its last day in service on the KWVR on 19th September; 65894's 'summer holiday' had totalled 28 days in traffic and 1,340 miles. On 22nd September it was towed to Ingrow yard where engine and tender were split. The low loaders arrived the next day and the J27 was back at New Bridge yard on 24th September. A working party that weekend connected the engine and tender and completed a few other smaller jobs.

On Tuesday 28th September the locomotive was steamed and, after turning on the Pickering turntable, returned to Grosmont. On arrival it was immediately put into traffic as it was required to double head No.29 on the 16.50 departure as far as Goathland since the train comprised seven coaches beyond the limit of 29 on its own. This was believed to be the first time this combination of locomotives had double headed on the NYMR since the Royal train on 1st May 1973 when the NYMR was formally reopened.

The locomotive not only took part in the three gala weekends in October but was also used on some weekday service trains; in fact on three days the NYMR service was worked by 65894 and 62005. The J27's final working was on the Sunday of Wartime weekend when it worked the Levisham - Pickering shuttle, but on its return to Grosmont a broken driving springs was discovered.

The locomotive is now withdrawn for the winter to enable a programme of repairs to be carried out; the main work involves an axlebox overhaul. The centre set of driving wheels have been showing signs of excessive side to side wear. whilst this has been monitored over the last two years it has now come to the point where the wheels will have to be removed in order to repair the axleboxes. They were not overhauled at Wilton and last received attention at the Stephenson Museum at Middle Engine Lane, North Tyneside in 1992, since when the locomotive has seen seven years service.

It was hoped to use the Group's shear legs as we did to lift the Q7 but it is thought that they will not lift high enough to allow the middle wheelset to be removed. It is therefore planned to use the NYMR's two steam cranes some time in November to lift the engine to allow all the wheelsets to be rolled out. The engine will then be temporarily resting on packing, while all six axleboxes receive remedial attention. Many other jobs will be tackled, including an overdue piston and valve examination. The locomotive has run 13,500 miles since leaving Wilton three years ago.

### **T2 No. 2238**

Whilst the positions of the Q6 and Q7 inside Deviation shed have yet to be swapped, the Q6 axles have been ultrasonically tested and found to be free of defects.

### **K1 No. 62005**

This gutsy little loco has just proved what a fine machine it really is.

The first steam hauled passenger train right through from Middlesbrough to Whitby for over 35 years was the excuse for the K1 to show what it is made of. There have been other steam hauled trains over parts of the route and there have been light engine movements to and from the rail network and the NYMR but Sunday 10<sup>th</sup> October saw the first loaded train ascending the I in 44 of Nunthorpe bank. The "Captain Cook Pullman" was a joint venture between the NYMR and Northern Spirit (as the local railway company now calls itself), with the K1 hired from the NELPG. The loco was specifically requested because of its range i.e. coal and water carrying capacity opposite the NYMR's standard 4 tank and because of its 5P6F classification. The latter was thought advisable because of the need to bring the 8 coach train to a virtual stand at Gypsy Lane automatic barrier crossing with its approach controlled signal. In the event the train only consisted of the 4 car Pullman set and three Mk 1 carriages because the train had not been fully sold out. Its a shame because the new Captain Cook Shopping Centre had opened in Middlesbrough only two days earlier and it might have been a good publicity link.

The trip was the loco's first real mainline outing since receiving its full certificate. This long process began way back when the 94-98 overhaul was carried out to the standards of MT276. Then in March of this year the light engine proving run was arranged to coincide with the loco's run back from the East Lancs Railway. The loaded test run and spark arrestor trial were carried out between Neasden and Amersham whilst the loco was on the Met in May and the speedo final approval was carried out only last month on the NYMR.

Preparations for the Middlesbrough Whitby run involved changing a loco spring which had had a broken leaf for most of this season. We overhauled the graduable steam brake valve - by borrowing most of the bits from the Q6. This sounds like piracy but the K1 valve had a badly scored exhaust seat which could not be fettled in situ and proved impossible to remove with the tools that we and the NYMR had available, without risking permanent damage. So knowing that the Q6 valve would be stripped and overhauled in the not too distant future, we borrowed it. You are now all witnesses to this act and can hold us to task later if we forget where the valve came from!

The injectors have proved troublesome throughout the season largely because we have not been able to find the correct water-cord for the seal at the top of the combining/delivery cone assembly. We have been using steam packing which works for a few days and then starts to disintegrate. We have tried the two new sets of cones and one of the original sets which were working before the loco went into Wilton for overhaul - without any joy. We followed advice from the NYMR and fitted rubber 'O' rings instead of water-cord and had no trouble during the steam test before the Whitby trip nor on the day. If this proves to be a more permanent cure, we will have to standardise the size of the groove on the three sets of cones (they are different of course) and will then get 'O' rings made of the correct size and material.

We finally got round to replacing the flexible oil pipes which deliver oil from the mechanical lubricator to the driving wheel axle-boxes. The rubber ones were starting to decay and a failure on the road could have been catastrophic.

The longest saga involved changing the engine brake-blocks. We believed that we could go down to 1" thickness (according to our Locomotive Maintenance Policy) but it transpired that MT276 stipulates a minimum of 35mm. We had ordered a large number of brake-blocks from a foundry in the

Midlands and hoped we could last out until they arrived. When those on the K1 were condemned we hadn't received the new BR2 blocks. We managed to borrow a set from the Darlington Railway Preservation Society but they had to be drilled out. Just as we got started, six new blocks arrived from the foundry so we started to fit those, but they were not deep enough to fit the hangers, so back to the DRPS blocks we went. We spent a whole day lugging blocks from vans, car boots to barrows to engine to racks and back again.

But it was all worthwhile, as we hope those who witnessed the climb into Nunthorpe Station will testify. What a cracking little engine?

### **Q7 No. 901**

Although the axlebox repair on the Q7 was reported in the last issue, members may be interested in the detailed findings.

On examination of the RH axlebox, the white metal had melted and run from the bearing and cast itself in the underkeep around the metal frame of the oil pad. All that was left of the pad were a few pieces of black ash! The axle journal was also scored and thanks go to Eric Nott who spent two days hand filing and polishing the journal to an acceptable finish. The axle has previously been ultrasonically tested and was found to be clear of any defects. The LH axlebox was also examined and whilst the bearing was found to be in good condition, the pad was in very poor condition. Following repair of the RH axleboxes, both were refitted with brand new oil pads.

