



B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

NUMBER 77

www.thompsonb1.org

DECEMBER 2013

HAPPY CHRISTMAS to all our members



As a memorable year for 61264 comes to a close, she is seen passing through the stunning landscape of Northdale with a photographic charter on 15th November 2013. Photo courtesy of Steve Kirk.

In this issue:

Chairman's update – 2013; our best ever year?	2
2013 - some of the highlights	3
Operations Report	6
Engineering Update	8
AGM report	10
The story behind Impala's chimney	13
150 Club	17
Membership Matters	17
TBLT Gift Subscription Form	18
The Great Grice	19
A few photos from the November charters.....	20
Data recording on 61264 -The "Black Box"	23
Your chance to acquire a fine art print of 1264	24

Chairman's update – 2013; our best ever year?

Mike Cobley

As the year draws to its close we can be proud that we have probably had our best year financially and certainly as far as loco performance is concerned, an almost trouble-free season working on the North Yorkshire Moors Railway.

We must thank LNWR at Crewe for a job well done, the support of the staff and volunteers from the loco dept. at Grosmont, as well as our regular local members and of course Steve Andrews, who has had the occasional mad dash from Derby to deliver a spare part or retrieve an item for his expert machining skills to keep the loco in service.

Dave Horton has some exciting news for the New Year with our mainline loaded test run in January and our first railtour in March, as well as another Members' Day. We have resumed our working relationship with West Coast Railway Co., who will be operating the loco, and we look forward to once again working with David Smith and James Shuttleworth.

Next year we will be in a position to start repaying many of the loans that helped us complete the overhaul, so a big thank you to everyone who has helped keep the B1 working.

At the recent AGM we were entertained with the 1978 Brian Cooke publicity film made on one of our fundraising railtours, with prize performances from the late Peter Aylett, a young Dave Fowler and me, a serious Mike Sanders and the ever youthful Steve Andrews. There was also a contribution from one of our early Life members, the late Tony Gregory, who passed away earlier this year. We will have some copy DVDs available in the New Year.

On behalf of the Directors of the Trust, have a Happy Christmas and a prosperous 2014.

2013 - some of the highlights

Alf Bousie

2013 marked the return to service of 61264 following the completion of its major overhaul. Seen here are some of the significant events from its first year back in service.



On 9th March 2013, 61264 prepares to leave Grosmont on its very first revenue-earning service. Photo courtesy of Mark O'Brien.



Undertaking its loaded test run on the Whitby-Battersby line, 61264 crosses the River Esk at Ruswarp, returning to Grosmont. 18th March 2013. Photo courtesy of Dave Wellington.



The first week of May 2013 marked the 40th anniversary of the re-opening of the NYMR. To mark the event, 61264 took on the identity of long-scrapped classmate no. 61002 Impala. The event also marked the first time that two B1s had worked a train together in preservation, other than at Barrow Hill in 2007. With 61306 Mayflower banking, the pair is seen passing Esk Valley on 5th May 2013. Photo courtesy of Kenneth Snowdon.



The loco's return to steam was celebrated by a Member's Day on 22nd June 2013. Still running as 61002 Impala, the train arrives at Pickering. Photo courtesy of Dave Horton.



61264, still running as Impala, attended the “Doncaster 160” weekend at Barrow Hill in late September. Sharing passenger duties with 60163 Tornado, the loco is seen heading up the ‘branch’ on 28th September 2013. Photo courtesy of Dave Wellington.



The loco has been a popular choice for photographic charters over the year, hauling a variety of trains. Having reverted to 61264 it is seen with the NYMR breakdown train at Fen Bog on 12th November 2013. Photo courtesy of Ian Nixon.

Operations Report

Dave Horton

Well we have reached the end of what has been a very successful first season back in traffic.

First of all I must say a big thank you to everyone that has helped to keep the loco in fine fettle this year; in particular Steve Andrews (of course), Steve Robb, Clive Goult (Shed Master at Grosmont) and his assistants, Dave Fowler, and Mark O'Brien. We are blessed with a very fine 'core team' of Engineers!

