

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



NO 72

AUGUST 1979

# NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP



Member of the Association of Railway  
Preservation Societies.  
Registered Charity No: 261122

N.E.L.P.G. News No. 72 August 1979

The North Eastern Locomotive Preservation Group exists to foster interest in, and to preserve examples of, steam railway locomotives, rolling stock and other items of railway interest connected with the North East of England.

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## SUB-COMMITTEES

Locomotive: N. Bill, M.S. Burns, I.L. Storey, J. Whitbread, P. Wigglesworth, A. Ramsey,  
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Sales: J.R.P. Hunt, R. Brown, J. Lavender, D. Pennock, G.S. Newall.

Shed: M.S. Burns, D. Hanson, P.E. Smith, J. Whitbread.

## NELPG LOCOMOTIVES

NER Class P3 0-6-0 No. 2392 (ER Class J27 No. 65894) built 1923 bought 1967

NER Class T2 0-8-0 No. 2238 (ER Class Q6 No. 63395) built 1918 bought 1968

LNER Class K1 2-6-0 No. 2005 (ER Class K1 No. 62005) built 1949 donated 1972

## ASSOCIATED ENGINES

NER Class T3 0-8-0 No. 901 (ER Class Q7 No. 63460) - on loan from the N.R.M.

NCB (ex. LNER) 0-6-2T No. 5 (RS 3377/07) - owned by Mr. & Mrs. R. Jones.

NCB (ex. LNER) 0-6-2T No. 29 (K 4263/04) - owned by the Lambton 29 Syndicate.

LNER Class 5 4-6-0 No. 4767 'George Stephenson' (ER 44767) - owned by I.L. Storey.

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Dear Member,

We are at make or break point on the storage shed this month, so we are asking as many people as possible to come along and help. What we would like is for you to come and put in one day per month. Progress has been good so far, but if the shed is to be largely complete for the coming winter we need to at least maintain the current rate of work, if not improve it, during the busy summer period.

We have already received a number of bookings for the "Moorlander Diner", but we do urge anyone who intends to come, but who has not yet returned the booking form, to do so as soon as possible as we have to give sufficient notice to the NYMR catering staff. It will cause problems if we have any requests received after 15th September, so make sure you send your order NOW.

This month's NELPG NEWS is the first edition in which we have tried to broaden the scope of the magazine. The Editor has not been inundated with potential articles as yet, so why not dust your typewriters down, sharpen your pencils etc, and produce some articles which you think will be of interest to your fellow members?

#### LOCO NEWS

MAURICE BURNS.

##### K1 2005

2005 was hastily prepared for traffic for Sunday July 8th due to difficulties currently being experienced with the G.N. tank No. 1247 when hauling six coaches; the problem was nothing to do with the fitness of 1247, but a batch of very poor coal. The K1 with its larger fire grate area was able to manage without problems.

Attention has subsequently been necessary to the lubrication to the cylinders and rear driving axleboxes. As mentioned in an accompanying article on the future running of 2005, graphite lubrication sticks have been fitted to the rear driving wheel flanges to reduce wear when running tender first.

The NYMR peak season starts on July 29th, when two locos will be required every day of the week (except Saturdays). The K1's contribution will be to work the weeks commencing August 5th and 19th

##### T2 2238

All repairs are now completed and the loco should be in traffic (with fingers crossed) on the weeks commencing August 12th and 26th. Resetting of the piston valves, which was postponed from last years maintenance programme will now be carried out in the main repair shed pit when the space currently occupied by 80135 becomes available, sometime in the Autumn.

(Note: I have been asked to point out that the NELPG Diner special will have steam heating and piped music supplied by 2238! - Ed.)

#### 4767 "GEORGE STEPHENSON"

Work continues on preparing the boiler for retubing and the following hydraulic test. The new swaged ends for the flue tubes are shortly to be collected from Bridgenorth on the Severn Valley Railway.

97 63460

A request has been sent to the NYMR General Manager to move the loco to Grosmont by October, that is, before the Grosmont-Goathland track is lifted for resleepering.