After examination of the axleboxes and their oil supply, it was concluded that the RH axlebox ran hot because of the failure of the underkeep oil pad. It is not possible to examine or change this type of oil pad without removing the wheelsets and dismantling the axleboxes; this was last done at the during the locomotive's major overhaul.

### **J72 No. 69023**

In store in Deviation Shed.

## **A2 No. 60532 Blue Peter**

Following a driving and bogie wheel repaint and one or two minor items of repair, the A2 left the NYMR on the evening of Friday 17th September and travelled with Ian Storey's support coach overnight to Crewe. The locomotive had originally been scheduled to work a York - Crewe train via Copy Pit for Past Time on Saturday 18th September but this had been cancelled some weeks previously. The trip to Crewe was uneventful and ran to time.

The following week 60532 worked a Crewe - Carlisle charter via the S&C for Pathfinders, but turned out to be a 'bad day in the office' for the A2! A fast but otherwise uneventful run from Crewe to Blackburn was followed by a total failure of the AWS such that the system had to be isolated in order to proceed further. Then the centre, rear cylinder drain cock started blowing through, and the exhaust injector started playing up when working on exhaust steam. None of the above prevented a good climb to Ais Gill with arrival at Garsdale on time. Unfortunately in view of the temporary speed restrictions onwards to Carlisle it was impossible to keep time thereafter, arrival being twenty minutes late.

Due to recent vandalism at Upperby, the A2 was stabled instead at Wapping Sidings next to Carlisle power box just south of the station where, the following day, Paul Hutchinson and Fred Ramshaw went to investigate the problems encountered with the locomotive the day before. The blowing drain cock was found to be due to broken valve rings from the rear valve head. The one intact ring was tested to destruction and found to be rather soft for use as valve ring material. All rings on the rear head were therefore replaced and the valve refitted within four hours of removal. The problem with the AWS was traced to a faulty relay box (Ian Storey has kindly lent the Group the relay box off 44767 until the one on the A2 is repaired), and the temperamental exhaust injector was found to be due to a problem with the exhaust steam port. This was repaired during the preparation day for the next railtour on 9th October.

This was a Carlisle - Crewe charter for Steamy Affairs and from a locomotive performance point of view was extremely satisfactory. The climb to Ais Gill in pouring rain with 13 coaches was superb with no hint of slipping and no injector problems. In the latter part of the tour passengers were treated to a very fast run down the WCML into Crewe. Following turning at Basford Hall

after a short delay the locomotive was watered in Platform 12 at Crewe station. Two of the support crew had been dropped off to prepare the hydrant and hoses in readiness but before the A2 could return 35005 Canadian Pacific arrived and much to the surprise of its support crew, they were able to water straight away! The A2 and support coach then ran to the East Lancs Railway, arriving at 01.00 on the Sunday morning. There were no booked repairs of any significance from the day's operation.

Now based at Bury until the end of March 2000, the A2 is presently scheduled to operate public passenger trains on 30th/31st October, 29th/30th January and 11th/12th March. However, other dates might be arranged and these will be advised in the NEWS when available.

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## **WORKING PARTIES**

These take place every Sunday at Grosmont for work on the K1, Q6 and the J27. Contact Richard Pearson on 01642 475080, Clive Goult on 01642 473451 or Fred Ramshaw on 01740 621301.

If you feel that you want to help but are not sure if or how you can, please contact one of the above. We can find a job for anyone, whatever their skill level, from cleaning and painting, to fitting, welding or machining. Everyone can help, so why not come along and help out, join in the fun, and find out the latest news. Your reward will be job satisfaction, the knowledge of making a valuable contribution to the well being of the Group's locomotives, increased know how about how a steam locomotive works or, perhaps, a ride on the footplate.

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## **GEOFF DRURY - AN APPRECIATION**

Geoff Drury, who died aged 69 on 18th October had been a staunch supporter of the NELPG and a generous benefactor since the early 1970s. This was reflected in his appointment as a Vice President and, in May of this year, President of the Group in succession to the late Bill Harvey.

He was born on 13th September 1930 at Newbury in Berkshire, where he was educated, going on to Southampton University. Here he became an officer cadet, and went on to RAF Cranwell, where he gained his commission. He was highly revered as a 'natural' and accomplished pilot on Meteor jets and rose to the rank of Acting Squadron Leader.

The Macmillan years saw cuts in the RAF and the prospect of 'piloting' a desk did not appeal to Geoff. He left the RAF and joined the stock market to 'see how it works!' He quickly learnt and dabbled in the 'markets' quite successfully for the rest of his life. He then joined IBM (the 'Illy Bitty Machine Company' as he called it!) as a 'whiz kid' in computer development and was responsible for installing the first computer system for Thomas Cooks in London. In doing so, working through the night, he observed the rich and famous at a nearby function and vowed to become self employed and make his own fortune.

He set up his own company, Derwent Electronics, making computers in York. He worked with Yorkshire Television where he was credited with developing the 'cross fade' picture technique. He was a hard worker and would turn up early at the office at 7 am each morning, read the financial times and sort out his stocks and shares before getting down to the real business of the day. One day he arrived to find two engineers from BR Derby on the doorstep desperate for a solution to help keep the new HSTs on the track. As a result he developed a system of track recording, known as the Neptune system. This was subsequently developed by Plasser and Theurer, allegedly after his patent was illegally sold by BR, much to his lasting regret. Not surprisingly, he was scathingly critical of BR management at the time which gave rise to many a tale in subsequent years, many of them unprintable!

His abiding interest in things technical extended to steam locomotives and in the early 1960s he was to join a very exclusive club of individuals owning steam locomotives running on BR lines, such as Pat Whitehouse, Alan Pegler and Viscount Garnock. Originally he wished to buy A 1 pacific 60145 St Mungo but it needed attention to poor firebox stays, so he turned his attention to A4 pacific 60024 Kingfisher, but this, too, needed boiler work. So he opted instead for his first acquisition, which was A4 pacific 60019 Bittern bought straight out of BR service in 1966, and initially kept at York North motive power depot (now the main hall of the NRM) for occasional operation on BR lines. He also purchased A2 pacific 60532 Blue Peter in 1968 (for £4,000!) but was also involved with others, notably Brian Hollingsworth, in the purchase of A4 pacific 60007 Sir Nigel Gresley, K4 2-6-0 3442 The Great Marquess, K1 2-6-0 62005, and Black Five 4-6-0s 44767 and 45428. It is alleged that he didn't really want the locomotives but his company Derwent Electronics was owed money by BR and he refused to pay for the engines until he received settlement from BR!