Now to the facts and figures. The recorded chargeable mileage at the end of October stood as follows:

- March: 1008
- April: 1565
- May: 1530
- June: 1140
- July: 1790
- August: 2262
- September: 1266
- October: 1218

Total = 11779 miles

Total NYMR earnings (after deduction of loan) = £61108

It is hoped that the loco will also run over the Christmas and New Year period on the Santa Trains.

61264 visited Barrow Hill over the weekend of 28th / 29th September for their 'Doncaster 160' event. Our appearance at this event was mainly as 'repayment of debt' for having stayed there over the last 4/5 years. With 9 days running lost at NYMR and transport costs having to be picked up by the Trust as well, the estimated true cost to the TBLT of this visit was thought to be c. £11,500, which would seem to be 'debt repaid' and some! However on the plus side, it was a good event, well attended, we made some decent money on the sales stand and everybody went away happy.

The season at NYMR officially ended on 3rd November but the loco was still to carry out several days of photographic charters. These went off successfully in week commencing 11th November. The weather turned out to be absolutely perfect for it, as the photos elsewhere in this issue will testify.

Thoughts are now turning to 2014 and it's already looking to be an exciting start to the New Year. If you have not already heard, I am pleased to announce that the loco will be visiting the East Lancashire Railway in January and February 2014, for five consecutive weekends including their winter steam gala. Steve Andrews, Mark O'Brien, Yvette and myself visited the ELR on 16th November to visit the facilities and sign the hire agreement. We were very impressed by what we found. Having expected little more than a walk around the shed at Buckley Wells, a cup of tea and possibly a train ride, we were stunned when they put on an observation car just for us and allowed us cab rides over the entire line. Talk about being treated like royalty!

Excitingly, the invitation to visit ELR has also brought with it an opportunity to finally carry out our full mainline proving run with West Coast Railways.

The 'business case' for this has been worked out as follows:

- 1) Cost of light engine moves + proving run = £18000
- 2) Income from ELR hire fees: minimum 8 days steaming @ £700 per day = £5600
- 3) Cost of light engine moves recouped from ELR = £7000
- 4) Balance for TBLT to pay through existing funds = £18000 – 5600 – 7000 = £5400
- 5) Money raised through the 'Mainline Appeal' = £4129

So as you can see, actually getting fully mainline certified will hardly dent our cash flow, when all is said and done. It also means we have made good use of the 'dead period' between New Year and the start of the season at NYMR, thus increasing our utilisation of the asset, so to speak. This does assume that we have a trouble-free time with no reliability issues, fingers crossed. And of course there are and will be other expenses associated with it, so please do keep the donations to the Mainline Appeal coming in.....

The current plan regarding the mainline moves is as follows:

- Thursday 9th January: Light engine + support coach, Grosmont – Carnforth
- Friday 10th January: Loaded proving run, Carnforth – Hellifield circuit, followed by light engine + coach down to ELR
- 11th January – 9th February: ELR, weekend running + possible photo charters and footplate experience. Winter steam gala date tbc.
- Monday 10th February: Bury – Grosmont, light engine + coach

Final timings will not be available until very close to the day but a good reliable source of information, should you have access to the internet, is <http://www.uksteam.info/tours/index.htm>. They have a page for 'Mainline steam loco movements', so check it out.

Steve Andrews and team are now busy preparing the loco for the mainline debut. Wayne Jones visited on 25th October to do the Cold Exam (out of steam), and again on 11th November to do the Hot Exam (in steam). The company Wayne Jones and Partners act as a 'Vehicle Acceptance Body' (VAB) on behalf of West Coast Railways. The two exams on the loco, hot and cold, plus mandatory TPWS/AWS/OTMR and brake tests, together make up the annual Safety Examination of the loco, the passing of which is required to re-validate our Engineering Acceptance Certificate for another year. Only when we have this certificate are we allowed out on to the National Network. The loco is basically fit to go, save for some 'corrective actions' which are now being dealt with. A support crew has also now been put together and I am working out the fine details for what will end up being a 3-day adventure for some.

There has already been interest in railtours using the loco and our first provisional date looks set to be Saturday March 22nd, top-and-tailing with K4 2-6-0 no. 61994 *The Great Marquess* from Middlesborough – Whitby – Middlesborough and on to York. This train is being promoted through the Railway Touring Company so please keep an eye on their website for details: <http://www.railwaytouring.net/> or call 01553 661500.

