

N.E.L.P.G. NEWS



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EDITORIAL

With a new operating season now well under way the Group's activities are once again spread far and wide; in the depths of Somerset the J72 has found another unlikely home at Cranmore, and provides the mainstay of services to delightfully named Mendip Vale; over 500 miles to the north the K1 is once more doing the job for which it is best suited in the incomparable surroundings of Lochaber.

Closer to home, the P3 overhaul is nearing completion, with rewheeling imminent. A spell of gentle running-in is now not too far away and the hope, not least held by Richard Campbell and his team, that the locos problems are cured once and for all.

At Wilton major developments are equally anticipated with the expected reuniting of the boiler with the frames on Blue Peter and the boost to morale that this will bring. Whilst there will still be a host of jobs still outstanding, this is another major step in the right direction, bringing the eagerly awaited first steaming that bit closer.

Last, but by no means least, comes the marvellous news for 'base', that progress on the Q7 is such that steaming really is imminent at Grosmont. Thoughts of a return to traffic must, however, be muted since 26 years out of steam and a prolonged restoration suggest that there will still be work to do before the Q7 is fit to storm the 1 in 49 with its first train! That prospect, however, gets ever closer - and closer still if more volunteer support on Sundays is forthcoming in Deviation shed.

All in all, there is plenty for members to see and do - and not just if they live in the north east!

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LOCOMOTIVE REPORT

Gordon Wells
Allan Toomer
Richard Campbell

P3 No 2392

All the axlebox liners are fitted and machined back to finished size, and all the axleboxes are in place in the frames. Work is currently being carried out on fitting new lubricating oil pipework from the axlebox lubricator to the boxes. Final delivery will be via flexible pipes, similar to those fitted to the K1.

Re-wheeling of the P3 is now imminent and likely to take place during the first week in June. Working parties will then refit the springs and running gear before the loco can be moved.

Various platerwork and welding repairs have been carried out, notably to the engine's running plate, the underside of the tender and the tender coal rails.

72 No 2238

On display in Deviation shed.

At Wilton, work on the tender which is carried out by the E.T. scheme continues on a 'fill in' basis when staff are available. Since the last report painting of the external tank surfaces has commenced, the coal space, coal rails and the area around the water filler are now painted in primer.

A complete new water filler lid is to be fabricated and will be of the standard hinged type. The original lid, of which there was not a lot left, covered the filler dustbin lid style.

K1 No 2005

With the work on the overhaul of the tender axleboxes completed and the tender axleweights adjusted, the loco was given a steam test outside No 5 Depot on 24th March. This test had to be curtailed due to a mud hole door joint blowing, but after repairs a second steam test took place on 28th March with all proving satisfactory. The loco was then moved to the area of the Wilton Diesel shed the next day.

The K1 spent several hours on 2nd April test running along the Wilton sidings, complete with the support coach, and the opportunity

was taken to give the E.T. scheme staff who had helped with the work over the winter months a well earned footplate ride. The Group also extends its thanks to Brian Turner and his rail depot staff for the kind co-operation and assistance received during the past months.

B.R. inspectors Colin Wood and Sam Foster conducted the main line 'in steam' examination on the morning of 3rd April and the K1 and support coach were all set to move to Thornaby in the afternoon. However, a steam crew could not be found for the loco and the move had to be cancelled. The loco was moved to Thornaby the following day hauled dead, limited to 15 mph, by 31.171.

Working parties were held at Thornaby on the evenings of the 5th & 6th April in order to adjust the engine and tender springs to obtain the correct weight on each wheel after the tyre turning of the leading and trailing tender wheelsets. In order to complete the weighing several members on the 6th worked until 1.00am to see the job through. The results were well worth the effort as the weights are now spot on.

2005 left Thornaby on Sunday 8th April with the support coach in tow for the long journey to Fort William. The weather conditions were perfect for a splendid run via the Durham coast route and then up the East coast main line 'under the wires' to Edinburgh, probably for the last time. The engine performed very well with some sustained high speed running and it is reported that the engine now rides better than it ever has in the past, thanks to the work on the springs. At Edinburgh the right leading tender axlebox was giving cause for concern but the addition of the secret ingredient to the bearing oil saw the engine safely through to Eastfield for an overnight stop during which the tender axlebox brass was removed and examined.

The rest of the journey to Fort William, with a diesel pilot, was uneventful although the loco was almost out of coal on arrival at 11.30am, nearly two hours earlier than scheduled.