The K1 had been acquired to provide a replacement boiler for the K4 but in 1972 it was decided that the K4's boiler could be repaired and the K1 was generously donated to the NELPG by the owning consortium of Geoff Drury, Brian Hollingsworth, Viscount Garnock and George Nissan.

60532 and 60019 were to lead a 'Cinderella' existence in the 1970s and '80s, the A2 seeing initial restoration at Doncaster in 1970 and subsequent use at various steam centres such as Dinting, Tyseley and Didcot, whilst the A4 saw some main line use in the early 1970s. Geoff's disenchantment with BR and the main line scene saw no effort to restore either locomotive to main line condition at a time when steam on the main was burgeoning. Stored at Dinting for many years the two locomotives became the subject of an historic agreement between Geoff and the NELPG in 1986, with the Group being loaned the locomotives and undertaking to fully overhaul the A2 for use on the main line. Its much awaited return to steam came in December 1991, with its first main line excursion since the late 1960s, early in 1992. With no prospect of NELPG restoring Bittern, it was cosmetically restored as 2509 Silver Link in conjunction with the fiftieth anniversary of Mallard's 126 mph speed record in July 1988, and was, of course, subsequently sold by Geoff to Dr. Tony Marchington.

Thirteen years ago, following a massive heart attack, Geoff retired and turned his attention to miniature locomotives and machinery at his Ripon home. He still played an active role in the fortunes of his locomotives, particularly Blue Peter. However the Durham disaster almost led to Geoff withdrawing the A2 from the main line but he relented, though the legacy of the catastrophe was the insistence on prior familiarisation of drivers rostered to handle the locomotive when used on the main line and Britain's private steam railways. He was a frequent traveller behind Blue Peter on the main line and he was greatly appreciative of the efforts of the volunteers who kept the A2 - and steam in general - running though, typically of the man, he would not openly admit it. In addition to his support for the Group, he was a Vice President of the NYMR and latterly advisor to the A1 Locomotive Project at Darlington. Two years ago the family moved to Earle near Wooler in Northumberland, a time which his wife Jill describes as the happiest of his life.

Geoff Drury was a man of great enthusiasm, vision, perseverance, and strength of character. He was fair but forthright in his views, and certainly did not suffer fools gladly. He could be extremely exasperating at times but his company was always likely to be lively. The world - and the steam preservation world in particular - will be a duller and quieter place without him.

Geoff Drury leaves a widow, Jill, two daughters by his first marriage, and two sons and a daughter by his second, all accomplished musicians. His eldest son Rupert has also perpetuated his father's passion for steam locomotives whilst the younger son Ben has inherited Geoff's interest for aeroplanes.

The funeral was held at St Michael's and All Angels, Ilderton near Wooler, on 22nd October. A memorial service is to be held at the A1 Locomotive Works at Darlington at 2.30 pm on Saturday 4th December to which all are welcome.

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## **MEMBERS' LUNCHEON SPECIAL**

This operated successfully with a total of 93 members and guests on board. 62005, fresh from its success on the Captain Cook Pullman, headed the train, and was in the most capable hands of Driver Terry Newman and Fireman Ian Pearson.

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## **SECRETARY'S REPORT by Dave Martin**

Most of my reports for NELPG NEWS are routine affairs. this time round, however, things are very different and, sadly, mostly for all the wrong reasons. News of the sudden and untimely death of our President Geoff Drury would have come as a shock to most of our membership. John Hunt has penned an obituary elsewhere in this issue but I would like to add a few words of my own.

I had only known Geoff from the time he offered Blue Peter and Bittern to the NELPG on long term loan. In his inimitable style he introduced the subject by saying "*How would you like to play with 250 tons of scrap metal?*"! Although he was certainly eccentric at times, Geoff was a fine mechanical and electrical engineer. He was also wonderful company with a host of stories from his working days dealing with BR but which I couldn't possibly put into print!

Geoff had joined Joan and myself on the NELPG diner on 16th October for a chat and to learn the latest gossip and news before he had a footplate ride on the K1 . I know he was very pleased to hear that his beloved 'Albatross' - the name he always called Blue Peter - had again performed superbly on its latest trips over the Settle and Carlisle line.

This was only two days before Geoff's untimely death. The NELPG will forever be in his debt for the generous gift of the K1 in 1972 and the more recent and equally generous loan of Bittern and Blue Peter. He will be sadly missed.

Moving back to events earlier in the month. For those of us living over 200 miles away the Paddington train crash was shocking news indeed. For anybody directly or indirectly involved it must have been devastating. At our October meeting, members observed a minute's silence for those who died, or were bereaved or sustained injuries in the accident. We have all been led to believe that today's trains are the safest form of travel, so what went wrong? No doubt answers will be forthcoming as a result of the public enquiry that was immediately called for by John Prescott. The outcome will almost certainly result in recommendations for improved safety, and may well have implications for the operation of steam locomotives on the main line.

Back to matters more specific to the NELPG, since the last NEWS our locomotives have performed splendidly. Blue Peter has surpassed itself on trips between Crewe and Carlisle - one out and one back - with some high speed running on the WCML between Crewe and Preston. The A2 is now resident on the ELR until the end of March 2000.

The K1 hauled the NYMR Captain Cook dining train along the Esk Valley line on 10th October. Passengers were only carried from Middlesbrough to Whitby and return and empty stock movements from Grosmont to Middlesbrough in the morning and back in the evening seemed such a waste. I am sure several hundred pounds extra could have been raised by selling tickets on these trains.

The J27 has been earning its keep on the NYMR after its successful season on the KWVR. It was good to see it heading a decent length freight train on the Moors line on the same day as our dining train.