#### STORAGE SHED PROGRESS

MARICE BURNS

The sides of the shed were virtually clad by June 17th though a good deal of tidying up still has to be done. Cosmetic treatment has been applied to the wall facing the railway and the public. This involved fitting clips round the windows, fitting window sills, and a general tighten-up all round, followed by cleaning up the sheets and painting with grey bitumastic paint, this giving a vastly improved appearance. The side facing the embankment will be tidied up when time allows. A team of fifteen volunteers from Eaglescliffe Comprehensive School put in a good day's work under the whip-cracking eye of Derek Hanson on July 8th, helping considerably with this painting work.

Scaffolding in the form of a 10ft x 10ft x 14ft high tower, kindly loaned free of charge by Grayston Scaffolding Ltd, arrived on the site on June 22nd. This was soon erected and fitting the roof cladding commenced. Perhaps the hardest part of the construction, the roof cladding has, thanks to the 14ft high tower, not proved as difficult as had been expected, though it is time consuming. Six bays were fitted with two rows of cladding when it was found that some 150 sheets, far more than we had expected, were virtually scrap. Fortunately, we have been able to negotiate the purchase of second-hand, good quality replacements at a price of 60 pence each, with the old sheets in part exchange, from a firm demolishing a large BSC works at Stockton.

An unexpected bonus over the weekend of July 22/23rd was the arrival of a party of 22 Severn Valley Railway volunteers who had come on a busman's 'holiday' to the NYMR. Under the direction of Andy Scott, our member from High Wycombe, also in the area the same weekend, these SVR volunteers laid out 100 sleepers for the shed sidings, and a further 100 sleepers and 140 feet of rail inside the shed. A word of thanks is certainly due (when are they coming again!) for this excellent example of inter-society cooperation.

Further work on the sidings is hopefully to be carried out by the NYMR's Permanent Way Department, but before this can proceed the headshunt must be extended by 200 feet. At the suggestion of NEPLG and Les Barwick, the NYMR P.Way Supervisor, a special sleeper collecting train was being organised for Saturday evening, August 4th. Once these sleepers have been delivered, work will commence on the extension and the laying in of the first two points.

Roof cladding, which in the interests of safety must be completed during the finer weather before the end of September, is hopefully to progress weekly on both Saturdays and Sundays. However, to achieve satisfactory progress it is critical that we know how many volunteers we can expect each



weekend if the minimum of a four man workforce is to be maintained. We hope our volunteers will forgive the writer for perpetually asking the question "When are you coming again?" because this is vital for future planning.

As the next month and a half is a holiday period and is the peak season on the NYMR, we are going to be hard pressed to keep to our programme and our minimum of a four man team each day.

WE THEREFORE ASK EVERY MEMBER TO TRY TO PUT IN AT LEAST ONE DAY PER MONTH ON THE SHED PROJECT SO THAT WE CAN ACHIEVE OUR GOAL OF HAVING ALL OF OUR ENGINES UNDER COVER BY THE AUTUMN..... Its all up to you!

Please telephone Maurice Burns on Eaglescliffe 780794 or Paul Smith on Stockton 558762 to let them know when you can attend.

#### NEW STORES VAN

Members may recall the unfortunate accident last year, in which the Group's ex Great Central Railway van was involved in a collision and severely damaged. It was covered by the NYMR insurance, but when examined by the insurance company inspectors it was written off as being beyond economical repair, due to the underframe being badly bent. With the full cooperation of the NYMR General Manager, a replacement was searched for, the financial limits being the total costs of replacement of the old van plus the cost of damage to the contents. It was also desirable to find something locally in order to keep transport costs to a minimum.

After many months of searching, ideally looking for something LNER, a suitable van was located at York. A long wheelbase, four wheel van, with a carrying capacity of 10½ tons, it was ideal. Its only fault(!) was that it was built by the Great Western Railway. Do I hear cries of horror! The NELPG Committee didn't take the matter lightly, but the fact that the van was of right proportions and ideal for spares, which are in need of proper storage, led us to make enquiries.

The van soon became available for disposal (surprise surprise!) and after much discussion with BR Derby a price of £405 was agreed, and transport of the van from York to Grosmont cost £45. In the settlement with the insurance company the old van became the property of the NYMR and is likely to be used for stores purposes at Pickering.

The history of the 'new' van is not fully known except that it was a G.W.R. Fruit van No. W112835, and was withdrawn from traffic in about 1968. It was put into BR (Eastern Region) Departmental stock as No. 042432 and was used for 10 years at Thirsk by the Signal & Telegraph Dept as a store.

