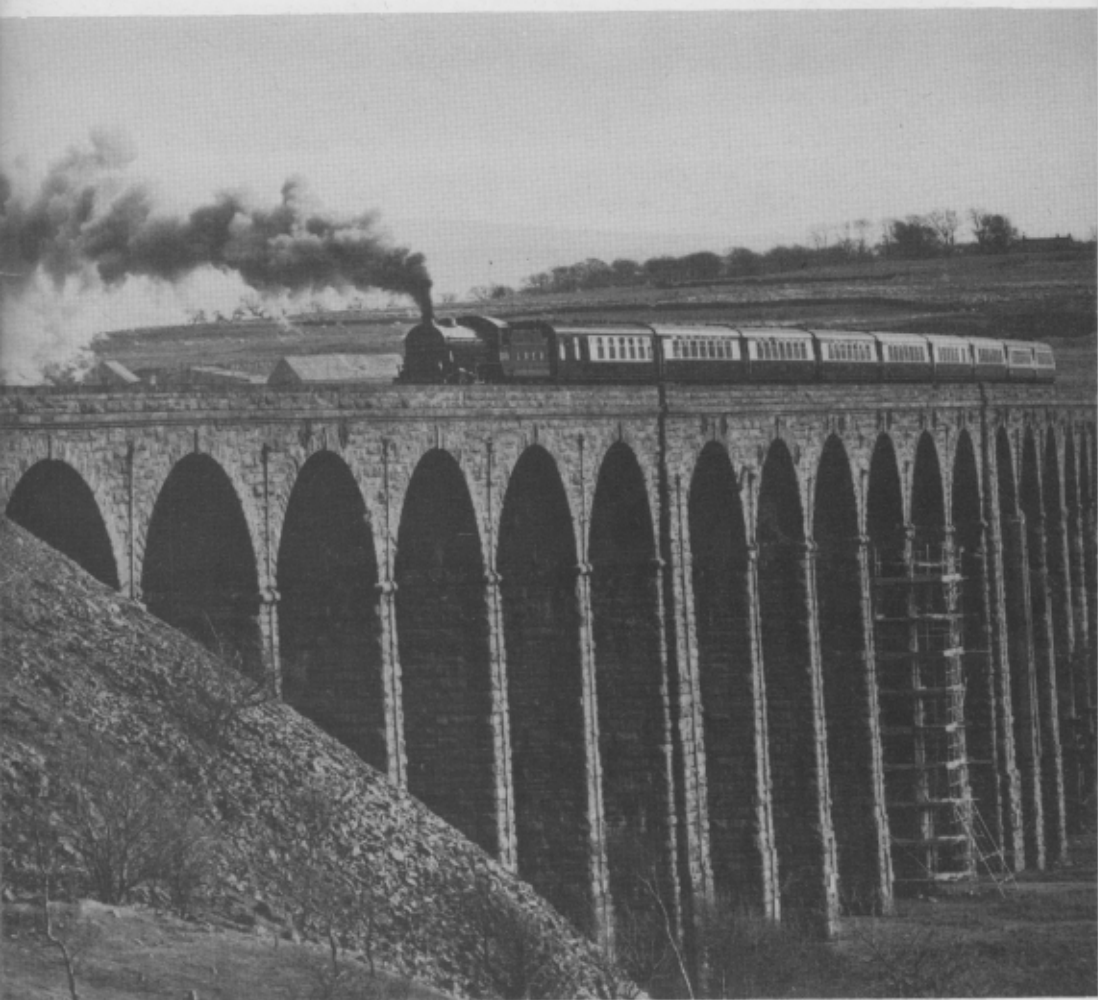


N.E.L.P.G. NEWS



NO. 94

APR. 1983

Dear Member,

One abiding memory of the eventful trip over the Settle and Carlisle line on Sunday 20th March was the distant glimpse of 2005 in full cry near Culgaith. The green engine with a plume of white exhaust trailing along its train of chocolate and cream coaches, against a backdrop of the beautiful Pennine hills, all magnificently lit by the low winter sun, will long live in the memory. But would it have looked so good if the K1 had been painted black? One suspects not and this may well have been a deciding factor in the recent ballot on the engine's livery, when the membership decided that the K1 should remain green. The margin in favour of green was by no means overwhelming yet only just over half the membership voted on the livery issue. Assuming that the other half was reasonably happy to see the K1 stay as it was, then effectively there was a large majority against any change. So, for the time being 2005 will remain in L.N.E.R. colours but one cannot help feeling that perhaps an ideal opportunity to ring the changes has been lost.

Will the same fate befall the J72? At present it is in a 'Micky Mouse' livery which was certainly never fully authentic. A number of options are open and these will no doubt be fully aired if the second motion at this year's A.G.M. is passed. With tongue in cheek and not wishing to prejudice members views or, indeed, prejudice the issue, a nice compromise between present, past and pre-Grouping liveries could be that fondly remembered by many Tyneside - or York - members and depicted in Alan Thompson's fine picture reproduced on page 8!

As this issue is published it is likely that the J72 will have been steamed for the first time in its new ownership and if all goes well will take its place amongst the fleet of operational steam locomotives on the N. Y.M.R. Its acquisition and speedy return to steam have been remarkable and thoroughly enjoyable, and show just how rewarding railway preservation can be.