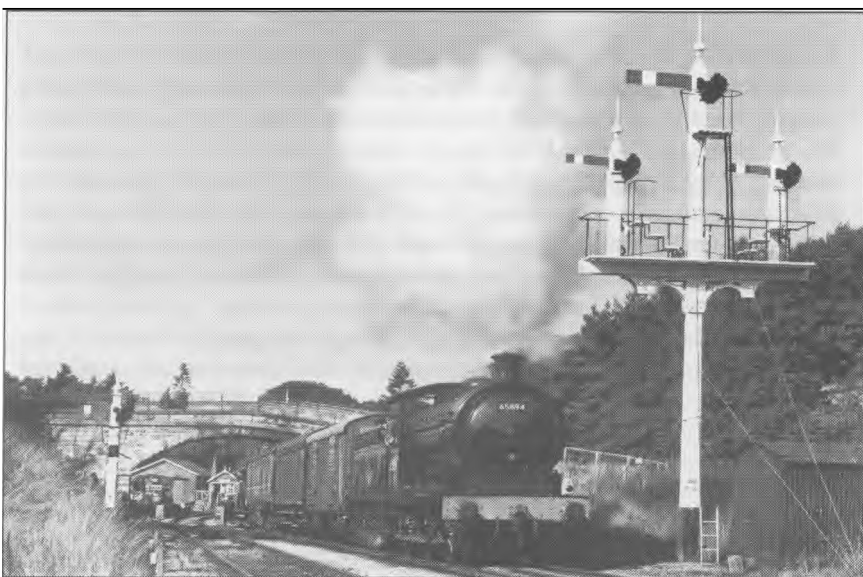
The Committee is set to discuss the NELPG locomotive policy for the year 2000 at its next meeting. we have already received requests for all three of our steamable locomotives for events or longer spells of use next year. Our conclusions will be reported in the December edition of NELPG NEWS.

It seems fitting that I have to finish my report on a downbeat note. Despite reports in various magazines that we have come to an agreement with the A1 group at Darlington to overhaul the Q6 in its works, the very opposite is true. We have been advised that the spare space in the building it is not now available to the Group. Consequently we are continuing to look elsewhere for a suitable site to work on the Q6. Once again I would appeal to the membership to let me know of any potential sites where we could overhaul our locomotives. The site need not have rail access but should be under cover and be secure, with electricity and water supplied. A pit and/or overhead crane would be a bonus but not essential. We would prefer a location in the Teesside and Darlington area, but possible sites further afield would be considered.

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## **BLUE PETER ON THE MAIN LINE - PART ONE**

Steam hauled railtours over Beattock and Shap in any direction are rare beasts and tours originating north of the border even rarer, so this was a 'not to be missed' event. Unfortunately, not enough fellow enthusiasts shared my sentiments and the train was very poorly supported. I had made my way up to Linlithgow the previous day and waited on Linlithgow station early on Saturday 10th July for 'Blue Peter' and her train to arrive from the S.R.P.S's branch at Bo'ness. I don't think too many people were surprised to hear that 60532's arrival at Linlithgow had been delayed but they were amused by the reason. Apparently the Millerhill Trainman had been taken to Bo'ness by taxi and yes, the taxi driver had got lost. Sadly, the increased incidence of such farcical happenings is just one of the wonderful benefits of rail privatisation. The train finally turned up almost half an hour late, boarded its passengers and left Linlithgow almost 28 minutes late for the run into Edinburgh Waverley. But first we were to be treated to one of those incidents that make you shake your head and wonder just what the hell is happening. Had we been on time, we were booked into Linlithgow Loop to allow service trains to pass. That's fair enough. It was also understandable that when we left



65894 pulls away from Goathland with a parcels train on 2nd October 1999 ( Colin Smith)



An unusual view of 60532 Blue Peter at Garsdale whilst the coal is being trimmed on 25th September 1999. In the distance is Dandry Mire viaduct and to the right where the Hawes branch diverged (Colin Smith)



62005 between Lealholme and Danby with the empty stock of the Captain Cook Pullman en route to Middlesbrough on 10th October 1999 (John Hunt)



60532 Blue Peter takes water at Bury Bolton Street on 26th October 1999 during its first day of service on the East Lancs Railway (John Hunt)



Linlithgow, despite being out of our path, we were still turned into the loop; the Glasgow to Edinburgh line is, after all, a very busy route. But what wasn't understandable was that the signal at the end of the loop beckoned us straight out onto the main line without stopping. The Fast Line had been in use immediately before our passage and so was, presumably, available. So why turn us into the loop? This manoeuvre probably only cost us about 2 minutes in running so it didn't have a major impact but it just irritates and calls into question the competence of those who perpetrate such things.

As my seat was on the wrong side for the mileposts, I didn't begin to time in detail until we left the Waverley but did note that we were badly checked around Winchburgh Junction and again approaching Haymarket. These two checks were sandwiched either side of a maximum of 55 and the 17 miles 3 chains from Linlithgow to our stop in platform 11 at the Waverley took 31 minutes 58 seconds. Despite this, thanks to missing out the pathing stop in Linlithgow Loop, our lateness had come down to 15 minutes and it was further reduced by cutting the generous 9 minutes allowed at Edinburgh to 5¼. However, if the time allowed in the Waverley had been on the liberal side, the same cannot be said for the 7 minutes allowed for the 3¼ miles from there to our water stop in the Niddrie area. This section actually occupied a little over 13 minutes, increasing our deficit to 17¼ minutes, but the watering was done commendably quickly and we were away again in less than 22 minutes, now only 1 minute late. Our route now was to take us round the Edinburgh 'Sub' to Craiglockhart and, although progress was slow, it did bring back many happy memories of the S.R.P.S's Santa Specials in the good old days, often accompanied by weather beautifully described by that wonderful Scottish word 'dreich'. Today the Scottish skies were bright and as we ran slowly round Craiglockhart Loop towards Slateford Junction, so were the prospects for some good running. But we were made to wait a little while longer, for we were brought to a stand by what must have been the 06.20 GNER train from Doncaster to Glasgow Central running about 10 minutes late. We finally got the road, passing Slateford Junction 7¼ minutes late and running slowly over the Water of Leith Viaduct before 60532 was opened up and the railtour could at last, begin in earnest.