Several other examples of this type of van are preserved on the Severn Valley Railway and the National Railway Museum to name but two.

Its condition is basically good, and since its arrival on the NYMR members Ian and John Goodwill have taken this van on as a special project. So far they have replaced several roof planks, removed the old roofing felt, and fitted new felt throughout. The inside has been painted with white emulsion paint and a start made on fitting shelving. When the shelving is

is finished and the storage shed work is complete we will transfer all our spares into the new van. Looking further ahead, the van will eventually be restored externally.....but to what livery? Could this be the start of a long debate.....hundreds of letters to the Editor?

Certain members on the committee (who have southern origins) suggest the original G.W.R. livery, of which full details are known, whilst others would prefer to see it in LNER livery, as if it had been transferred from one company to another, which has happened .

If any member has any strong views either way, please write to the Editor!

#### FUTURE RUNNING OF 2005.

MAURICE BURNS.

As hinted in the last NELG News, there are one or two problems ahead in the long term running of 2005. The immediate problem is the condition of two tender axles, which are undercut on the axle end thrust faces. BR have asked that these be replaced before 2005 can venture out onto railtour duties again. The longer term problem is the driving wheel tyres. These we had hoped to have turned-down at Thornaby (at a cost of £550) when 2005 returned home from Newcastle after the last railtour, but on closer examination by BR it was found that the tyres had already been turned down to their minimum size. At present, the tyre condition is such that it could run on BR.

How are we to overcome these difficulties, you might ask? Taking the immediate problem of the two tender axles first, we have been in contact with BR regarding steam loco tenders (a K1 tender at Darlington and a V2 tender at Teesyard) but we are told that all old tenders may be converted into snowploughs in future years, hence BR are not releasing them at present. The only other areas of hope are the Thompson B1 Society, based at Loughborough who do have two surplus wheelsets, ex Barry, but both have scrap tyres. Finally, the National Railway Museum have two spares, but these are in store, possibly as spares for "Green Arrow". We are in contact with both organizations so there is hope that one permutation will work out. In the meantime 2005 can still run on the NYMR where speeds are limited to 25 mph

Looking at the longer term problem of the driving wheel tyres, we are left in the dilemma of whether we should run 2005 on the NYMR, or keep its last few thousand miles for BR trips. Most of the wear is on the rear driving wheels, and is caused by tender-first running on the tight curves of the NYMR. Whether the NYMR have sufficient rail lubricators (these lubricate the wheel flanges and stop squealing) in particular at the Grosmont end of the line, is open to question, and this point has now been raised with the General Manager in the interest of all locos and stock.

As will be appreciated, the likely revenue earned per mile of running will be critical in the next few years if 2005 is to remain a working engine. Railtours on BR with all chimney-first running will mean that the tyres will last longer than on the NYMR, and the recent railtour profits, with sales and raffle have, taken together, shown that the revenue earned per mile of running is five times greater on BR than on the NYMR.

Few societies have had new tyres fitted to engines. The SVR have had new tyres fitted to two GWR tanks, and "Scots Guardsman" had new tyres fitted on one tender axle. The nearest comparison to 2005 is "Lydham Manor", currently being overhauled on the Dart Valley Railway. The 4-6-0 had all its driving and pony wheels retired recently, and it is thanks to the DVR and the SVR that we now know the only place in Britain where rolled steel is manufactured is at BSC Rotherham. This type of work is very expensive, and prices today would be around £6,000 for 2005. The tyres for the GWR tanks took nine months to fit, and for "Lydham Manor" six months. We are currently trying to obtain an estimate from BSC.

The policy your committee has adopted is a compromise. We must honour our agreements with the NYMR, so we shall continue to run the engine on Enthusiast Days, special trains which have requested the K1, but perhaps reducing the peak season use in future years. We shall try to obtain two replacement wheelsets for the tender as rapidly as is possible, in order that 2005 can continue running on BR and, hopefully, go a long way to raising the money required for new tyres on the driving wheels.

It is anticipated that expenditure on other items such as the boiler will be quite small, because new flue tubes are on order and superheater element tube is already in stock. The money for these items, over £2,000, has been raised by profits from previous railtours, this money being invested in materials while the prices of steel are relatively low.