Finally, I am also pleased to report that the NYMR have agreed to support another Members' Day in 2014 after the success of this year's inaugural event. The date is **Saturday 12th April** and the format will be identical; 2 or 3 reserved carriages on a normal service train departing from Whitby and 'freedom of the line' for all TBLT members. More details will follow, closer to the time.

A Happy Christmas to everyone!

2014 – dates for the diary

NYMR (dates are subject to change – please check the NYMR website)

15th – 23rd February 2014: pre-season running (half-term)

15th / 16th, 22nd / 23rd March 2014: pre-season running

29th March – 2nd November: main season (daily)

2nd – 5th May: Spring Steam Gala

26th – 28th September: Autumn Steam Gala

Other

10th January: 61264 mainline proving run, Carnforth – Hellifield – Blackburn circuit

11th January – 9th February: 61264 at the East Lancs Railway

22nd March: 61264 + 61994 railtour, Middlesbrough – Whitby – Middlesbrough - York

12th April: TBLT Members' Day, NYMR

Engineering Update

Steve Andrews

The loco is now back running as 61264, the *Impala* nameplates having been sold. 61264 is used by the NYMR at every opportunity and is clocking up the mileage. It's difficult to do repairs other than at washouts. The leaking backhead mounted clack valves had new floating valves fitted, the job taking half an hour to do.

The Trust has taken delivery of a thirty foot container which is now in "Container Row" beside the running shed at Grosmont. It is mounted on four concrete sleepers raised 7" of the ground. It has been levelled so that the doors are easy to open for my convenience as personally I have a dislike of suffering for the cause of railway preservation. Other members however seem to enjoy suffering in adversity! Being mounted on sleepers also means it is less prone to condensation.

A fifteen foot long bench has been made and fitted together with racking which has been donated by Tim Brailsford of Melbourne – the latter saving us in excess of £600. This was delivered in my two ton small plant trailer and is now erected in the container.

The container at Barrow Hill, for which we are charged rent, will be emptied in the run up to Christmas to make it clear to members that we don't own the container or the racking in it. What we do own at Barrow Hill are the benches and cupboards in our little corner in the Roundhouse, some of which are going to Grosmont. This includes all the extension cables and the very handy Whitworth nut and bolt cupboard. If you think any of this will fit in your car or van, give me a call.

Back on the loco there are some items that need repair. Firstly the sanding valve has a broken handle; mole grips currently have to be used to operate the valve. I will make two new spindles so we have a spare. Secondly I need to swap a sand trap as the rodding hole is at 45 degrees and needs to be at right angles. The sand does get damp but if it is wet you have to make sure the sanding lids are firmly down.

The ashpan spark arrestor is the simplest arrestor ever designed, manufactured and fitted to a steam loco in the 200 year history of steam. It doesn't involve the use of split pins, wedge cotters or nuts and bolts - it just drops in between the pegs. The trouble is that it is so simple to install, it is confusing for the loco crews, who are expecting it to be difficult. I will fit another two pegs and hope this will sort it out.

Although the ashpan spray looks like a lot of water coming out of the pan, it isn't really. The likely alternative would be that holes would be burned in the pan. This would mean either me or the NYMR having to repair the pan, thus taking it out of traffic and the consequent loss of income. Before coming off shed though and doing the Whitby service you have to make sure the tender is full to capacity (4250 gallons). What you shouldn't have to do is come back later because you haven't filled it up to start with.

At Quorn Swapmeet I bought a pair of gauge glass lamps at £30 for the pair. They have been converted to LED operation but the burners can still be used.

On Friday morning I went to Phil Whetton Fabrications to get a new set of ashpan doors for the GWR 'King' 6024. Phil said he has now closed down due to retirement. Although the machinery has been sold it was not going to be collected for another two weeks so he would do the doors. Phil has managed to find his three employees other jobs. Phil was so handy being in Burton and was so quick to get jobs done. There is however another company in Burton I do use, where the frame cowlings for the Gresley Beavertail were made.