60532 was faced with over 15 miles of continuous climbing to Cobbinshaw Summit but made light of her 10 coach load. By milepost 95, after 4 miles of 1/102/143 she was purring along at 56 m.p.h. and fell back only to 53½ on the 2¼ miles of 1/134 that follows. When she reached the foot of the 5 miles

of 1/100 that begin around Milepost 88¾, speed was 51m.p.h. and, after the first half mile at this gradient, it had fallen back to 50½. But 'Blue Peter' must now have been opened out for she began to accelerate and, over the next 3 miles of 1/100, worked her train back up to 54 m.p.h. by Milepost 85. Over the remaining 1½ miles of 1/100 she fell back slightly to complete a superb climb at a minimum of 52. Between Mileposts 89 and 83½ her effort called for an average e.d.h.p. of around 2,000 with the peak effort coming during the acceleration between Mileposts 88¾ and 85 where it rose to 2,160. On the falling gradients towards Carstairs, 60532 ran very easily, her maximum being 76 at the foot of the 1/180 before Auchengray. As 'Blue Peter' curved onto the West Coast Main Line at Carstairs South she was just a little over a minute early and was soon digging in again accelerating from 50 to 60 mph up the 2 miles of 1/150 to Leggatfoot. In the dip before Thankerton she was cruising at 75 and this enabled her to rush the 13 mile 1/100 climb that follows at a minimum of 69. 60532 was allowed to reach another maximum of 76 down the 1/194 before Lamington but was then eased in readiness for leaving the Fast Line and running into Abington Loop where she was booked to take water, a stop she reached 7 minutes ahead of schedule.

We restarted from Abingdon Loop 13 minutes late and 'Blue Peter' put on a `tour de force', reaching a mile a minute within 4 adverse miles and sprinting up to 71 m.p.h. at the foot of the final 2 miles of 1/99 that leads to Beattock Summit. With an average e.d.h.p. of around 2,090, these were dismissed, that's the only word for it, at a minimum of 62 and we were soon accelerating down the steep southern side of Beattock with speed being controlled by braking. So liberal was the schedule south of Beattock that, despite a t.s.r. which forced a reduction to 36 at Beattock South and speed being maintained around the 60 to 65 m.p.h. mark, it was impossible not to gain fistfuls of time. By Lockerbie we were 4½ minutes to the good and this had increased to 9 minutes at Gretna Junction. Eventually we arrived in platform 1 at Carlisle 21 minutes ahead of schedule. We had taken a massive 22¼ minutes, or over 26% out of the schedule since Abington despite the best efforts of the footplate crew to while away time south of Beattock Summit. This simply reinforces the need for realistic scheduling of steam charters by people who know what they are doing.

Our early arrival in Carlisle meant that we had a break of more than 1½ hours before resuming our journey south. 60532 made its way to Upperby for

servicing and watering while the stock was removed to the sidings adjacent to Platform 1. Both stock and locomotive were returned to the station in good time and we began the assault on Shap just a little over 1½ minutes late. And what a brilliant climb we made. With Paul Kane at the regulator and Steve Chipperfield on the shovel we fairly stormed away from Carlisle. The 1/131 climb to Wreay was topped at 53½ m.p.h. and within a couple of miles of the gradient easing to 1/184, we crossed the mile a minute mark. It was fairly obvious that 60532 was being driven only as hard as she needed to be to remain around the 60 m.p.h. mark and we continued up the long 1/228 past Southwaite with speed held in the low 60s. The level section past Plumpton saw a maximum of 68 and we curved through Penrith station at 63 m.p.h. in the fastest time so far in preservation, 21 minutes and 9 seconds for all but 18 miles. This took almost 5 minutes out of our allowance but, more significantly, bettered the 23 minute 1959 allowance for the 260 ton 'Caledonian' with a load about 40% heavier. But before we get too carried away and in fairness to the 'Duchesses', it should be pointed out that 'Duchess of Abercorn's time from Carlisle to passing Penrith on her famous test run on 26th February 1939 with a gross trailing load of 610 tons was only 41 seconds slower.

Returning to 60532's effort, she met the long 1/125 which begins at Milepost 48½ at 64½ m.p.h. and speed was allowed to slowly decay until, passing Milepost 47¼, it had dropped to 58. But now a little extra effort went in and the fall was at first arrested and then reversed with speed gradually beginning to creep up against the gradient. By Milepost 45 we were back to 60 m.p.h. and went on to top the 1/125 at 62½. The short level stretch past Shap station saw us doing 64½ and there was every prospect that we would pass the summit sign with speed nearer 70 than 60 m.p.h. However, that 'Achilles Heel' of steam, the uncooperative injector decided to throw a spanner into the works and 'Blue Peter' had to be eased significantly as a result. Speed dwindled quickly and we dropped to 47 at the top of the brief 1/130 before finally passing the summit at 52 m.p.h. Despite the easing over the final couple of miles, we had still passed the summit in the fastest time yet by a steam locomotive in preservation, 35 minutes and 7 seconds from Carlisle to Milepost 37¼, and had beaten the 1959 'Caledonian' schedule by almost 4 minutes. The table of average e.d.h.p.'s makes interesting reading:-

<u>Section</u>	<u>Average e.d.h.p.</u>
Mileposts 68 to 62	1,970
Mileposts 62 to 55	1,400
Mileposts 55 to 48½	990
Mileposts 48½ to 41½	1,990
Mileposts 41½ to 39½	1,830
Mileposts 39½ to 37¼	530

Given that 'Blue Peter' has proved herself well capable of reaching figures of 2,500 and above at the drawbar, these figures show that this superb climb had been achieved without approaching anything near her limits. Her best work was being done in the acceleration against the 1/125 gradient between mileposts 47¼ and 41½ but even this only called for a figure of 2,175. There is considerably more to come from this very powerful machine.

Once over the summit, the remainder of the running to Carnforth was simply a matter of controlling the speed by use of the brakes to keep it within the locomotive's 75m.p.h. limit. Between Mileposts 36 and 11, 25 miles were covered at a pleasant average of 69.2 m.p.h. before speed was allowed to fall more rapidly with the approach of Carnforth. We arrived for our water stop in No. 2 Goods Loop over 11½ minutes early, having taken 13 minutes out of the rather generous 80 minutes allowed from Carlisle. We stood at Carnforth for almost an hour despite watering being completed very quickly. Unfortunately when we did get under way again, 2 minutes early, we were immediately behind one of the 2 car sets of 4 wheeled travelling skips which form some local services in this neck of the woods. Quite rightly, Paul Kane decided that there was little point in hurrying only to be checked by adverse signals from this abomination and so we ran extremely carefully for the first few miles. Even so we couldn't avoid being checked to 18 m.p.h. on the approach to Morecambe South Junction. We must have made a fine sight as we accelerated through Lancaster station with speed in the mid 50s which allowed us to top the awkward, curving mile of 1/98 that followed at 47. By Oubeck we had crossed the mile a minute mark and went on to average a comfortable 65.0 m.p.h. between Mileposts 17 and 4 with a maximum of just over 67. A quiet run into Preston brought the steam leg of this tour to an end in platform 6 where we stopped a comfortable 23 minutes early.