We hope all members will approve of the policies adopted by your committee, which will be in the long-term interest of keeping 2005 a working engine

#### SALES REPORT

JOHN HUNT

In the wake of the heavy expenditure incurred in the publication of the second edition of "North Eastern Revival", it is pleasing to report encouraging sales since publication day in early April; to date almost 1,700 copies have been sold. Copies are still available from the sales officer price £1.45 inclusive of postage and packing.

Other sales income has been dominated by "The North Eastern" railtour which grossed a staggering £525, nearly £300 more than the corresponding figure for the October 1978 "Moorlander" railtour. The Easter weekend on the NYMR realised £63, the 'May Day' bank holiday weekend £82, and the spring bank holiday weekend £66. The viewing gallery sales stall should be manned over the August bank holiday weekend - 25th - 27th August inclusive - and the NYMR Autumn steam gala on 13th and 14th October. On both occasions volunteers are welcome to assist in manning the sales stall. Contact John Hunt for details.

The new 1979/80 sales list will be sent out with the October 'NELFC NEWS', and will include details of three 1980 calendars, new hard-back books, badges and photographs

As a member of NELPG for less than a year, I am almost certainly unaware of any future plans of the Group. Furthermore, whilst I hope to attend working parties at Grosmont in the near future, I cannot claim to have contributed to date. Therefore this article is partly an enquiry on my part to see if my own ideas coincide with those of other members.

First of all, I must say that I feel all NER/LNER enthusiasts owe a great debt to NELPG's successful efforts to rescue from the breakers' yards two NER locomotives and restore these to working order both these locomotives and the K1. Like other members of the Group I look forward with considerable enthusiasm to seeing the Q7 take to the rails again. However, in this case I hope to do more than await the completion of restoration.

I am a member of the NYMR and was pleased to read of the recent intention to restore all the stations on the line to their original NER livery. This will help to restore some of the NER flavour of the railway, which has suffered considerable dilution in recent years. Unfortunately, as far as locomotives are concerned, it looks as though this dilution will inevitably continue. I have in mind the intention to introduce further Western diesels and now possibly the purchase from Barry of a Southern Pacific. The attitude which seems to be evolving is that as historically appropriate locomotives are not available at Barry it is better to purchase inappropriate locomotives for restoration rather than nothing. The statement that "historically appropriate locomotives are not available at Barry" is of course true, but it did prompt me to consider what possibilities exist for increasing the fleet of NER or LNER and constituent companies on the NYMR. After all, the NYMR is the only preserved railway to significantly feature the NER, and only a few other railways feature LNER companies to any extent. The only source of NER and other pre-grouping LNER locomotives is, of course, the National Railway Museum. Fortunately there are a number of locomotives in the National Collection which would be historically suitable for use on the NYMR. Apart from the Q7, has any consideration been given to the restoration of any of these to working order for use on the NYMR?

There are a number of advantages in restoration of National Collection locomotives. In particular:-

- (i) Purchase costs are avoided.
- (ii) The locomotives are shedded locally, thus cutting movement costs.
- (iii) The locomotives are already partly restored (at least externally)
- (iv) A rotation system could be adopted - display at the museum and use on the NYMR - hence storage problems could be avoided
- (v) The locomotives, once restored, would be a greater asset to the Museum, as they could be used for the BR steam specials based at York.

Two locomotives which appear most suitable for consideration are :-



LNER D17 NER Class M1 4-4-0 No. 1621

LNER C1 GNR Atlantic 4-4-2 No. 251

The D17 appears to be an ideal candidate for NERPG in that the Group would have their first opportunity to restore an NER express passenger loco. This locomotive is the only surviving NER 4-4-0 representing the very similar classes D17, D20, and D23. In addition it is historically suitable for the NYMR in that :-

- (i) D17's operated as late as 1946/47 between Pickering and York.
- (ii) A D23 was shedded at Malton and operated on occasions between Whitby and Malton over the NYMR

This particular D17 was withdrawn for preservation in 1945. Two of the class survived long enough to be nationalised.

The GNR Atlantic is obviously less historically appropriate to the NYMR. However, members of this class were frequent visitors to NER stations such as Harrogate and York, and in later years some were shedded at York. This locomotive would be particularly appropriate for hauling the rake of Pullman cars which is currently being assembled by the NYMR. It was withdrawn for preservation in 1947.