These rewards are what makes ones voluntary efforts so worthwhile. Notwithstanding the problems, the K1's epic runs over the Settle and Carlisle line gave thousands of people - passengers, gricers and the Group's volunteers - tremendous pleasure and satisfaction. When remembering hours spent under the K1 on a damp and dark November afternoon, the engine cold and lifeless, the stirring sight of the same engine moving majestically over Ribbleshead viaduct, with 300 entranced passengers in tow and twice that number avidly watching from the lineside, would surely bring a lump to the throat! Such a sight is a reward in itself, but it will be an equally proud moment when the J72 moves under its own steam at Grosmont for the first time and the public bestow their adulation as the engine simmers in the platform awaiting its next turn of station pilot duty!

One day, hopefully in the not too distant future, the P3 will steam out of Deviation shed to testify to the many hours of dedicated effort put into its current overhaul and, without being too optimistic, be followed by the Q7 - but that really would be a proud moment to savour!

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P3 NO.2392

Work continues on the P3, with the tubeplate being prepared in readiness for retubing of the locomotive. Agreement has been reached with the N.Y.M.R. to move the boiler from its present isolated position at the south end of Deviation shed to the 'boiler park' adjacent to the repair shed as soon as 5428's boiler has passed its hydraulic test. This should not be too far away. When the move is made retubing can commence and arrangements made for the renewal of 20 firebox stays and the firehole mouthpiece rivets.

On the mechanical side the lifting of the frames has commenced. A preliminary inspection has revealed that the axlebox clearances are far from good; the right hand side driving axlebox was so bad that feeler gauges were not required and the gap appeared to be about 1/16". After the experience with the T2 axleboxes, which eventually involved the renewal of the liners, treatment of the P3 may involve placing shims behind the liners to take up the excessive play. This course of action assumes, however, that the liners and axleboxes are parallel! Time will tell.

T2 NO.2238

In store inside Deviation shed, the T2 has had its firebox, smokebox and ashpan thoroughly cleaned, and the tender has had 9 tons of coal removed. These tasks have been necessary in order to reduce long term corrosion.

K1 NO.2005

Following the K1's epic run on 22nd January, working parties were required at Carnforth prior to the engine's outings on 7th and 14th February between Carnforth and Hellifield. Particular thanks are due to the York members who helped to clean the firegrate and break the back of the engine cleaning between each trip. On the mechanical side a tender spring was found to have two broken leaves and was replaced by a spare from Grosmont. The vacuum lock on the reverser gave trouble on the 14th February trip and has since received much attention until finally rectified on 20th March.

The tour on 20th March, designed to get the K1 back to Grosmont, was completed satisfactorily, though time was lost due to poor steaming. Fortunately Bill Harvey and Erica Arneil were on board the train and, thanks to their kind offer, they carried out a thorough examination of the locomotive while it was still in steam following its arrival at Grosmont on the Monday after the tour. Their report indicates a number of possible reasons for the poor steaming, including a loss of smokebox vacuum (which would adversely affect the draught on the fire) caused by a joint around the snifting valve coming adrift. This was rectified prior to Easter which saw the K1 in service for two days.

The engine has now been temporarily withdrawn from service to enable the following priority tasks to be undertaken:-

1. Repair tender water leak
2. Repair broken engine spring
3. Replace broken injector outer cone
4. Overhaul safety valves
5. Investigate regulator blowing-by

Notwithstanding the considerable amount of work involved, it is hoped to have

2005 in traffic for the May bank holidays.

Q7 NO.63460

Work commenced over Easter on cleaning down the tender frames, using air powered needle guns. This proved very satisfactory until the portable compressor failed with burnt out wiring. As a result the Group is considering purchasing, on an urgent basis, its own compressor in order to make better progress on the Q7. If any member knows of a suitable machine, please contact Nigel Bill on Sedgefield (0740) 20927, without delay.

J72 No.69023

Although the J72 was prepared six weeks ago for its visual boiler examination, this has only recently been carried out, and in the meantime a filming opportunity was lost. However, the examination was satisfactory and the boiler has been passed for 12 months; an hydraulic test will be required next year.

Work has now started to return 69023 to running order as soon as possible. Two new guard irons have been fabricated to replace those missing from the rear of the locomotive, and these have now been fitted. Welding repairs to the smokebox have been carried out to enable the door to close properly. The seized regulator has been freed off, ground in and replaced. A whistle bell to replace the missing one has kindly been loaned by a member and the front numberplate has been located at the N.R.M., York.

The unfortunate news is that during the removal of the blast pipe, which was badly carboned, it fractured near the base. A hole, 6" by 3", appeared where the cast iron had corroded due to the action of smokebox ash and moisture. The alternatives of repair or having a new casting made are now being evaluated.

Other outstanding work involves a boiler washout, cleaning of the boiler tubes, repair of the steam heating pipework, the water tanks to clean out and touching up of the paintwork. On the satisfactory return to steam of the J72 the engine is expected to be filmed in connection with a James Herriot production to appear on Christmas Day! The filming would take place in the depths of Newtondale and at Levisham some time in May.

SMT NO.4767 GEORGE STEPHENSON

On the mechanical side the frames are now virtually complete. After the completion of work to correct the side to side play on the axleboxes, the hornstays were tightened up. This involved building up the hornstays with weld then grinding them to fit the frames. The bolt holes were then reamed out correctly (some were oval!) and new bolts fitted. The wheel sets are now reunited with the frames and all the motion has been reassembled. The brake and sanding gear has also been refitted. On the bogie new manganese strips have been welded to the liners to eliminate excessive side to side play. All the springs have been checked and refitted. Carnforth staff have rivetted the boiler steady bracket stay in place, and all that remains to be done now on the frames is repainting on the inside.