60532 and her support coach were quickly detached and ran to Lostock Hall Junction to turn before returning through the station and running back to Carnforth where they would remain overnight. A Class 47 was attached at the north end of the train, but before it could leave, I was on my way home, pushed by 87034 on the 17.20 Preston to Euston. It had been another enormously impressive display by 60532 which had taken 49½ minutes out of the 229 minutes running time allowed between Slateford Junction and Carnforth. And this without, as the figures prove, needing to be pushed. Proof yet again, if any were needed, that steam is worth of greater trust from the powers that be. I travelled throughout in the rear vehicle of the train.

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## **STEAM ON THE MET (AND JUBILEE) '99 by Fred Ivey**

A decade on from the first *Steam on the Met* in 1989, steam trains again operated on the northern end of the Metropolitan Line over the last two weekends in May, and the Spring Bank Holiday Monday.

This was the ninth year that the event had been held, it not being staged in 1991 or 1997. Following on from the success of previous years, it again proved to be very popular, with large numbers of people thronging the stations between Amersham and Watford.

The first weekend again coincided with the Rickmansworth Canal Festival at Batchworth Lock, a free heritage bus service providing a link between there and Rickmansworth station. On the three days 29 to 31 May there was a rolling stock display at Rickmansworth south sidings. Types represented were 'A' and 'C' stocks, 1973 Tube Stock and 1996 Tube Stock together with the latter's 1962 Tube Stock Pilot unit. The 1973 Tube Stock units (168+145) had only returned to Ruislip depot from refurbishment at Bombardier Prorail, Horbury, on Thursday 27 May 1999.

On Fridays 21 May and 28 May 1999, steam hauled School Specials ran between Harrow-on-the-Hill and Amersham, as did also an evening Staff and Friends train on 21 May. Test running from Neasden depot to Amersham and Watford took place from about 20.00 on Thursday 20 May 1999.

A departure from the usual arrangements was a Jubilee Line Steam Staff Special (with labels on the carriage windows proclaiming 'STEAM ON THE JUBILEE'). It operated on the evening of Friday 28 May and started at Neasden, running to Stanmore, returning to Finchley Road (Met) and back to Neasden to set down, finally running empty to Wembley Park platform No.1, and reversing back to Neasden depot via the flyunder.

The popular feature of two steam trains 'parallel running' between Harrow-on-the-Hill and Moor Park on the morning outward runs was resumed, following a break in 1998, because of a weight restriction then in force on the northbound local line at Pinner.

A total of five steam locomotives were hired, four for operating the trains, and the other (0-4-4T METROPOLITAN No.1) for exhibition at Rickmansworth in the short bay platform on the southbound side. It was transferred each week, from and back to Ruislip depot, together with a brake van, between two battery locomotives. It will be recalled that back in 1989, it was one of the two working steam locomotives that year.

The four operating steam locomotives represented designs from each of the four pre-BR railway companies, although two of the examples were actually built under BR auspices.

The largest was former LMS 'Black Five' 45110, a Starrier 4-6-0 built in 1935 as No.5110. Renumbered 45110 by British Railways, and presented as such, it now also has the addition of "RAF BIGGIN HILL" nameplates, put on after preservation.

L&NER designed, but built by BR in 1949, K1 62005 of 2-6-0 (Mogul) wheel arrangement, is normally to be found working on the North Yorkshire Moors Railway.

From the Mid Hants Railway in Hampshire (the Watercress Line) came a former Southern Railway 2-6-0 (Mogul) of class U built in 1929, now liveried as British Railways 31625.

Finally, a star of previous *Steam on the Met* occasions, Pannier 0-6-OT 9466, was presented in green GWR livery.

The locomotives carried headboards proclaiming "STEAM ON THE MET 1989-1999". As in previous years, two five-coach trains were provided, each being provided with either electric locomotive No.12 'SARAH SIDDON'S', or the class 20 diesel 20 227 at the south end.

Following the departure each morning from Neasden depot of a locomotive and support coach (train 103) to Amersham, the two trains (101 and 102) ran empty to Harrow-on-the-Hill platforms 3 and 1, whereupon after taking the first passengers of the day, they departed together for the parallel run to Moor Park. During the run the trains pulled ahead of each other, then dropping back, so that passengers on each could have a view of the other accelerating past. On reaching Watford South Junction, train 102 went on straight to Amersham (platform No.1) whilst 101 followed to Rickmansworth, where it reversed to Watford platform No.2.

On Saturdays and Bank Holiday Monday there were nine departures from Amersham to Watford between 10.44 and 16.45, followed by two to Harrow-on-the-Hill at 17.32 (101) and 18.13 (102), whilst from Watford to Amersham were ten departures between 10.51 and 17.36.

On Sundays there were ten departures from Amersham to Watford starting at 10.24, with a final train to Harrow-on-the-Hill at 18.13 (102).

From Watford, the first at 10.12, ten trains departed at hourly or half-hourly intervals, with a final train to Harrow-on-the-Hill (via Rickmansworth) at 17.48. This year, passengers had to leave the Neasden-bound trains at Harrow-on-the-Hill rather than Wembley Park, because of the crowds present there, following a series of football matches at Wembley Stadium.

Four of the five locomotives were delivered by road to Ruislip depot. The exception was the U mogul 31625 which, having been passed for main line running, worked up in steam, hauling its green support coach S21252, arriving at West Ruislip in the early afternoon of Monday 17 May 1999. Again with its support coach, 31625 moved to Neasden depot two days later.

Thursday 20 May was a day of great activity, there being two steam hauled stock trains from Ruislip depot to Neasden depot, both running via Ruislip siding and Rayners Lane.

During the morning double-headed 9466 and 62005 took an assortment of coaches, vans, a brake van and 20 227, where at Neasden they were deposited alongside the steam shed, where of course, the locomotives went

inside. During the afternoon, 45110 took over a rake of stock, tailed by *SARAH SIDDONS*.