The Barrow Hill model railway event provided another opportunity for us to sell various items such as table lamps, household bits and pieces and of course railway books and magazines etc. We had quite a few donations over the weekend and managed to sell quite a lot of stuff. It all makes money for the Trust which can be gift aided.

We had a box of assorted items in the Sheffield Railwayana Auction which raised £65.50 after deductions. We also sold a set of four RSH buffers for £150 to Andy Civil who has now taken over the custody, from the NRM, of RSH No. 15 *Eustace Forth*, which is now at the Foxfield Railway. The existing buffers belonged to another RSH and are being returned. No. 15 will be brought back to life at Foxfield in an unheated workshop and under temporary sheds and with the assistance of The Sinfin Locomotive Works.

Please keep your donations coming - we always need railway items, DVDs, videos, books, mags and model railways etc. Contact me Steve Andrews on 01332 774193 or 07824 422029 or Mike Cobby on 01582 767782.

AGM report

Dave Fowler

The 31st Annual General Meeting of the Thompson B1 Group was held at the Brunswick Inn, Derby, on 2nd November 2013. It was attended by 29 members, and commenced with a short opening address by the chairman Mike Cobley. The meeting was divided into two parts, beginning with the AGM of the Thompson B1 Locomotive Ltd which owns and issues shares in the loco, followed by the AGM of the Thompson B1 Locomotive Trust - the registered charity which operates and maintains it.

Thompson B1 Locomotive Ltd

The meeting commenced at 1117 and after acceptance of the minutes of the previous meeting the Directors presented their reports. The Company has only three permanent directors; Chairman - Mike Cobley, Company Secretary - Dave Fowler, and Treasurer - Stephen Harris. In addition, Helen Aylett continues to issue new shares every six months. A total of 492 shares were issued in the last financial year. Mike Cobley thanked Helen for carrying out this arduous task over the last 10 years.

Dave Fowler reported that all necessary returns to Companies House were in hand and that they would be done electronically at a considerable saving in cost.

Stephen Harris then gave his report and started by asking if any members present who are buying shares would consider receiving them annually to save on paperwork. All present approved this. Stephen reported that during the last financial year the Limited Company made a grant to the Trust of £3500 to assist in paying off the outstanding invoice to LNWR.

As there was no other business, the meeting closed at 1128.

Thompson B1 Locomotive Trust

After the acceptance of the previous meeting's minutes the Directors presented their reports commencing with Steve Andrews (Engineering Manager).

Steve reported on a very successful summer on the NYMR and since being accepted into traffic on March 4th the locomotive had performed almost faultlessly. There had been a niggling vacuum leak which took time to trace and rectify and a perished rubber seal on the vacuum reverser clutch. The latter was fixed overnight by bringing the seal from Derby to ensure the locomotive was in service the next day. There had been no major problems of any kind and the locomotive just kept running thanks to its on-site honorary custodians Clive Goult and Mark O'Brien. It is well liked by the crews, the only complaint being the lack of gauge glass lamps. Two genuine LNER oil lamps were going to be converted to LED.

A large 30ft container has been purchased and installed at Grosmont in "Restoration Row" with good access to the coach and shed. The cost has been shared between the Trust, The Rail Coach Co. and Mark O'Brien. It will be fitted out with a long bench and heavy duty racking, which has been donated. The Trust's 20ft container has been moved up the back field and will be used for long term storage such as the donated B1 chimney which has been collected and taken to Grosmont. It is intended to empty the container at Barrow Hill as soon as possible.

The temporary naming of the locomotive as *Impala* to coincide with the NYMR 40th Anniversary had proved very popular so we intend to do something similar in May 2014. The next identity will likely be 61034 *Chiru* as this was the last locomotive to run over the Picton to Battersby line before closure. 2014 is the anniversary of the aforementioned closure.

The Operations Manager (Dave Horton) then gave his report, reflecting on a good year and outlining plans for 2014 including our mainline debut. (*See the 'Operations Report' elsewhere in the newsletter for full details - Ed*).

The Secretary (Dave Fowler) reported that the Annual Return will be submitted electronically to Companies House after our made up date of November 11th and approval at this meeting. The returns to the Charity Commission have also been submitted electronically and accepted. This gives the Trust a considerable saving, £13 against £40. Next year's AGM Notices and Minutes will be sent out by email to members who have agreed to receive it, again giving the Trust a considerable saving on printing and postage costs.