On the boiler side, the monel metal for the one firebox stay that requires replacing has been obtained and this, together with one foundation ring rivet, requires replacing. In the firebox about 300 new stay nuts need to be fitted. The superheater elements have been removed for hydraulic testing, and all the large and small tubes are to be re-expanded and rebeaded to ensure

continued steam tightness and longevity. If all goes well, it is hoped to re-unite the boiler with the frames at the end of April, with a view to steaming 4767 sometime in the early summer.

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TOOLS

Working members are reminded to return ALL tools to the Groups tool van or the repair shed at the end of the days work. If in doubt about where a particular item should go, ask the person in charge. Don't put N.Y.M.R. tools and equipment in the Group's store or vice versa! The Group - and the N.Y.M.R. is investing heavily in tools, particularly inspection lamps which go missing at an alarming rate, so it makes sense to look after them and avoid ill feeling at the same time.

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WORKING PARTIES

During the coming summer there will be a special 'N.E.L.P.G. week' when a specific project will be tackled, probably 2392. No particular dates have yet been set aside, but should any members be willing to spend a week or a day or two mid-week at Grosmont, please let Maurice Burns know when you would be available.

Weekend working parties will, however, continue unabated every Sunday throughout the spring and summer helping to maintain 2005 and 69023, and make headway on 2392 and 63460. If you can help on Sundays - or Saturdays - then please give Mike Oliver a ring on Stockton (0642) 604636 for further details.

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RAILTOUR REPORT

The K1 duly completed its winter sojourn away from the N.Y.M.R. by returning from Carnforth via the second Northumbrian Mountain Pullman on 20th March. Once again the train was full and numerous ticket applications had to be turned away. With such overwhelming support it was a pity that the train was limited to 9 vehicles.

2005 ran light engine from Carnforth to Hellifield and just for once the K1 ran on the main line in fine sunny weather. With the seven fully repainted Pullmans next to the engine, the train looked magnificent in the spring sunshine, but the assault on the 'Long Drag' was to be less than sparkling. As expected the K1 went steadily up the 1 in 100 to Blea Moor but was not steaming as well as it should. A number of minor defects were found on subsequent examination but no one fault was responsible, rather a combination of these and some indifferent coal which contained an unhealthy proportion of slack. In this respect it is worthy of note that the engine was again shy for steam on the upper stretches of the 1 in 107 climb from Carlisle to Low Row. and again on N.Y.M.R. services at Easter, when the same coal was still being used up. At Newcastle the special train terminated and the K1 ran light engine to Thornaby, resuming its journey to Grosmont on the Monday morning.

Agreement in principle has been obtained to run a Scottish tour in September this year. At the time of going to press certain details are subject to final confirmation and it is not possible to include a booking form with this issue of the NEWS. Also, the agreed specification differs from that previously advised to members in that the train must start from Teesside, depart approximately 06.30 behind a diesel to Newcastle (depart approximately 08.05) and thence to Edinburgh where A4 No.60009 UNION OF SOUTH AFRICA would take over for the direct run to Aberdeen, probably stopping only at Leuchars Junction for water. After about one and a quarter hours in the 'Granite City' the train would return the same way, again with a Leuchars stop for water, but with a possible diversion via Dunfermline, and a twilight crossing of the magnificent Forth Bridge. Diesel hauled again from Edinburgh, the train should arrive in Newcastle at approximately 21.40, with an arrival on Teesside about 23.00.

Passengers travelling to and from Teesside would have a long day but would, in the process, have travelled about 550 miles nearly half of which would be behind the A4. Incidentally this would be the A4's first visit to Aberdeen for over two years and is a trip that may not be repeated! In addition, the route affords unparalleled views of long stretches of the North Sea coast and includes the great crossings of the Tay, Forth, Tweed and Tyne during the course of the journey.

Unfortunately, due to other commitments and manning problems, the S.L.O.A. Pullmans which, it had been hoped, might be used for this tour are not now available, so the train will comprise B.R. excursion stock. However, the days of the traditional Mark 1 TSO sets are numbered and it is probable that a mixed formation of compartment and open stock of more recent origin will be provided and give better comfort that might otherwise have been expected. As the Pullmans cannot be used the 'Queen Of Scots' title is inappropriate, so it is proposed to revert to 'The Aberdonian' as a title for the train.

The fare for this mammoth and extremely attractive and unique tour is expected to be £22 for adults with a slight reduction for children. Members who are interested in participating, and who have not already done so, are invited to send a stamped, self-addressed envelope marked 'Aberdonian' and with their membership number in the top left hand corner, to 'N.E.L.P.G. Railtours, 53 West Dene Drive, North Shields, Tyne and Wear, NE30 2SY as soon as possible, and a booking form will be forwarded when available. About 150 requests for booking forms have already been received as a result of advance publicity but booking priority will be given to N.E.L.P.G. members.

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K1 LIVERY BALLOT

In pursuance of the motion passed at last year's A.G.M., the ballot for a change in the livery of the K1, voting papers for which were circulated with the February NEWS, has now been completed. The voting was as follows:-

| | |
|-----------------------------|-----|
| L.N.E.R. apple green livery | 125 |
| B.R. lined black livery | 100 |

Thus by a margin of only 25 votes members have decided to maintain the status quo for the time being. Unfortunately, whilst there was a majority (56% of those who voted) in favour of L.N.E.R. green, only just over half the membership responded to the ballot. Whilst it is now of academic interest had members voted for B.R. livery, the preference for tender emblem would have been the lion rampant and wheel.