To summarise, whilst I am fully aware of the major tasks currently being tackled by the Group :-

- (a) the building of the loco shed
- (b) restoration of the Q7
- (c) major maintenance work on the P3 and class 5
- (d) maintenance of other locos in working order

I am wondering whether steps could be taken to negotiate an option to restore one or both of these locomotives at some future date, for the availability of one, or both, of them for use on the NYMR would greatly enhance the NER/LNER atmosphere of the railway.

#### THE EDITOR REPLIES.....

Dr. Buxton's letter has raised what is, I suspect a very interesting point for many of our members, and also those of the NYMR, and I shall do my best to comment on them and answer them. In doing so, however, I must point out that the following are my own personal views and not necessarily the official policy of the Group or of the NYMR.

I do not think that anyone will disagree with the argument that the historical aspect of the NYMR is becoming diluted, but I think it must be taken as inevitable given the present circumstances of the railway. In my view the NYMR can no longer be viewed as being preserved in the true sense of the word, and probably never was, since history is constantly changing and

cannot be held static. The NYMR is now a tourist attraction, part of the North Yorkshire tourist industry, whose main gimmick is that it runs steam trains. It has been obvious for some years now that the preservation side of the NYMR has been neglected in favour of the commercial aspects. This, too, is to be expected since the railway now employs a fairly large number of staff and therefore has a duty to pay its way. All this means, however, that there are sufficient conflicting demands on the railways resources to make it unlikely that it would be prepared to invest large sums of money in making an extra historical locomotive available for traffic, always supposing (and this is a crucial point) that the NRM were willing to place the locomotive on loan to the railway. To digress for a moment, I would not personally wish to see the railway spend money on restoring already preserved locomotives for some time yet, as I feel there are more pressing gaps in the NYMR inventory. My own pet project would be the purchase and restoration of a rake of Gresley teak coaches to run with the locos we already have. From a commercial point of view it would be a shrewd move since it would prove invaluable for filming purposes.

If we assume that the NYMR is unlikely to be interested in either of these two locomotives for the time being, what of NELPG? Here I think the answer is a guarded "yes please!" It must be stressed however that there is no likelihood of us considering the possibility for many years yet, and that in any case there is still the question of the NRM's willingness to part with the engines.

It is convenient at this point to point out some oversimplifications that Dr. Buxton has made and to further emphasise some of his points. Firstly, as he rightly points out we are building our locomotive storage shed at Grosmont, and have a very tight schedule to keep to if it is to be largely complete by the Autumn of this year. However, even if we achieve this, there is still a considerable amount of work to finish the building off - replacement of broken windows, painting, and the landscaping of the site etc.

Secondly we are heavily committed to work on the Q7 and this will occupy most of our "spare" time once the shed is complete for at least the next two years. Having said that, the Q7 is of course a locomotive from the National Collection and if there is to be any possibility of obtaining further locomotives from this source in the future it is imperative that we impress with the quality of our work on, and care of, the Q7.

Thirdly, we are indeed heavily committed in terms of loco maintenance work on our existing stock. We are committed this summer to keeping two locomotives in traffic throughout the summer season, and this is proving to be a heavy strain. Needless to say, when the P3 returns from York and Ian Storey's "George Stephenson" is returned to traffic the demands placed upon us to keep all these locomotives in service will be enormous.

It is hard to avoid the conclusion that if we do turn our thoughts to any locomotives in the National Collection, and the opportunity is made available to us, that it will be at least seven or eight years from now before anything can be done, and at that point more problems will arise. Although at first sight the NRM seems favourably close to the NYMR transport costs from York to Grosmont are very high and for a small organisation such as ourselves would preclude frequent interchange of locomotives between the two centres. There are also the costs of restoration to be taken into account

since it is likely that the cost of restoration would be considerably higher than for say the Q7 which remained in traffic for much longer and was in a very sound state when withdrawn.

The difficulties I have highlighted are not insuperable, but I think it important to emphasise that we must be very careful with our forward planning because there is a very real danger of biting off more than we can chew. Our primary responsibility is to the locomotives that we already own or have in our care, but if we are able to expand the numbers in our brood in the future without prejudicing the remainder of the flock then I am sure that we will welcome the opportunity.