There had been only two committee meetings held over the past year, due in part to the distances that committee members had to travel. There had been a constant exchange of e-mails and phone calls however which had kept all members of the committee fully informed of the running of the locomotive on the NYMR.

The Membership Secretary (Brian Rich) reported that we currently have 264 members, compared with 270 last year. The following had sadly died in the last year or so - Kenneth Goodall, Roger Guillain, John Vaux, Michael Lewis, Ralph Cryer. A few members reluctantly withdrew their membership because of illness and the other lost members are those who have not renewed subscription after receiving two reminders. We have gained 9 new members.

Currently 134 members received all correspondence (except for the AGM notice) by e-mail and this provided considerable savings for the Trust. Two sets of membership records continue to be held and Brian thanked Brian Mick for maintaining the electronic data base.

Brian hoped that the membership felt that their patience had been rewarded. There had been so much good news coming through from the North Yorkshire Moors Railway about our B1 which should make us proud to be associated with 61264, 61002, or whatever next.

Brian pointed out that occasionally members purchased subscriptions as a birthday gift for friends or relations. We needed to take this idea of publicising our organisation and increasing membership more seriously. There was much evidence from the preserved railways that have junior clubs (Swanage Sygnets; Bluebell 9F group) that some young people love to be involved in preserved railways and steam locomotives once they have visited one or two preserved railways. Brian wondered whether there was a young person, relation or friend for whom you were struggling to buy a suitable Christmas gift. This idea would be promoted in the next newsletter.

The text of the new leaflet was now ready as well as the titles of the photographs. What were missing were the actual photographs. Brian asked that if anyone could help with this to contact Yvette Horton.

Mike Cobley (Chairman) reported that he had not been out with our Restoration talk and slideshow last year but the good news was that he had now found the slides so hoped to start the talk service again. He then thanked all of the Directors who had contributed to the very successful year and in particular NYMR staff Clive Goult, Mark O'Brien and Paul Middleton.

Dave Wellington (Press and Publicity Officer) reported that he had sent regular articles and photos to the railway press with mixed results. There had been good articles and photos in the NYMR Moors Line magazine and the internet-based Railway Herald. After the photo charters being held in November on the NYMR he would send photos and write an article praising the 12000 miles that the locomotive had achieved in its first year following its major rebuild. By the end of the year this may be an NYMR record for annual mileage. The locomotive was well received running as *Impala* and the *Chiru* idea was a good one. Dave also has a 20ft layout which he takes to model railway exhibitions and he had renamed it "Thompson B1 Locomotive Trust" to attract membership enquires.

Steve Andrews reported that the sales stand which was in operation at Barrow Hill for their "Doncaster 160" Steam Gala had been very successful, taking over £800 from the display of donated items. Unfortunately the permanent display of books and magazines in our "Fitter's Corner" has had to be cleared and this has diminished the donations to our collection box. Steve said that as everything we sell has been donated, we make 100% profit for the locomotive restoration fund. The next event at Barrow Hill was the "East Coast Giants", the final A4 event being held over the weekend of 8/9 February 2014. We will be attending selling and clearing out our videos and magazines etc. Steve had also put several of our more expensive donated items in the railwayana auction at Derby and this had raised over £200.

Stephen Harris (150 Club) informed the meeting that he still had vacancies in the 150 Club. It costs £1/month/number and half the money collected is paid back in prizes. The Xmas draw had a first prize of £150 and the club usually contributed around £1000/year to the locomotive fund so it was well worth supporting.

Yvette Horton (Treasurer) gave the members a summary of the Trust finances. We had received donations over the last few years of £24000 including £4129 which had been donated to the Main Line appeal. The £30000 loan plus £200 interest had been repaid to the NYMR in June and in September the final £7500 of the boiler overhaul had been paid to LNWR at Crewe. Steve Andrews was paid £5667 in October (wages and expenses incurred during the final assembly of the locomotive at Crewe last year). There was still £117466 of interest-free loans owed to the Directors and members. The Trust had also contributed £500 towards the cost of the new container at Grosmont. Barry Benvenista was re-confirmed as the TBLT Company Accountant and the acceptance of the Accounts and Reports of the Directors was carried unanimously.