ANNUAL GENERAL MEETING SUPPLEMENT 1983

N.E.L.P.G.'s sixteenth Annual General Meeting will take place on Friday 6th May 1983 in The Ladle Hotel, Ladgate Lane, Middlesbrough at 7.30 p.m.

This supplement contains the agenda, minutes of the last A.G.M., minutes of the E.G.M., audited accounts for 1982, officers' reports for 1982 and motions to be put to the meeting. Please bring this along with you to the meeting as this will save time usually spent in reading out reports and leave more time for entertainment once the formal business of the A.G.M. is completed.

AGENDA

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| 1. Apologies for absence | 9. Loco shed sub-committee report |
| 2. Minutes of the fifteenth A.G.M. | 10. Motions to be put to the meeting |
| 3. Minutes of the special E.G.M. | 11. Election of officers |
| 4. Chairman's report | 12. Election of committee |
| 5. Secretary's report | 13. Election of auditors |
| 6. Treasurer and membership secretary's report | 14. Any other business |
| 7. Technical secretary's report | 15. Entertainment |
| 8. Sales officer's report | |

MOTIONS

The following motions will be put to the meeting and are the recommendation of the Committee:-

1. "That D.W. Harvey Esq. be appointed Honorary President of the N.E.L.P.G. in recognition of his valuable contributions to the Group".
2. "That the membership of the N.E.L.P.G. be balloted on the future livery of the J72 No.69023".

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MINUTES OF THE FIFTEENTH ANNUAL GENERAL MEETING OF THE N.E.L.P.G. HELD IN THE LADLE HOTEL, LADGATE LANE, MIDDLESBROUGH ON FRIDAY 7TH MAY 1982.

Chairman: Mr. I.L. Storey

Present: 30 members

1. APOLOGIES FOR ABSENCE were received from D. Hanson and P.J. Robinson.
2. THE MINUTES of the fourteenth A.G.M. were passed as a correct record.

1. THE CHAIRMAN'S REPORT

The Chairman praised all members for the notable achievements over the past year, with particular reference to the K1 and T2 overhauls, and the increase in active membership. He also looked forward to the restoration of the P3 and hoped that 4767 would be back in working order before 1983.

The report was approved.

4. THE SECRETARY'S REPORT* was approved.
5. THE TREASURER AND MEMBERSHIP SECRETARY'S REPORT* and audited accounts were approved.
6. THE TECHNICAL SECRETARY'S REPORT* was approved, though it was noted that the report should cover 1981 only.
7. SALES OFFICER'S REPORT* was approved.
8. LOCO SHED SUB-COMMITTEE REPORT
Major work on Deviation shed during 1981 was deferred due to the Group's commitments on the locomotives. It is hoped to proceed with the outstanding jobs during 1982.
This report was approved.
9. MOTIONS* Two motions were put to the meeting at the recommendation of the Committee:-
 - (i) That an admission charge of 50p be levied at monthly meetings (except A.G.M.s, E.G.M.s, quiz nights and the Christmas extra-vaganza) in order to cover room hire charges, visiting speakers expenses and build up a fund to facilitate the attraction of the very best speakers".

The motion was defeated after a show of hands.
 - (ii) "That the N.E.L.P.G. membership be balloted on a proposed change of livery of the K1 from L.N.E.R. apple green to B.R. lined black".

The motion was carried after a show of hands.
10. ELECTION OF OFFICERS
Vice Presidents - Mr. J.B. Hollingsworth and Mr. G.S. Drury
Chairman - Mr. I.L. Storey
Treasurer - Mr. P.J. Robinson
Secretary - Mr. D.A. Pennock
11. ELECTION OF COMMITTEE
The following committee members were re-elected nem con; messrs. M.S. Burns, J.R.P. Hunt, E.A. Parker, R.I. Campbell, R. Brown, M. Oliver, and D. Lewis. D. Hanson was co-opted onto the Committee as N.Y.M.R. liason officer.
12. ELECTION OF AUDITORS Messrs. John Mitchel & Co. of 117, Jesmond Road, Newcastle-upon-Tyne were approved to audit the accounts.
13. ANY OTHER BUSINESS From the floor, a vote of thanks was expressed to all members of the Committee in respect of their work during 1981.
14. ENTERTAINMENT was then provided by members' slides.

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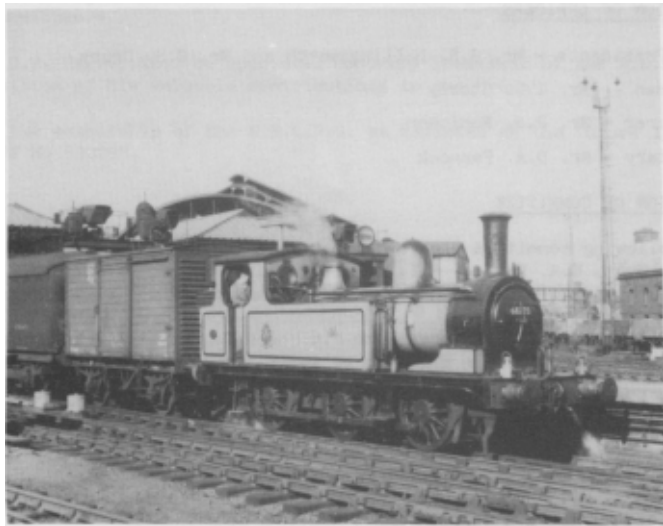
* Reports previously circulated in the APRIL 1982 N.E.L.P.G. NEWS.