#### THE NORTH BRITISH RAILWAY "GLENS"

C. LAWSON KERR.

"Glen Douglas", "Glen Falloch", "Glen Orchy" - a few of the famous names associated with an equally famous class of Scottish locomotives which, for some twenty or more years, operated, with a degree of reliability seldom equalled, and certainly never surpassed, the beautiful but difficult West Highland section of the North British Railway and its Successors.

The first ten of these large-boilered 4-4-0's, designed by Mr. W. P. Reid for mixed traffic duties on the North British system, were built at Cowlairs Works in 1913, and so successful were they in traffic that further batches were produced from 1917 until 1920, by which time the class had grown to a total of 32 locomotives.

Unlike their predecessors, the Reid "Intermediate" 4-4-0's of 1910, the Glens were superheated from their inception, and this feature, allied to their large diameter piston valves, an exceptionally free-steaming boiler, and well designed Stephenson link motion established for them, right from the start, a reputation for hard work and reliability which made them ideal locomotives for the West Highland line with its severe and constantly changing curvature.

Most of the "Glens" commenced their working lives at Eastfield Shed, Glasgow, and practically all of them worked, at some time or other, on the West Highland line or its Mallaig extension. Perhaps the most regular performers were Nos. 9100, 9158, 9221, 9495, and 9496 of Eastfield Shed, Glasgow, and 9258 and 9298 of Fort William. They were immensely popular with the operating personnel - and equally so with passengers - because of their reliability and, even in the most exacting conditions, their seemingly inexhaustible capacity to generate steam.

The leading dimensions of the "Glen" class were as follows:-

Driving wheels	6 feet diameter
Bogie wheels	3 feet 6 inches diameter
Working pressure	165 pounds per square inch
Cylinders (2)	20 inches diameter by 26 inches stroke
Water capacity of tender	4235 gallons

Coal capacity	7 tons.
Weight of loco in working order	57 tons 4 cwt.
Weight of tender in working order	46 tons 13 cwt.
Traction effort at 85% boiler pressure	22,100 lbs.
Length over buffers	56 feet 3 inches.
Total wheelbase	46 feet 8½ inches.
Boiler diameter	5 feet.

All locos of the class had Robinson superheaters although five of the first batch had, originally, superheaters of the Schmidt variety.

Apart from minor modifications, such as the removal of the smokebox wing-plates by Mr. Chalmers - Mr. W. P. Reid's successor - and the substitution of Gresley anti-vacuum valves for the original Reid pattern, they remained unaltered until withdrawal from regular service. This commenced in 1946 with No. 9287 "Glen Gyle" and terminated in 1961 with Nos. 62484 "Glen Lyon" and 62496 "Glen Loy". However "Glen Douglas" was restored to its original North British Railway livery as No. 256 and, after several years of operating from Dawsholm Shed was presented by the Scottish Region of British Railways to the Glasgow Museum of Transport where it is now on permanent display - a fitting tribute to an outstanding Scottish locomotive design.

The "Glens" produced their finest work on the West Highland line and, long after the introduction of more modern six-coupled types, they would still be found double-heading the heaviest trains on that section, particularly between Fort William and Mallaig. The writer of this article well remembers an occasion in 1939 when he travelled from Glasgow to Fort William in a train of 340 tare tons hauled by two of these highly competent machines. No difficulty was experienced in keeping point-to-point times, and the bark of their exhausts, as they forged up Glen Falloch on an otherwise tranquil spring morning will ever remain a happy memory!

The skill with which West Highland drivers handled their beloved "Glens", whether working singly or in tandem, was justly famous, and writers such as Cecil J. Allen and O.S. Nock have paid tribute to the precision of their time-keeping and the manner in which they manipulated the screw-reverses of the "Glens" in order to minimise the effects of the constant changes of grade on the comfort of passengers, particularly when working double-headed expresses.

In his book "L.N.E.R. Steam", Mr. O. S. Nock states - "The 'Glens' were an altogether outstanding class. In hard slogging mountain climbing on lengthy gradients they were the most successful locomotives to ever work on that line. Although their maximum load was 190 tons tare as against the 220 tons of the ex-Great Northern class K2 2-6-0's, the 'Glens' were consistently faster on the banks than the K2s with their respective maximum loads. Moreover the 'Glens' were notably immune from slipping". They were also very



free running machines and, although there was an overall speed limit of 40 miles per hour from Craigendoran to Mallaig, speeds of over 50 miles per hour were not unusual on favourable stretches, and, on one occasion, a sustained speed of 66 miles per hour was recorded by Mr. Nock while crossing Rannoch Moor! With the introduction, in 1936 and 1937, of the Gresley class K4 2-6-0s which had a maximum loading of 300 tons tare the "Glens" began to disappear from the West Highland line, but, on occasions when train loads exceeded the K4's maximum 300 tons loading, it was the practice to harness a "Glen" and a K2 or two "Glens" to the train - and this practice persisted for some years after the second world war.