In any other business, Alf Bousie (B1 News Editor) stated that the newsletter was very important particularly to the older members of the group who perhaps could not get out to see the locomotive as often as they would like. He appealed to the members for contributions for future editions. He wanted members to write about any of their experiences with the B1 and not just on the NYMR. Alf thanked Yvette Horton for the edition of the Junior B1 News which had been very well received and hopefully will encourage kids to become members when they get older.

Finally the date of the next AGM was set for 25.10.2014, to be held at Derby again.

The story behind Impala's chimney

Alf Bousie

Changing the identity of 61264 to that of *Impala* has certainly been popular with many visitors to the NYMR this summer season. However, possibly the most unusual outcome of running in this different guise has been the donation to the Trust of the original chimney from 61002.

Having seen pictures of 61264 as *Impala*, the Trust was contacted by Dave Singleton whose late father had purchased the original chimney off *Impala* from BR in 1967. Rather than keeping it as a garden ornament he was keen to see it being used for its intended purpose again.

Dave's recollection of events surrounding the collection of the chimney from BR make interesting reading.

"My memory of September '67 is getting somewhat hazy unfortunately; I was only 8 at the time. However, I think BR detached the items from the loco at Goole and sent them to Wakefield MPD from where we collected them.

I accompanied one Geoffrey Linden Rossendale Whitwam, a friend and well known Huddersfield railway enthusiast and photographer, to collect the chimney in his Crow Lane Welding Company van.

It took 3 fitters to lift the chimney into the van. Then in true pre-seat belt fashion we proceeded to convey the chimney back to Huddersfield, Geoff driving, while I sat in the back with the chimney, bracing it with my feet, my back against the side of the van. Needless to say we didn't do a risk assessment, but the journey went smoothly apart from the cobbled sections through Milnsbridge mill bottom.

Until the Steves (Andrews and Robb) arrived to collect the chimney, it spent a relatively uneventful 46 years in my father's back garden, receiving the occasional coat of aluminium paint, and for many years sporting a palm tree.

The whistle, which unfortunately passed to another collector, did have another moment of glory in the post-BR steam ban era. Geoff, as part of his business, had numerous pressurised cast iron cylinders for his oxy-acetylene equipment. One lunch time we connected the whistle to an oxygen cylinder, and the strident tones of 61002 rang out over the mills of Milnsbridge once again.

We wondered how many mill workers looked at their watches wondering why their hooter had gone off, or whether BR had reverted to steam on the Newcastle-Liverpool trains."

Remarkably all the associated paperwork from BR has been retained, confirming the provenance of the chimney and providing an interesting insight into the workings of BR. As can be seen from the first letter, it had been the intention to purchase the chimney from 61021 *Reitbok* but BR deemed this uneconomical and offered the *Impala* chimney instead.



British Railways North Eastern Region

22 Holgate Road

York

York 53022 Ext. 2691

Chief Mechanical & Electrical Engineer

Mr. P. H. Singleton,
30 Parkwood Road,
Golcar,
Huddersfield.

y/r
o/r 8/L.19/23/3/638

31st August, 1967.

Dear Sir,

COLLECTORS ITEMS

I refer to your recent conversation with my representative; due to the fact that there are no staff at Wakefield it is felt that it would be uneconomical from a British Railways point of view (if offered at £5) and if proceeded with costly from your point of view to detach the chimney from 61021 or any other locomotive at that point. This, of course, is very much regretted.

It is possible, however, for me to arrange to detach the chimney from 61002 which is on hand at Goole Motive Power Depot and no doubt you will let me know whether to proceed.

There is some urgency in this case and an early reply will be appreciated.