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2005 pilots 5407 south of Clapham on the Carnforth to Hellifield leg of the Cumbrian Mountain Pullman on 14th February 1983. (Ted Parker)



J72 No.68723 on station pilot duties at Newcastle Central station in the early 1960s; should 69023 be repainted in this livery? (Alan Thompson)



2005 passes Horton-in-Ribblesdale on the 1 in 100 climb from Settle Junction to Blea Moor with the Northumbrian Mountain Pullman on 20th March 1983. (John Whiteley)



Pullman kitchen car No.335 at Appleby on 30th January 1983 on its return to service; this is the vehicle 'adopted' by the Group. (John Hunt)

MINUTES OF AN EXTRAORDINARY GENERAL MEETING OF THE N.E.L.P.G. HELD IN THE LADLE HOTEL, LADGATE LANE, MIDDLESBROUGH ON FRIDAY 19TH NOVEMBER 1982.

Chairman: I.L. Storey

Present: 68 members

1. APOLOGIES FOR ABSENCE were received from Messrs. T. Winder, R. Bastin, C. Rowley, J. Geldant, N. Trotter, J. Marsland, C. Haddow and D. Hanson.
2. MOTION. The following motion was put to the meeting at the recommendation of the Committee:-
"That the N.E.L.P.G. should purchase ex B.R. J72 class 0-6-0 No.69023 JOEM".
The motion was carried unanimously after a show of hands.

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SECRETARY'S REPORT

Looking back through the 1982 issues of the NEWS to review the Group's sixteenth year has reminded me just what we achieved in the 12 months. It is difficult to say that any one event dominated the year, although the return of the P3 from York and the start of its overhaul; running of the K1 on the Keighley and Worth Valley, as well as the main line and the N.Y.M.R.; the T2's contribution to N.Y.M.R. services and, of course, the purchase of the J72, all made the headlines. Were all these events a matter of good luck and fortune?

I believe the answer is partly yes, and partly no, though such a response needs explanation. It can be said that luck is where opportunity meets preparation and in many ways the Group was prepared for the events of 1982. We have our own shed, stores and spares, financial independence, the will of many members to tackle jobs, together with the requisite skills and expertise. When, therefore, suitable opportunities arise, for example the K1's visit to Keighley, the N.Y.M.R. steam locomotive shortage and the purchase of the J72, we are able to seize them and turn them, where possible, into realities.

Reality, though, means hard work, not only in the repair of locomotives but in what are quite often the unseen jobs; the booking of railtours, drafting of N.E.L.P.G. paperwork, V.A.T. returns, liason with B.R. and S.L.O.A., stewarding, N.E.L.P.G. NEWS, arranging meetings and other special functions, and the other hundred and one tasks which are integral and vital parts of the Group's functioning. To all those who have helped, 'thank you.

Amongst the joys of 1982 it was with deep regret to learn of the death of John Craven and Len Mathews; Len, in particular, was a familiar helper in many of the Group's activities and his colourful presence will be sadly missed.

Towards the end of the year the Group, not for the lack of trying, was offered a mainline railtour enabling the K1 to earn its passage to Carnforth. It thus ended the year as it began, rostered for main line running.

Running our locomotives on B.R. and the N.Y.M.R. is a balancing act and one I feel that we must pursue to generate the most interest and give us the means for their upkeep. Our B.R. running is, however, secondary to our main aim of contributing to N.Y.M.R. running. Looking towards 1983, therefore, I would

hope that the Group can contribute with the K1 and the J72, and aim to complete the restoration of the P3, finish Deviation shed and make some real progress on the Q7. The opportunities are there at Grosmont and it is up to us all to make these aims into realities.

Dave Pennock

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TREASURER'S AND MEMBERSHIP SECRETARY'S REPORT

On the financial side 1982 was another successful year for the Group. Due to problems with the provision of motive power on the N.Y.M.R. our two operative steam locomotives, the K1 and the T2, were used much more than expected with the result that we received mileage payments of £16,808. In addition to this the K1 earned £1,673 on hire to S.L.O.A. powering rail tours on B.R. main lines. This has meant that despite expenditure on the locomotives of a sum in excess of £10,000 we still ended the year with a surplus of £9,339. Much of this surplus has been invested in the purchase of the J72 locomotive, towards which we obtained a 50% grant from the Department of Science. Members will note that the P3 Restoration Appeal raised £551 and it is hoped that this locomotive can earn some mileage on the N.Y.M.R. this year.

Sales activity was much reduced when compared with previous years, principally due to the heavy commitment of our active members to keeping the engines in traffic on the N.Y.M.R. Nevertheless a gross profit of £272 was achieved and a surplus of £402 shown on the year's operations.

It is noticeable from the accounts that membership subscriptions barely cover the administration of the Group and thus any member who does no more than pay his subscription makes little contribution to furthering the aims of the Group. The question of a substantial rise in the annual subscription is therefore worthy of consideration.

The restoration to running order of the Q7 is likely to be significantly advanced during 1983, the fund for this purpose having increased to £1,370 during the year, much of the increase coming from the collecting box alongside the locomotive in our storage shed. In addition to this amount we hold in stock a full set of boiler tubes for the engine which have already been purchased out of this fund. These tubes are not included in the accounts.

As far as the membership is concerned, this was as follows for 1982:-

| | |
|------------------|-----|
| Ordinary | 256 |
| Husband and wife | 86 |
| Junior | 22 |
| Life | 54 |
| | 418 |

The exposure of the K1 through two main line rail tours early in 1983 has resulted in a substantial number of new membership applications which have already more than made up for the non-renewals.