The locomotives and the coaches were then formed up for the test trains to Amersham and Watford, also a locomotive and support coach to Amersham, timed to leave Neasden depot at 19.42 (train 101 — locomotive and coach), 102 at 20.29 to Amersham, and 103 to Watford via Rickmansworth at 20.32, the three being due back at Neasden depot at 22.21 (102), 23.14 (103) and 23.44 (101). Your writer did not observe these test runs, having to be elsewhere that evening.

The following day, Friday 21 May, saw the first of the School Specials leaving empty from Neasden depot at 11.28 to pick up school parties for a trip to Amersham and back, leaving Harrow-on-the-Hill platform No.1 at 11.55. This was a long train, hauled by 45110, and tailed by *SARAH SIDDONS*. Working hard through platform No.1 at Wembley Park, the powerful exhaust from the locomotive's chimney dislodged a metal lighting cable cover affixed to the footbridge midway along the platform. The piece of metal was first tossed into the air, then dropped down on to the track bridging three conductor rails, with full visual and audible effect!! Whilst the steam train carried on as if nothing had happened, a brief delay was caused to the passenger train service whilst the object was removed. 45110 also worked a Staff and Friends Special in the evening.

Saturday 22 May saw all four steam locomotives in use, 9466 being double headed with 45110 at least at the beginning of the day. During the day, 62005 suffered a cylinder problem and was seen returning to Neasden in the evening, making ominous clanking sounds. It was not out on the following day, but a full steam service was maintained, it being very prudent to have the extra locomotive.

Friday 28 May was the occasion of a further Schools Special and worked by the U Mogul, tailed by 20 227. The school parties were from and to Amersham. Initially the train was empty to Amersham, where after picking up, it ran to Harrow-on-the-Hill platform No.2. Here the U was detached, the train being shunted to platform No.1 by the class 20, after which the Mogul made a similar move to join its train.

That evening it was the turn of the Jubilee Line to run a steam special, but as a private charter. Leaving Neasden depot from the south end, the four coach train made its way to Neasden platform No.3 (southbound Jubilee Line), where passengers boarded. No.9466, running bunker first, then hauled the



train to Stanmore platform No.2 with electric locomotive No.12 at the south end.

After a break of about 45 minutes, during which time refreshments were served from the tables on the platform, the train, now hauled by 'Sarah' and tailed by 9466, made its way over the Jubilee Line to West Hampstead and into the Metropolitan Line southbound platform at Finchley Road. It was then again the turn of the Pannier to lead, which then hauled the train up the bank to Kilburn, the resulting exhaust from the locomotive being heard from Finchley Road for most of the distance. Detrainment at Neasden was followed by an empty run to Wembley Park platform No.1 (after crossing to the Metropolitan Line north of Neasden), whereupon the 'electric' end of the train took over to go into Neasden depot.

Saturday 29 May saw the K1 back in service, following repairs at Neasden during the week. Pannier 9466 continued to work double-heading with other locomotives over the three days. Saturday was sunny and warm for most of the day, but as evening approached, so did the thunder clouds, the last trains running through a thunderstorm, which produced some spectacular lightning in the Amersham and Chesham areas. Whilst on Sunday it was dry in Central London, it was not so in the Chilterns. During the afternoon there was torrential rain, which caused the train floors to become very wet as a result of people boarding from the saturated platforms.

The final day was dry, however, although cloudy and mild. The first movement of the day was 45110 with support coach to Amersham. Train 102 followed headed by 62005 and 9466, whilst train 101 had 31625 at the helm. Your writer was on 102 and witnessed the exciting spectacle of the U Mogul accelerating past several times during the parallel run from Harrow.

The final train of *Steam on the Met '99* was train 102 at 18.13 from Amersham to Harrow-on-the-Hill and thence empty to Neasden depot, and was also headed by 9466 and 62005.

Later that evening, two trains returned to Ruislip depot, the first a five-coach formation, hauled by 45110, whilst the second was the assortment of vehicles mentioned earlier, headed by the K1 and Pannier.

The U Mogul together with coach ran back to Ruislip depot during the following morning. Thursday 3 June 1999 saw its return home to the Watercress Line, but this time hauled along with its support coach and two

others by class 33 diesel electric locomotive D6593. The other locomotives left in the way they had arrived — on road vehicles.

*Steam on the Met* is over for another year, but one can look back on what is said to have been the most successful yet.

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## **STEAM ON THE MET — AN INSIDE STORY by Peter Maynard**

Unless you're an LUL insider, Underground depots are places of mystery. What goes on? What's inside the sheds, what's round the back, out of view from passing trains? *Steam on the Met 99* allowed me not only to enter the hallowed walls of Ruislip and Neasden, but also to work in certain designated areas, authorisation for the latter being granted after detailed safety briefings and the direst warnings about stepping on a juice rail.

So what *does* reside in Ruislip? Saturday 15 May found me in the company of the usual assortment of 1992 stock and various special 'finds'. Like the preserved 1960 stock unit, the track recording train, a Metropolitan Railway brake van, the LT Museum's veteran electric sleet locomotive of Central London origin, and Met electric loco No.12 *Sarah Siddons*. Sharing Ruislip's airy shed with *Sarah* were two rakes of ex-BR coaches, a couple of covered vans and no less than three steam locomotives — GWR pannier tank No.9466, LMS 'Black Five' No.45110 and LNER `K1' 2-6-0 No.62005. Lastly, there was preserved English Electric diesel No.20 227, but those who regularly travel past Ruislip will recognise that as a long-term resident.

I had come as a member of the NELPG to help prepare the `K 1', which had arrived by road during the previous week, for its forays on the Met. A brisk afternoon's work saw it re-united with its tender and a few minor jobs and checks carried out. We left it in the tender care of Roger Paddison — officially Fleet Engineer, Heritage Vehicles but otherwise LUL steam supremo and

SotM mastermind — to finish fitting the Westinghouse brake and associated pipework.

Wednesday 19 May saw a posse of NELPG volunteers — true veterans of many a loco overhaul and main line railtour — descend on Ruislip. Preparation began in earnest: more checks and adjustments, the start of a thorough clean and a warming fire lit in readiness for serious steam raising the following day. By now the original three locos had been joined by Southern Railway class 'U' 4-6-0 No.31625, which left for Neasden in the early afternoon.