Yours faithfully,

FOR C. SCUTT

BR 9200/42

MATERIALS SOLD BY
BRITISH RAILWAYS BOARD

Motive Power, Gooles E (NE)

ADVICE OF DESPATCH

Date 26-9-67

Serial No. _____

BR. 8658

Reference SALES L19/23/3/638

Item No. 1

Date of Sale 22.9.67

COPY No. 1 TO:— (Name and POSTAL address of Purchaser)

Mr P.H. Singleton, brow Lane Welding Co,
Milnsbridge, Huddersfield

DESPATCHED FROM Motive Power Gooles Department Works/Depot

TO (Name of Consignee) Mr P.H. Singleton
Destination station or siding To be collected from Huddersfield Gooles Depot

- * ~~Carriage charges payable by purchaser. Consignment note passed to Goods Agent.~~
- * Carriage paid by B.R. Free Invoice/Waybill passed to Goods Agent.
- * Delete whichever is inapplicable.

CATALOGUE No. _____

MATERIAL One Chimney from 61002

Date of Despatch	TRUCK		QUANTITY DESPATCHED															
	Prefix Letter	No.	No. of Articles	Gross				Tare				Net						
				T	C	Q	lb.	T	C	Q	lb.	T	C	Q	lb.			
		(as above)																
TOTALS (If more than one entry):—																		

Signature J. B. GATIS
LOCO SHED MASTER

There appears to be some history behind the different chimneys fitted to 61264, not all of which belonged to B1s. Whilst at Woodham's scrap yard, 61264 had no chimney at all. It was not until the loco was purchased by the Rolling Stock Society, later to become the Thompson B1 Locomotive Trust, that a Black Five chimney belonging possibly to either 45337 or 45379 was fitted. This was only changed when a B1 chimney was eventually located and recovered by John Standing. It was actually borrowed from a friend of the late Dermot Reynolds who lived between Royston and Cambridge. Mike Cobley recalls John using his boat trailer to move the chimney to Woburn. Unfortunately it was a lot heavier than the dinghy the trailer was meant to carry, causing the tyres to catch on the mudguards. Eventually the mudguards worked loose and amidst a lot of smoke started to go round with the wheels. The loco eventually received its present chimney from the original B1 Preservation Society (61306) but from which loco is unknown.

It was not without some difficulties and potentially repeating of history that Steve Andrews and Steve Robb managed to recover the chimney off *Impala* from Dave Singleton's house.

As can be seen from the photo, getting a B1 chimney into the rear of a Vauxhall Astra van using a ramp made of bricks and a plank is not that easy a task. However we are very grateful for the generosity of Dave Singleton for donating the chimney to the Trust and it will now be kept in store at Grosmont for potential future use.



Steve Andrews is seen carefully loading the chimney from Impala into Steve Robb's van with the assistance of Dave Singleton. Photo courtesy of Steve Robb.

150 Club

Stephen Harris

2013	Special	£30	£20	£10	£10
August		138 P. Slater	133 H. May	21 B. Mick	103 P. Morrell
September	£50 32 P. Kaufman		173 G. Phelon	175 A. Lightowler	149 N. Snuggs
October		94 J. Whitfield *	122 S. Ackley	7 B. Rich *	44 J. Whitfield*
November	£80 33 A. Angus	137 P. Slater	8 R. Barnes	68 Mrs Whitfield *	111 W. Wood
December	£100 164 D. Redmond £50 178 H. May	80 R. Goldthorpe*	160 D. Redmond	92 M. Pearson	103 P. Morrell

* denotes prize donated to TBLT

The 150 Club has 3 or 4 numbers vacant. If you would like to subscribe or increase your subscription please contact:

Stephen Harris
3 The Larchlands
Penn
Bucks
HP10 8AB

Tel: 01494 81355
E-mail: stephenharris@hotmail.com.

Membership Matters

Brian Rich

Are you short of ideas for Christmas and Birthday gifts for your relations and friends? Have you considered purchasing a Trust membership subscription for them? This is simple to arrange and an easy form to use is included on the next page. You will need to return this form to me with a cheque for £10 (1 year) or £40 (5 years).

I will post a membership card, a paper copy of the most recent newsletter, a postcard of 61264 and a welcoming message to your nominated person on the date that you request.

Please ring me on 01538 384713 if I can be of further help.

TBLT Gift Subscription Form

Name of member making the gift.

Postal Address.

.....

Post Code.

Person to whom you wish to gift a subscription.

Name.

Postal Address.

.....

Post Code.