Peter Robinson

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TECHNICAL SECRETARY'S REPORT

The year under review has been one of hard work but with considerable rewards, including a new engine! 1982 began with 2005 working out of Carnforth on Cumbrian Mountain and Trans Pennine Pullman duties. There then followed a most enjoyable visit to the K.W.V.R. where the K1 proved to be a great attraction. Returning home it collected 2392 from York, and during the summer restoration work was commenced on the P3.

On the N.Y.M.R. there was a motive power crisis and we naturally offered to assist as best we could. Our two operational locomotives, 2005 and 2238, suffered with many ailments, notably tube leakage on the T2 and injector troubles with the K1. Despite these problems it is a notable achievement that 2258 covered 5,024 miles and 2005, 4381 miles, a total of 9,405. To put our total mileage for 1982 on the N.Y.M.R., K.W.V.R. and B.R. into perspective, it is interesting to note that N.E.L.P.G. locomotives covered more miles than all the locomotives used to operate the entire K.W.V.R. service in 1982! This does serve to highlight just how much we were pressed by the N.Y.M.R. to help keep its trains running. With rare exceptions the Group was not found lacking and it is a tribute to those involved in locomotive maintenance during that hectic summer period that the engines were kept running. Often work was taking place on engines still in steam or still hot from previous exertions, and the loco maintenance team will not forget their experiences in a hurry!

One sad aspect of 1982 was the withdrawal of 2238 from traffic; at least the money earned by the locomotive will be put back into its boiler overhaul when this can be programmed, hopefully in the not too distant future.

Following the cessation of the N.Y.M.R. peak season, 2005 underwent an 'intermediate' overhaul, with repair work being concentrated on the overhaul of the pistons, valves and running gear, together with a multitude of other jobs. As the year drew to a close we were working under extreme pressure in order to meet the railtour deadline of 22nd January. The prospect of 2005 going over the 'Long Drag' drove us on, but it was a close run thing!

The unexpected bonus of 1982, only made possible by good financial house-keeping over the years, was the purchase of the N.E.R. designed J72 0-6-OT No. 69023. Although we expect teething troubles, the engine is basically in sound condition and should, in the long term, be comparatively easily maintained.

Looking back on 1982 it was certainly a hard year, mainly because our commitment to the N.Y.M.R. was much greater than originally agreed or envisaged. In 1983 we hope to reach a formal 10 year agreement with the N.Y.M.R. whereby each locomotive, normally two in any one year, would cover approximately 2,500 miles per year. Such a policy would decrease our workload to much more manageable proportions and enable the Group to catch up on several outstanding projects, in particular the Q7.

The task of co-ordinating our work programme, obtaining materials and producing an engine on the day has been met, but only through dedication by the Locomotive Sub-Committee and supporting volunteers. However, we are still short of machinists, fitters, painters and volunteers in general. The appeal for extra help will always be with us.

In conclusion I would like to thank everyone for their efforts in 1982; we achieved far more than we set out to accomplish.

Maurice Burns

In the Spring of 1981 the Steam Locomotive Operators' Association bought eight Pullman cars and a BCK as the basis of a train which would ensure the availability of suitable stock for steam hauled specials in the future. Subsequent purchases have increased the train to 13 vehicles which now comprises the following:-

- 7 Second class Pullmans (PCs)
- 1 Second class Pullman kitchen car (No.335)(PK)
- 1 Pullman bar car (The Hadrian Bar)
- 2 First class opens (FOs)
- 2 Brake corridor composites (BCKs)

Slowly, each vehicle is being restored to Pullman livery of umber and cream and it is likely that at least ten of the vehicles will be restored in this way by the summer.

The latest vehicle to emerge from the paint shop is the Pullman kitchen car No.335. This is the only vehicle in the train to have spent any amount of time out of normal service. After withdrawal it was sent to Bridge of Orchy on the West Highland line, where it served as a rest room for several years before purchase in 1982. Unlike the other Pullmans it never lost its original livery and it still retains its original upholstery. After purchase it was moved to Carlisle for mechanical overhaul and then to Carnforth for repainting before starting its new career on the S.L.O.A. A.G.M. special of 30th January 1983.

The special interest of this vehicle for N.E.L.P.G. members is that it has, in effect, been adopted by the Group. The volunteer stewards who man the Pullman train are drawn from the member organisations of S.L.O.A. and each coach is allocated to a member group. Stewards from that organisation are responsible for the comfort of passengers and the smooth running of the coach during each journey, and No.335 has been allocated to the Group for stewarding purposes. A small plaque at one end of the coach will record this association and it is hoped soon to have photographs of our locomotives displayed within the passenger saloon. The kitchen car is a most important addition to the train and as its servery will be used as a bar, some might say that its association with the N.E.L.P.G. is particularly appropriate! The previous catering vehicle, the Hadrian Bar which made its last appearance for a while on the first Northumbrian Mountain Pullman, will re-enter service as a shop. At present the N.E.L.P.G. stewards team numbers just one, Peter Castle, whose remarkable dedication - or is it masochism! - has meant that he has travelled on every trip run by the Pullmans over the last 18 months! Below, he describes a typical day for a steward:-