The K1 worked its first train of the season, the new Queen of Scots private charter, on 20th April.

By the beginning of June the K1 had run a total of 13 return trips to Mallaig, all satisfactory as far as the loco was concerned. Unfortunately no less than five trips have had to be cancelled for a variety of reasons, though none attributable to the K1 or the Group. The new Royal Scotsman is very smart in its all maroon livery, which compliments the K1 very well.

With 5305 due to arrive at Fort William on 11th June, services will be shared thereafter, with the K1 working the week commencing 24th June, and then alternative weeks until the beginning of September.

J72 No 69023

69023 continues to be in use on the East Somerset Railway, being well used on the handing over ceremony weekend. (See separate report in this NELPG NEWS).

Several NELPG members visited the East Somerset Railway on Easter Holiday weekend and noted 69023 in use on four coach well filled trains.

The repairs to regulator and valve events sounding to be very much better after the winter overhaul. Various gland packings are bedding in after repacking.

Very favourable reports have been received about the loco's injectors working very well justifying the full Davies & Metcalfe overhaul.

May sees the East Somerset Railway high season timetable come into use with a seven day operation and subsequent higher use of 69023.

Q7 No 901

It is most pleasing to report that after some sustained progress during the early part of the year, the lengthy restoration of this loco is now entering its final stages and the Q7 will be in steam this year.

On 22nd April the loco, blinking in the light, was towed out of Deviation shed and moved onto the ashpit where the gantry chain hoist was used to put the loco chimney back in position. The tender was also shunted from the side road to the centre road in the shed and the loco positioned in front of it. During the movements careful checks were made on the motion with much oil applied to all moving parts.

The set of castings for a complete new firegrate, at a cost of £1200, were delivered in late April and fitted in the firebox on 6th May. The best of the remaining original firebars are to be kept as spares and have been put in store. On the same day the three man working party also managed to fit the tender rubbing block and several of the boiler mud hole doors.

In the early part of May, Len Clarke paid several visits to Grosmont to progress the painting of the engine and tender and also the interior of the cab while it is at ground level.

All the boiler doors are now refitted and the boiler has been filled with water to bring the engine to operating weight. The loco will be

weighed, probably in late May, and the springs adjusted. The setting of the three sets of valve gear will then be carried out by NYMR valve expert Roy Green.

A2 No 60532 "Blue Peter"

With the departure of the K1 from No 5 Depot the evening working parties have again turned their attention to the A2 and progress is once again being made. An inspection of the loco was made in late April and a list of outstanding work drawn up and this is being actioned.

As thoughts turn to the loco's return to the main line, one important decision made by the committee is that when completed the loco will not carry its original nameplates and therefore two replica plates have been cast and are currently being machined and polished in readiness for the big day.

Boiler - The boiler has been filled with water and a preliminary hydraulic test carried out. This has revealed several areas where further minor work is required, mainly caulking of stays and seams.

Mechanical - The cylinder cocks are now in position and work is in hand on adjusting the various linkages and fitting new pins where required. The sandpipes, live steam injector and the new cab floor are all fitted and work continues fitting parts as they are overhauled.

A new tank has been fabricated for the main vacuum reservoir as the old tank was found to be corroded. It was also found that the vacuum train pipe was holed in the area where it passes through the inside cylinder casting, the pipe has been extracted and a new length of pipe is currently being made up. A new section of pipe has also been fabricated to replace the damaged section of steam pipe on the inlet to the exhaust injector.

Reassembly of the valve gear is in progress and currently new bushes are being made for the piston valve front covers.

Tender - The tender is now almost complete although some problems have been encountered in setting up the brake gear. The water level gauge is back in position as are the coal sprinkler pipes and a start has been made on painting the area round the water filler and the coal space area.

A4 No 2509 "Silver Link"

At the Stephenson Museum, Newcastle upon Tyne.

WANTED

1. Old tins required - At times appeals appear in the NEWS for various odd items and this is one of them.

At Grosmont many small items, split pins, screws etc, are stored in old plastic food containers. There has recently developed a hooligan element amongst the mouse population which takes great delight from chewing the bottoms out of said containers with the result that when picked up, the contents are deposited on the floor.

What is needed to combat this menace are old biscuit tins, sweetie tins etc to replace the plastic. To help, just save your old tins and leave them in Deviation shed on your next visit.