Lest it should be thought that the "Glens" only worked on the West Highland line, it should be clearly stated that, right from their introduction in 1913, they were also set to work main-line expresses from Glasgow and Edinburgh to the Fife coast and Dundee, and also several tightly-timed expresses between Edinburgh and Glasgow where they were found to be quite as fleet of foot as their sister engines, the larger wheeled superheated "Scott" class. In LNER days, they were to be found at work all over the Scottish area with the exception of the Great North of Scotland section, but, in 1953, eight of the class were sent to that section also where they worked main-line goods trains between Aberdeen and Keith and passenger trains on the Ballater branch. Some "Glens" also appeared on the Highland main line from Perth to Blair Atholl during the 1939-45 war and, still later, on occasional local trains between Stirling and Callander.

In conclusion it could be stated that, of all the four-coupled passenger locomotives inherited by the LNER from its Scottish constituents, the "Glens" were, without doubt the most successful.

For reference, a complete list of numbers and names of the locomotives of the "Glen" class is appended.

L.N.E.R. CLASS D34, N.E.R. CLASS K

LIST OF NAMES AND NUMBERS

<u>1946 No.</u>	<u>Pre 1946 No.</u>	
2467	9149	Glen Finnan
2468	9221	Glen Orchy
2469	9256	Glen Douglas
2470	9258	Glen Roy
2471	9266	Glen Falloch
2472	9307	Glen Nevis
2473	9405	Glen Spean
2474	9406	Glen Croe

1946 No.Pre 1946 No.

2475	9407	Glen Beasdale
2476	9408	Glen Sloy
2477	9100	Glen Dochart
2478	9291	Glen Quoich
2479	9298	Glen Sheil
2480	9153	Glen Fruin
2481	9241	Glen Ogle
2482	9242	Glen Mamie
2483	9270	Glen Garry
2484	9278	Glen Lyon
2485	9281	Glen Murran
2486	9287	Glen Gyle*
2487	9503	Glen Arklet
2488	9504	Glen Aladale
2489	9490	Glen Dessary
2490	9502	Glen Fintaig
2491	9505	Glen Cona
2492	9034	Glen Garvin
2493	9035	Glen Gloy
2494	9492	Glen Gour
2495	9493	Glen Luss
2496	9494	Glen Loy
2497	9495	Glen Mallie
2498	9496	Glen Moidart

\*-This locomotive was scrapped before it actually carried the number 2486.

For original N.B.R. numbers, deduct 9000 from the right-hand column numbers.

For B.R. numbers add 60000 to the numbers in the left-hand column.

#### FORTHCOMING EVENTS

FRIDAY 21ST SEPTEMBER 1979 in the Bridge Hotel, North Road, Durham City, at 7.30 pm

An opportunity for new and old members of the Group to see "North Eastern Revival", a slide show illustrating the history of the Group from 1966 to the present day, as well as a fine portrayal of the scenic grandeur of the NYMR.

SATURDAY AND SUNDAY 13TH & 14TH OCTOBER 1979

NYMR Steam Gala; many locos in steam, but details in the October NELPG NEWS.

FRIDAY 19TH OCTOBER 1979 in Room 36, Central Station, Newcastle-upon-Tyne, at 7.30pm

Speaker to be announced in the October NELPG NEWS.

SUNDAY 21ST OCTOBER 1979

NELPG Luncheon special on the NYMR.

#### COVER PHOTOGRAPHS

No excuses for broadening the subject matter this issue. The front cover picture depicts the NYMR's latest recruit - the S15 No. 841 - making a fine exit from Grosmont in May, while the rear top picture shows the K1 making a spirited departure from Grosmont on 27th May 1979. Note the new shed on the right.

The bottom rear picture shows the NYMR'S other recent motive power acquisition, D1048 "Western Lady", entering Levisham in June 1979.

All photos are by John Hunt.