"The day may well start at about 8.30 a.m. on the train at Carlisle Upperby C.S.D. when itineraries are placed on the tables throughout the train and checks are made to ensure that the lighting and heating systems, etc., are fully operational, and that the train is ready in every way for the passengers to board at Citadel station. By 11 a.m. everything must be ready for the train to proceed to Citadel where passengers join and the steam locomotive comes on. Prior to leaving the station the stewards stand by the doors and are the last to board ensuring that all doors are closed. On departure tickets are checked and passengers invited to take part in a raffle for the benefit of the Pullman Restoration Fund. Tray meals then have to be distributed to those who have ordered and by the time that has been done the train is already approaching

the first photo stop where stewards are again kept busy in keeping passengers off the running lines and any other positions of danger. On resuming the journey it is time for stewards to clear the trays and other accumulated rubbish before themselves taking a hasty lunch. Afterwards stewards must then make sure that passengers are aware of the arrangements for the next stop where those who wish to do so may alight while the train makes a 'run past' for the benefit of photographers and sound recordists. For the rest of the journey stewards duties are mainly to keep their coaches clean and tidy and be available at all times to answer queries and to keep passengers informed should there be any delays. By the time the train arrives at Carnforth passengers will have enjoyed some 100 miles of steam haulage before a fast run down the main line to Preston where almost all of them will disembark, as will most of the stewards, save one who will return with the train to Carlisle. It can be seen, therefore, that stewards are fully employed throughout the day but it is a job that the writer can recommend to anyone who enjoys meeting people, especially fellow enthusiasts, even though it is strictly forbidden for stewards to imbibe while on duty!"

The hours of duty can be pretty appalling, especially on abnormal workings. For the first Northumbrian Mointain Pullman stewards slept on the train which left Upperby at 03.00 and their day didn't finish until midnight! On the other hand, unlimited free travel behind mainline steam, with free travel from home and lunch provided, certainly has its attractions!

For this summer S.L.O.A. is taking over the operation of B.R.'s mid-week steam hauled trains, as well as expanding its own programme of steam specials. Private charters of the train are also on the increase and all-in-all it is likely that the train will see use, on average, nearly twice a week in future. This is clearly too much for one N.E.L.P.G. steward to handle and we therefore need to recruit more members to form a larger team. Ideally two more stewards are needed to form a team of three to share the work.

Potential stewards will need dedication and a lot of free time to meet the various commitments, including availability during the week from time to time so that the mid-week turns can be covered. Geographical location is not absolutely critical so long as stewards can get to and from Carlisle either by train or by private transport, before and after each tour.

If any member would like to represent the Group as a regular steward on the S.L.O.A. Pullman train and is prepared to take on the not inconsiderable responsibilities that becoming a steward entails, please get in touch with Andy Scott at 38, Wadsley Park Crescent, Sheffield, S6 4BX or telephone Sheffield (0742) 337718.

Finally, car No.335 has one fault; at sometime during its period out of service it lost all of its table lamps. If any members knows where replacements can be found, or can help in any other way, please get in touch with me.

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CHANGE OF ADDRESS

Please note that the Secretary, Dave Pennock, has moved to 88, Featherstone Road, Newton Hall, Durham. His telephone number remains unchanged as Durham 44991.

The B.B.C.'s 8 o'clock news forecast rain spreading from the west, with snow on the hills. Typical, I thought, just the day to stay at home and browse through the Sunday papers. But then the sun was shining in Durham and, with the incentive of the K1 on a northbound assault of the 'Long Drag', I quickly dismissed this idea and besides, when do they ever get the forecast right?

At Newcastle Central, after spending the night at Heaton, the S.L.O.A. Pullmans arrived behind a class 46 diesel for our journey to Hellifield. The run down the Durham coast was to time and the clear skies gave good visibility across the North Sea, and there seemed a good chance of sun at Garsdale! As we sped south, allotment workers paused, puzzled by our strange Pullman train and a desire to know of our destination.

After a brief stop at York to change crews and cure the Peak's apparent shyness for steam heating, we briskly made our way in sunshine to Hellifield. Fortunately the Sunday engineering works at Bingley did not hinder our progress and we arrived ten minutes early. The K1, having waited in the down sidings for our arrival, soon changed places with the class 46 under the watchful gaze of hundreds of passengers. A Glasgow to Euston express slid by, off its usual route having traversed the Settle and Carlisle line because of overnight engineering works on the West Coast Main Line. A shrill whistle prompted participants to climb aboard and the K1's northbound ascent began in earnest, the plume of smoke dancing to the cylinder exhausts and silhouetted in adjacent fields.

The 'Long Drag' noticeably begins at Settle Junction and 2005's bark reflected the change in gradient profile as we headed towards Ais Gill. Patchy sunshine eluded some photographers and blessed others during our steady climb through Horton and Selside, and passengers were able to contrast the imposing tranquility of Penyghent with the frenetic bedlam of carborne chasers keen to beat us to the next photographic vantage point. This mild amusement and reflection on the train was in stark contrast to the man versus machine duel on the footplate. The K1 was shy for steam, with anxious glances at the boiler pressure and water level as we rolled over Ribbleshead viaduct and into Blea Moor tunnel. Every beat and turn of the wheels was a step nearer the summit and relative safety, and the change of gradient in the midst of the Stygian gloom brought welcome relief all round and allowed a modest sprint to our Garsdale water stop.