As a matter of interest, if the tins are well sealed it is not necessary to completely remove the contents. This applies to sweetie tins in particular!

2. LOCO Lamps - Has any NELPG member any loco lamps preferably LNER pattern? Joem J72 69023 is in need of a set. Any offers? in any repairable/servicable condition, to Alan Toomer. (See inside front cover for address).

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A WEEKEND WITH 69023 (JOEM) AT CRANMORE, EAST SOMERSET RAILWAY

Alan Toomer

The weekend of 30th March to 1st April found Alan Toomer, Chris Davison and Maurice Burns travelling to Cranmore to perform the acceptance trial/handing over ceremony of 69023 to the East Somerset Railway. Leaving Middlesbrough at 10.30am on Friday our arrival at Cranmore was 16.00, a good road journey being mostly motorway driving. Upon arrival we introduced ourselves to Barry Buckfield, E.S.R. Director of Operations. He then showed us the railway layout and loco shed where 69023 is to be kept for the duration of the loan period. Chris and Maurice then did a full check on 69023 after its two day road journey, refitting guard irons/gauge glass protectors etc. I travelled to our local farmhouse accommodation and booked in for the two nights duration of our stay, on the return journey spying out the local inn for meals etc later. Back at the loco shed another NELPG

member, Dave Hill, had arrived for the weekend: plenty of working members to sort out any little problems.

Saturday morning we signed on at 8.00 to find 69023 lit up and starting to steam. East Somerset Railway Driver Colin and Fireman Keith signed on at their appointed times, saying they were looking forward to the day. Maurice then did an NELPG Mutual Improvement Course on the finer points of 69023 to all East Somerset Railway personnel.

We then departed from Cranmore loco shed for a light engine clearance trial, and all was found to be OK on arrival back at the shed, with checks being made on the water and coal consumption. Later collecting our guard and four coaches (max load for 69023 on E.S.R.), we backed down to Cranmore Station for an all station return empty coach stock trip. We departed with Maurice Burns firing to see that the loco was capable of the max load for this railway, but all proved to be well. After lunch a BR Railtour was worked into Cranmore Station with 400 passengers, arriving on time. After several shunting movements we backed down into Cranmore Station to pick up our passengers with seats for 352. Fortunately some went for lunch and a shed visit, but a further four coach train was to run to give the balance of the BR Railtour passengers a view of the East Somerset Railway. The Railtour departed on time with a lot of satisfied customers.

Sunday morning dawned warm and sunny (as had all the weekend). The Sunday service train was a two coach formation, with a different set of rostered E.S.R. crew. We set off for an NELPG Clearance/Photography Special, arriving back at Cranmore in time for the first service train of the day. Around midday at Cranmore Station a double ceremony was performed, David Shepherd being in attendance for a photo call for a ceremony to cut the first piece of ground for a new restaurant/shop complex to be sited at Cranmore Station. Following this the official 69023 handing over ceremony to the E.S.R. for the loan period, a speech and photo call followed.

After this we departed for home having a repeat journey with no delays on our motorway route homewards. Should you be visiting the E.S.R. this summer to see 69023 in action I can recommend a very friendly railway, not to mention the local hotel and farmhouse bed and breakfast in this part of Somerset for a very pleasant holiday.

'THE LOCHABER' FORT WILLIAM - MALLAIG STEAM SERVICE

For a limited season, InterCity's special steam-hauled train, "The Lochaber", will take you through the beautiful Highland scenery that flanks the west Highland line to Mallaig and you'll feel yourself transported back into history. There's the Bonnie Prince Charlie monument at the head of Loch Shiel, the curve of the 100 feet high Glenfinnan Viaduct built at the start of the century and idyllic glimpses of the western isles Rhum and Eigg. But above all there's the thrill of travelling behind restored former main-line express locomotives.

A souvenir shop and commentary on the route are provided by courtesy of the Scottish Railway Preservation Society. Refreshments from the catering trolley can be purchased at your seat.

DATES OF OPERATION

Thursdays: 17th May to 18th October 1990

Sundays: 17th June to 9th September 1990

Mondays: 28th May, 18th June to 3rd September 1990

Tuesdays: 19th June to 4th September 1990

TIMETABLE

	MT Th	Su
FORT WILLIAM depart	1030	1215
MALLAIG arrive	1215	1355
MALLAIG depart	1335	1650
FORT WILLIAM arrive	1515	1840

FARES

Standard Class only. Children 5-15 inclusive travel at half the appropriate adult fare.