If you had sped past Ruislip depot the Thursday morning you would have glimpsed three engines in steam, sparkling in the sun and ready to head over to Neasden with an assortment of stock. Our '1(1' and the pannier were off first, paired tender-to-bunker, with two covered wagons, a brake van, four coaches and, bringing up the rear, 20 227 to provide air for braking. We eased round the back of the depot to Ruislip siding and then, after waiting for a suitable gap between regular services, we were on our way. Running had to be brisk to keep clear of the other traffic. Slowing to a crawl at most of the stations to clear the approach-controlled starting signals, the locos blasted eagerly away again, to the surprise and pleasure of passengers expecting merely the arrival of A or 1973 stock. At Rayners Lane we ran smartly through and accelerated round the curve to West Harrow, down through the diveunder and into Harrow-on-the-Hill, rolling through platform 5 to join the fast road down to Wembley Park and Neasden depot.

Time then for coaling, watering, more cleaning and repair of a minor steam leak in readiness for the evening test run to Amersham. Some of the NELPG footplate crew used the afternoon to ride in the cab of some service trains to 'learn the road' to Watford and Amersham. The test run was to satisfy LUL that the engines were fit for SotM and to practice the parallel running between Harrow and Moor Park. But it was also an opportunity to see whether the spark arrestors fitted to 62005 and 9466 met the Railtrack standard for summer running, and Brian Penney of vehicle acceptance body Halcrow Transmark rode on the '1(1' with an eagle eye on both chimneys.

With 62005 leading, we left Harrow on the fast, neck-and-neck with the Southern class 'IF on the local, each train taking it in turns to sprint ahead before easing off to let the other catch up and overtake. Parting company with the 'U' at Moor Park, 62005 and 9466 slowed through Rickmansworth and

charged the bank to Amersham, slowing only for a speed restriction (for steam locos only) over the bridge at the south end of Chalfont station. The run back, arriving at Neasden at about 23.30, was uneventful and the spark arrester trial deemed a success for both locos.

All set, then, for the first day of public running. 'K I' in fine fettle. But on that first Saturday, disaster! Untoward noises in the 'K I's' right-hand cylinder and motion signalled a loose piston head and a worn connecting rod bearing. Not terminal defects, but inconvenient when you're booked to run trains and all the tools you need and the engineering suppliers you normally deal with are 250 miles away in the north-east of England. But the NELPG lads are nothing if not resourceful. On the Sunday, 62005 joined the line of A stock units undergoing overhaul inside the depot. With tools borrowed from a contractor at Neasden and the *Flying Scotsman* gang at over at Southall, the motion was soon dismantled.

By mid-week a new bush for the connecting rod and the re-machined piston head were southbound on the A1 with the NELPG volunteers. Reassembly was complete by Thursday evening, when the fire was lit again in readiness for a test run to Amersham — with support coach only — after lunch on Friday. Fingernails were chewed. How would the 'K1' perform? Like a dream, as it happened. The only hitch was a delay getting back to Neasden because of a points failure at Wembley Park. The remainder of Friday: cleaning, coaling and watering. Saturday morning 06.00: a final clean, oil round and check over, and build up the fire ready for departure at 08.45.

The running over the Bank Holiday weekend was faultless, 62005 in easy mastery of her trains. The real excitement, of course, was the climb, largely at 1 in 105, from Rickmansworth to Amersham, which all the loco crews and their machines attacked with relish, reaching speeds in the mid-to late-forties, and simply thundering through Chorleywood. But the stretch from the Watford triangle through Croxley is on a rising gradient too, and the sound of the 'K1' and the pannier tank (with which it was paired all day on the Monday) blasting through the deep cutting and through the platforms was awesome.

The final Amersham-Harrow run, drawing Steam on the Met 99 to a close, involved some lively running and an especially smart getaway from Moor Park, with 9466 and 62005 on full regulator, furiously whipping their train up

to speed on the southbound fast. After leaving Harrow, amid a flurry of whistle crows, passengers and onlookers melting into the evening, it just remained to take the stock back to Ruislip and to dispose of the engines in readiness for return to their home bases — in the 'K1's' case the NYMR.

Judging by the packed trains, Steam on the Met 99 was a commercial success. It was a success for NELPG too. The mechanical failures? Well these things happen from time to time steam locos might be rugged but they can still go wrong. The main concern was not to let down LUL and its customers. So the lads pulled out all the stops and just got on with fixing things — and what they don't know about the engines in their care you could write on the back of a postage stamp. The long hours of toil and the travelling were more than compensated by the opportunity to crew their engine hauling heavy trains on a *real* railway at speeds of 50 mph or so. That even made up for having to rough it overnight in a coach parked in a siding!

On a personal note, it was a hugely enjoyable experience. Now, my Ruislip 'A' pass is valid until 2001. If anyone wants me for another SotM, I'm definitely available.

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## **NELPG NEWS**

Ironically this is a bumper issue of the news with part 2 of Blue Peter on the Main Line by and a story of the Group's shear legs by Maurice Burns having to be held over to the next issue. However, this disguises the fact that over the last few years it has been increasingly difficult to provide any real 'meat' for each issue of the NEWS. The Committee have given this considerable thought and is proposing that the periodicity of the NEWS be reduced from six issues a year to four. However, this would be compensated by each issue being expanded in the number of pages, completely redesigned and possibly including colour pictures. Any such changes are unlikely to be introduced until the new year, so the December issue will continue in the

present format. If any members have any comments on the proposed changes, please let the Editor or Secretary know your views.

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## **FORTHCOMING EVENTS**

Friday 12th November 1999 - **NELPG LOCOMOTIVES' RECENT TRAVELS** - a slide show by David Warren.

Friday 10th December 1999 - **NELPG STEAMS INTO THE MILLENNIUM** - a look back on 34 years of achievement and a look to the future. A slide show by John Hunt.

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

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## **COVER PICTURES**

Front: 62005 leaves Whitby with the Captain Cook Pullman on 10th October 1999 (John Hunt)

Back (top): 65894 heads over Mytholmes viaduct between Oakworth and Haworth on 8th August 1999 (John Hunt)

Back (bottom): With the transporter bridge over the River Tees in the background, 62005 leaves Middlesbrough on 10th October (John Hunt)