Now the skies really darkened and brought that forecast to life. as a chill wind and snow flurries swept the exposed station as volunteer watered the engine and trimmed the coal. Soon we were on our way again, the blizzards abated and the train breasted Ais Gill summit and started the descent to Carlisle. Beyond Kirkby Stephen, as the train sped non-stop into the Eden valley, the beautiful Pennine scenery was highlighted by brilliant evening sunshine, and all too soon the train had arrived in Carlisle's Citadel station. Time which had been lost on the journey to Garsdale had all but been made up, but watering problems at Upperby meant a late departure from Carlisle as darkness fell.

The long climb through Wetheral and Brampton to Low Row sounded superb in the quiet night air and under a starlit sky, but despite this rousing effort to regain lost time, the run down the Tyne valley was disappointingly slow, though the impression on the footplate had been one of a higher speed than that actually attained. Arrival in Newcastle was about 20 minutes late.

However, it had been a most enjoyable day out and one to particularly

savour as steam on the Settle and Carlisle line may not last very long. The K1's steaming problems probably soured the event somewhat, but after investigation they will no doubt be cured. As for those Sunday papers, I don't mind in the least waiting till Monday to read them!

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POSTSCRIPT

Following the running of the second Northumbrian Mountain Pullman an unprecedented number of letters were received expressing appreciation. Thanks are due to all those who took the trouble to write in this way, and whilst space does not permit all the letters to be reproduced this extract from a letter from Miss K.M. Hurworth of Gosforth is perhaps typical:-

"I wish to express my appreciation and thanks for the wonderful outing on the Northumbrian Mountain Pullman No.2 on Sunday 20th March last. It certainly was extremely well organised and all the voluntary helpers were so cheerful and helpful. So as far as I am concerned it was a truly memorable day, never to be forgotten and I hope I will be fortunate enough to come on some future outings."

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NEWS FROM THE LINE

Locomotives:

- 31 - in traffic
- 3180 - in traffic
- 5428 - the frames are now complete and painted, welding repairs to the tender are proceeding well and the boiler is now fully retubed. Following attention to firebox foundation ring rivets, the boiler will be hydraulically tested then reunited with the frames.
- 6619 - restoration received a temporary set back when the front tubeplate was found to be cracked. This has necessitated removal of the entire tubeplate and nearly 6' of fatigue cracking was discovered. A new tubeplate is now being manufactured. The radial truck was reunited with the frames in late February and a number of machined parts have been completed and refitted.
- 80135 - new liners are being made for the axleboxes after which the remaining axlebox work will be completed by B.R.E.L. at Derby, where the driving wheels will also be turned. Boiler work is nearing completion at Bridgnorth.
- 5690 - LEANDER is expected to be working trains on the N.Y.M.R. during the period 20th June to 31st July.

Carriage and wagon:

Recent acquisitions include a BSK, TSO, SK and a L.N.E.R. Thompson SK. The N.E.R. clerestory is getting a repaint at Levisham in preparation for filming, as are the Gresley BSO and the Thompson BG (in wartime L.N.E.R. brown). Six service coaches have been repainted giving minimum 6 coach sets in maroon, carmine and cream, and blue and grey. The BSO to accompany the Pullmans is now resplendent in brown and cream. Further 'Lowmac' or 'weltrol' wagons are needed. B.R. have none for disposal at present so if anyone knows of any in private use and available, then let the Group's Secretary know.

Civil Engineering and S & T:

It is intended to install starting bells inside Grosmont tunnel and at Pickering station where smoke and the curve of the platform respectively, make communication between driver and guard difficult. At Pickering the carriage shed is now up and roofed and a coach is already receiving attention inside! At New Bridge the turnout from the running line to the P.W. yard is now installed. At Levisham almost the whole of the straight is now relaid and the extended 'loop' is in use. The new 20 ton concrete beams for the replacement of bridges 14 and 15 north of Levisham, have been delivered and will be installed in November. At Grosmont a fully restored water column from I.C.I. is to be installed at the south end of the tunnel to replace the existing one which has a broken valve. The headshunt is expected to be extended in the near future.

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oo0oo--COLOUR SLIDE SALE

The Group's stock of duplicate 35mm colour transparencies is being sold off at very attractive rates. Many of the subjects are now of historical interest e.g. the T2 in L.N.E.R. livery and scenes at Shildon now 8 years old! The enclosed sales list details the 55 different subjects still available. As some marked with an asterisk, are in short supply, alternative choices should be shown. It is unlikely that any of the subjects will be recopied.

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1982/3 MEETINGS

Ted Parker

Once again the winter season of meetings draws to a close. I hope you have enjoyed them and that I have managed to satisfy most people with the entertainment; at least there have been no complaints! It is an ever more difficult task to come up with something new each season and I welcome members suggestions in this respect. Write or phone if you can suggest any subject or speaker that you think would go down well with our members. The attendances have been fairly good though they dwindled at the Durham meetings which was a pity, especially as there was a poor response to Dr. Coiley's visit. Nevertheless I would like to thank all those who have helped with sales and raffles at meetings and contributed towards the Christmas extravaganza, and I hope to see you all next September - and at Grosmont in the meantime!

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oo0oo-- FORTHCOMING EVENTS

Friday 6th May 1983 at 7.30 p.m. in The Ladle Hotel, Ladgate Lane, Middlesbrough. 1983 ANNUAL GENERAL MEETING followed by members' slides. Competition for the best and funniest (caption required) slides, plus a nostalgic section of your oldest slides!

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COVER PHOTOGRAPHS

Front: 2005 crosses the S & C's most famous feature, Ribbleshead viaduct, on 20th March with the second Nothumbrian Mountain Pullman (Ted Parker).
Back: 2005 approaches Horton-in-Ribblesdale with the same train (John Hunt).