	Return	Single
ADULT	£12.50	£8.00
CHILD	£6.25	£4.00

Children under 5 travel free.

Advance booking is recommended to avoid disappointment.

OPTIONAL SUNDAY TRIP TO SKYE

If you would like to visit the Isle of Skye, the M.V. Shearwater departs Mallaig at 1415, arriving Armadale 1445. Leave again at 1600 and be back in Mallaig at 1630 in time for the return steam train to Fort William. Please note that the price for this trip is not included in the fare.

HOW TO BOOK

Tickets can be purchased by personal callers on the day of travel, or in advance from the Travel Centre, Fort William and from any major British Rail Station using the computerised reservation system.

POSTAL AND TELEPHONE BOOKINGS

These should be made to the Travel Centre, ScotRail west Highland, Tom Na Faire, Fort William PH33 6AN (Tel: 0397 3791). When booking, please state the number of seats required, from/to, date of travel, smoker/non smoker and, if possible, a daytime telephone number. Please send full payment for the tickets (cheques etc made payable to "British Rail") and enclose a stamped, addressed envelope.

CONDITIONS

Tickets for the steam services are issued subject to British Railway Board's conditions of carriage and, whilst every effort will be made to adhere to the arrangements set out, it may be necessary to vary these in exceptional circumstances. InterCity reserve the right to



Len Clark carefully removes the backing paper during the fitting of the B.R. transfers to the tender of 60532. (Maurice Burns)



Trevor Mussett guides the refitting of the ars chimney on 22nd April helped by Richard Pearson, Gordon Wells, Nigel Hall and Maurice Johnson. (John Hunt)



NELPG President, Bill Harvey, poses for the camera in the J72's cab prior to a ride to Pickering on the occasion of his 83rd birthday in 1989. (Maurice Burns)



The massive combined super heater header and multiple valve regulator off Blue Peter; two of the valves can clearly be seen. The external linkage to the regulator is at the bottom left hand side of the picture. (John Hunt)

cancel or use diesel traction on any of the services without notice. Once a booking is made no refund is normally made except where the service is cancelled by British Rail.

N.B. At the time of going to press the K1 was expected to work The Lochaber on the following dates:-

7/14/24/25/26/28 June

8/9/10/12/22/23/24/26 July

5/6/7/9/19/20/21/23 August

2/3/4/6 September

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1990 AGM REPORT

Dave Martin

The 23rd AGM of the NELPG was held at 'The Ladle' in Middlesbrough on Friday 11th May. Over 50 members were present at this historic meeting. The various reports printed in the AGM Supplement were accepted as were the Locomotive Report and Sales Report which were given verbally at the meeting. Members will know the 'diary' of the Group's seven locomotives from the 6 editions of NELPG NEWS covering 1989 - so the report, which was quite lengthy, will only be published in the official minutes of the AGM. However, I should add that a vote of thanks was proposed and passed for Terry Newman's work over the years (as both Vice Chairman of the Group and as Chairman of the locomotive sub committee) on the occasion of his retirement from the committee. The Sales Report was conversely very brief - in short sales takings had taken a dive! Pauline Robinson stated that this was due to the 50p entrance charge to the shed area, competition in viewing gallery and the total lack of volunteer help (which meant that the shop was not always open when it should be). The Chairman reported for 1989 (only) the John Bellwood Museum Fund was compensating NELPG for loss of profit on the sales but the future was not promising. It was suggested that the Group should pool its resources with other such sales outlets on the site.

Several points were raised on the Treasurer's Report and when questioned on the Groups assets revealed that NELPG owned a 20T hopper wagon at present stored on the NYMR - which was news for many members present!! The Treasurer promised to produce a current list of assets in next year's financial report.

The existing Officers both Honorary and Committee were re-elected unopposed. With the retirement of Terry Newman and Bernie Lyth two vacancies existed on the committee. Only two valid nominations were received - from Alan Toomer and Dave Whitfield - and these two members plus the remaining five members were re-elected (unopposed).

John Mitchell and Co of 117 Jesmond Road, Newcastle upon Tyne were thanked for auditing the 1989 accounts and were duly elected to audit the 1990 accounts.

Turning to the motion "That the assets and liabilities of the Group be transferred to a company limited by guarantee to be constituted under the name of 'North Eastern Locomotive Preservation Group' on a date to be fixed by the committee as soon as Charitable status has been granted." Not unexpectedly a lengthy discussion took place on this item. It would be impossible for me to precis the official minutes without losing many salient points raised and answered. Also it would be unfair on those members, who have taken the trouble to write or telephone myself or the Chairman raising many points, and indeed the rest of the membership, to make you all wait until next year's AGM Supplement to find out precisely what was said at the 1990 AGM on this very important subject.

I have decided, therefore, to reproduce my AGM minutes on this item in full:-

11. Motion

"That assets and liabilities of the Group be transferred to a company limited by guarantee to be constituted under the name of 'North Eastern Locomotive Preservation Group' on a date to be fixed by the committee as soon as Charitable Status has been granted".

Chairman gave a brief resume of why the committee had chosen to change the status of the Group and what steps had been taken to date up to the circulation to members of the draft new constitution in the form of Memorandum and Articles of Association.

He then introduced David Morgan, Chairman of (and Legal Adviser to) the ARPS, who has been instrumental in drawing up the new constitution for NELPG. He confirmed that the present Constitution laid unlimited

liability not only on the shoulders of the Chairman and Secretary but on to those of the members as well. He thanked all of those members who had made comments and constructive alterations - all of whom would receive a reply from him or the Secretary.

At this stage the Chairman referred to the paper distributed before the meeting started which read as follows:

"NELPG Constitution

The following two clauses were unfortunately omitted from the existing constitution when it was circulated with the draft new constitution. They are as follows:-

9a) That the Committee have the approval of members to negotiate for up to a maximum of twelve months the operation of the Group locomotives at locations other than the NYMR and that the salient facts of each agreement be published in the newsletter to inform members of the arrangement.

- passed at AGM May 1987

(b) Any locomotive not owned by the Group but in which the Group has a financial interest is an associated locomotive, and must be covered by a written agreement between the owners and the Group.

- passed at EGM December 1986

It is the Committee's wish that these two clauses should be included in the new Constitution. They may have to be suitably reworded to be legally correct but will retain the salient points of the existing clauses."

He also referred to the omission of a clause containing the provisions of old Clause 5(a) i.e. restricting expenditure by the committee. On the advice of D Morgan the committee had accepted that the inclusion of this clause and the two stated above in the main body of the Articles of Association would be too restrictive on future committees. However they could be covered by Special Resolutions at the first AGM. The benefit of adopting this procedure is that any alterations to the Memorandum and Articles require approval at a Special Meeting of members and then approval of the Charity Commission, Inland Revenue, and Registrar of Companies - any one of whom could veto

any such amendments. On top of that the company would be obliged to circulate each member with a new set of Memorandum and Articles each time it was amended. Alterations to Special Resolutions can be made at an AGM or Special Meeting (by a 75% majority) as and when deemed necessary - without needing to go any further. This was agreed.

An amendment was proposed to allow the major assets (locomotives etc) to be protected by setting up a subsidiary company (for example) in the event of a major claim against the Group being successful. D Morgan stated that this could be construed as a fraud on the creditors, but in reality with adequate insurance (£3M suggested figure) this situation should never occur.

Chairman then invited questions from the floor specifically on the document. In the Memorandum a proposal was made to include the words 'to train and instruct in the skills of the maintenance of locomotives, rolling stock and railway equipment' in Paragraph 3A. This was accepted and D Morgan will introduce a suitable form of wording to cover this.

A significant typographical error in paragraph 4 line 6 was pointed out 'and a member . . . ' should read 'and no member'. In that paragraph it is stated that Committee Members cannot be paid for work carried out for the Group. D Morgan confirmed that this was the law but genuine expenses were payable to Committee members.

It was suggested that the wording of Paragraph A regarding items "with particular reference to the North East of England" opened the doors to items from outside this area. The old Constitution restricted items specifically to the North East. It was pointed out that the Support Coach had no specific ties with the North East and indeed Blue Peter's links were somewhat tenuous. Also it would negate the chance to purchase or accept items which would be of benefit to the Group but did not conform to the strict definition of the North East of England.

The new wording was accepted.

Moving on to the Articles it was pointed out that in the first line of the paragraph following the 'Word' and 'Meanings' the words 'shall only' should be reversed. Agreed.

In paragraph 7 the lower limit of 14 years for junior members left interested juniors under that age (where parents were not at all interested in the Group) isolated. It was agreed that the lower limit should be removed completely. D Morgan pointed out that in law no member had the right to vote until he/she had reached the age of 18 years.

Several members spoke on paragraphs 34-36 which cover livery ballots. Comments varied from 'why only locomotive liveries covered' to 'why were locomotive liveries mentioned here at all'. It was pointed out that these paragraphs would make it illegal for the Committee to agree to a request from a TV or film company to change the livery of a locomotive at short notice with the loss of a potential lucrative contract. It was agreed that any reference to locomotive liveries be removed from paragraph 34. It was also agreed that this item should be covered by a special resolution to be proposed at the 1st AGM of the Company.

The Chairman agreed (on behalf of the Committee) that the Committee shall conform to the present Constitution regarding clauses subject to future special resolutions until the first AGM of the new company.

D Morgan was then asked about the way forward. He stated that he had not yet sent a draft to the Charity Commissioners - but would send one to them including this meeting's amendments and several minor amendments submitted in writing, as soon as possible. Once it was cleared by the Charity Commissioners it would go to the Inland Revenue and thence to the Registrar of Companies. Unfortunately no time scale could be laid down as we are dependent on other parties, but still aiming for 1st January 1991.

D Morgan stated that he considered there was no need for any further meetings of NELPG concerning the adoption of the new Constitution (otherwise a whole series of amended copies would have to be sent to the Charity Commissioners with the inevitable delay). He did not think there would be any problems in obtaining approval from the various bodies mentioned above.

The motion was then put to the meeting and was approved unanimously. Under 'Any other Business' a vote of thanks was proposed on behalf

of the 'long distance' members for the work of the Committee and working members over the last year. It was added that NELPG NEWS sometimes painted a too gloomy a picture when really we should be proud of our achievements - the NYMR may not agree but the Group was generally held in high esteem elsewhere in the country. Chairman thanked the members present on behalf of the Committee and working members.

Chairman closed the meeting at 9.00pm. This was a historic meeting as it was the last of NELPG as an unconstituted body. The AGM to be held in May 1991 will be the first of NELPG as a company limited by guarantee.

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LETTER

1 Mulberry Drive
Dunfermline
Fife KY11 5BZ

Dear Mr Hunt

I managed one of my infrequent visits (due to distance) to your meeting on the 21st March at The Ladle Hotel at which you brought up the requirements of having to re-stock the support coach with domestic utensils. I am enclosing a cheque for 175 to assist in the purchasing of any items still required after the results of your appeal for the donation of materials are known. If you do not require it for the coach just use it for any purpose you wish.

As an ex-British Rail fitter I found the talk by Mr Townend extremely interesting. My apprenticeship was spent at the Great North of Scotland Works at Inverurie, 16 miles north of Aberdeen. The locomotives based at Aberdeen during those five years, 1953 - 58, included three A2s one of which being 60532. This loco visited Inverurie on two or three occasions for light repairs rather than,

undertake the journey to Doncaster. Of the 3 No A2 Pacifics at Aberdeen 60532 was regarded as consistently the best performer due to its Kylchap exhaust and was usually rostered to the heavy nightsleeper (The Aberdonian). There is an impression, more so down south, that the single blast A2s were unsatisfactory performers. It is certainly true that in their early years they were erratic steamers but after a few hit or miss experiments by Doncaster and also crew experiences they were brought up to a satisfactory standard, both 60525 and 60531 putting up consistent performances. During 1958 to 1965 I was travelling weekly between Glasgow and Aberdeen and by then LNE engines were being used on the ex LMS lines on several diagrams. The single blast A2 were frequently on these turns and I cannot recollect time being dropped by the loco. They were generally more consistent performers than the V2s whose performance was more dependent on the state of the 2-1 valve gear maintenance. The single blast A2s would certainly have shown their limitations (similar to A3 and A4 before conversion) had they been at Kings X when high power outputs at speed were required. In Scotland with lighter loads, sharp curvature and gradient this front end limitation did not present too many problems at the lower speeds normally encountered north of Edinburgh or Glasgow. There was a letter regarding 60532s riding characteristics in the NELPG NEWS. I do not doubt that this was the case at the time. It was not usually a particularly rough A2 and I have certainly travelled at 80mph on the stretch between Gleneagles and Perth on several instances with this loco. 60531 had a much more evil reputation when it came to riding characteristics.

There was another point Mr Townend brought up regarding Gresley Pacifics, when they were transferred away from sheds with experience of them to foreign sheds there was usually trouble.

This happened in Scotland with Glasgow-Aberdeen trains between 1962-66. The locomotives based at Aberdeen (Ferryhill) with its long experience of a fleet on V2s gave no trouble. At the other end of the line St Rollox shed A4 locos were very rarely on the road. There were five service failures on the road when the middle big end failed and

on every occasion when going north after being serviced by the LMS shed. I am not aware of any failures on the south run.

Yours sincerely
David C. Crombie

Membership No BP67

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MASTERMIND HERE WE COME!

In the late hours of Sunday 8th April you may have watched Nick Faldo claw his way back to tie the American Masters Golf Tournament and go on to win the title in a sudden death play off. Gripping stuff indeed! I can assure you, however, that an even more exciting contest was fought out on the evening of the following Tuesday.

On that night the Northallerton Area Group of the NYMR held its 4th Annual Inter Group Quiz for the Jack Archer Trophy. Competing teams are all associated with the NYMR. On all three previous occasions the York Group had walked off with the trophy. They have always managed to include a team member whose knowledge of railway history makes Christopher Hughes of Mastermind fame look very average!

Thus the local group, LNER Coach Association and NELPG made up the opposing teams. Sacrificial lambs to the slaughter! NELPG's previous efforts had not been very spectacular and after a few round of 'basic questions' history looked like repeating itself:-

'Where did the NER run a bus service'

'How many blind windows are there in the Station building at Goathland'

'On which East Anglian branch did the last 6 wheel coaches run'

and other gems left a modest scoreline. Very modest indeed. In fact the NELPG scoreline had barely moved whilst the other teams forged ahead.

Having amassed a mere 3 points by half time the coffee and biscuits were most welcome although a certain brand of lager said 'to reach those parts . . .' would have been considered more appropriate! What was in the coffee I don't know but in the second half of the quiz the questions were not only understandable but also answerable! Questions on German Ols, Britain's preserved railways and steam locomotive names in 1960 were answered with aplomb. As each round went past the gap in the score steadily closed. NELPG were in full cry! At the end of the contest proper NELPG tied with the LNER Coach Association, leaving York and Northallerton teams trailing in their wake.

A tense play off then took place. No feeble 2 hole effort here. Questions to be answered in 15 seconds were fired at each team in turn by Chairman John Russell. NELPG's included:-

'What is a Tommy Dodd'

'Who was the first Chairman of the LNER'

'What is the lowest point on British Rail'

question after question was asked but neither side was prepared to give way.

'Who was the first Chairman of British Railways'

'What is C.W.R. (not G.W.R. **W**)'

'What are the passenger sectors of British Rail'

In all 8 rounds of sudden death were played out before the Coach Association floundered on 'what is a chaser - in railway terms of course!'

NELPG has become famous (or infamous) for leaving things until the 11th hour! For this case it was the 10th hour when Jack Archer presented his trophy to the team captain. The many correct answers were provided by Danny Fawcett and Steve Alder - there were times when the team captain appeared to be there only to make up the numbers!

I hope that this unexpected success will inspire the Group to further triumphs this year. I must thank the Northallerton Group for providing such an enthralling evening, John and Moria Russell for controlling proceedings so well and the other teams who got so close.

Now, what's the address for Mastermind applications. . .?

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FORTHCOMING EVENTS

Friday 14th September 1990 - A DAY IN YESTERYEAR
by Dr J. Spencer-Gilks

Friday 12th October 1990 - THE CROMFORD AND HIGH PEAK RAILWAY
by Alan Rimmer

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

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COVER PICTURES

Front: A historic scene at Newcastle on 8th April 1990; 2005 and its support coach make a splendid sight as they cross the sad remains of the once famous diamond crossings at the east end of Central Station, The junction, now heavily rationalised, is soon to be poled and wired and with an impending ban on steam once the ECML is energised, this scene is unlikely to ever be repeated. **(Maurice Burns)**

Back (top): Under the snow clad slopes of Aonach Moor and Ben Nevis, 2005 takes its first train of the 1990 season, the new Queen of Scots, away from Banavie on 20th April.
(John Hunt)

(bottom): 69023 in the new surroundings of Mendip Vale, near Cranmore with a service train on Sunday 1st April.
(Maurice Burns)

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