Length of subscription - 1 or 5 years.

Date on which membership should start

Date on which the welcome pack should be posted

Please indicate below any message which you wish to be included.

.....

.....

.....

Please post this form with the appropriate cheque, made payable to TBLT to:
Brian Rich, 11 Adams Grove, Leek, ST13 8NX

The Great Grice

Dave Wellington

Between November 12th and 15th, 61264 took to the stage to perform four days of photographic charters; 'gricers' having arrived from all over the country to capture the loco on video or digital images - prints and slides being old-hat these days.

The hope was to film amidst the spectacular scenery of the North Yorkshire Moors, under blue skies and with plenty of smoke; the essentials for any successful charter. Local driver Matt Fisher, organiser of the first day's event, had previously arranged a similar show on May 10th, described in the last newsletter. Use of the engine that day had been restricted to the early hours before 0930, but during midweek in November with a blank timetable, the charter organisers had the whole line at their disposal.

Our party of 40 thus climbed aboard two brake vans and, as we left Grosmont at 0945, the sun's rays started to reach the interior crevices of the Railway. Matt had assembled a rake of vans which were attached to the NYMR's small breakdown crane – a rare outing for this vehicle. These, together with the two brake vans, made up a short but heavy train.

At the first chosen photo-stop, north of the Esk Valley cottages, we dismounted from the brake vans and were able to select several locations either side of the line whilst 61264 performed five runpasts. The same happened again at Beck Hole and Ellerbeck before we finished up at Levisham for an hour's rest over lunchtime whilst the B1 departed light to Pickering for water and turning.

In the afternoon the locations chosen were Northdale and Fen Bog, allowing "arty" shots to be recorded with the sun gently sinking behind the train. Return to Grosmont was at 1530 with the gricers happy with the day's results.

I must thank Matt for my complimentary ticket for the day; he is a great fan of the B1 and has now completed two memorable charter events to our benefit.

The proceeding three days were organised by Neil Cave, who had originally planned to use NELPG's Q6 no. 63395 – still sidelined under overhaul. I joined his group on the third day and paid £65 for the outing, together with 27 other enthusiasts. These included NELPG chairman John Hunt, who accompanied Neil Cave in choosing the locations, some of which involved steep climbs up the side of the gorge in Newtondale.

Opportunities were fewer than on the first day, as banks of cloud persisted. However, the use of black smoke to contrast with the white sky gave a different perspective. The stock this time consisted of three box vans plus five Mark 1s in custard/cream livery, the idea being to re-create the mixed trains of the West Highland line in the 1950s. The loco faced Pickering throughout, with the last shots of the day taking place relatively early under grey skies at Goathland loop.

So ended an interesting week, with normal weekend NYMR services due to start the next day. All being well, 61264 will gain publicity in the railway press from the charters, at a time when we are seeking exposure to Main Line tour operators. At the very least, we now have a spectacular record of activities that have taken place at full throttle away from the national network, and we have Matt Fisher, Neil Cave and the gricing fraternity to thank for that.

Footnote

We have been lucky enough to have access to several photographers' collections during the year; subsequently I am thinking of collating a photo-album of the best digital shots of 61264 during 2013 – our first year back. There will probably be around 24 colour shots A4 or 10 x 8 inch size. The accent will be on variety. I would be interested to know how many other members would be interested in a copy. The price has been quoted as £25 for one copy – less for a bulk order.

To get an idea of numbers for ordering purposes, could you let Alf Bousie know if you are interested either by e-mail bousie@hotmail.co.uk (preferably) or by post: 18 Woodland Rd, Derby, DE22 1GF, or by telephone 01332 608394.

A few photos from the November charters



61264 on the mixed train, 15th November 2013. Photo courtesy of Dave Wellington.



*61264 passes Ellerbeck hauling the NYMR breakdown train on 12th November 2013.
Photo courtesy of Robin Patrick.*



*Passing through Esk Valley 61264 hauls the NYMR breakdown train on
12th November 2013. Photo courtesy of Ian Dixon.*



With the rake of plum and custard coaches, 61264 is seen at Newtondale on 14th November 2013. Photo courtesy of Steve Kirk.



With a mixed train including the rake of plum and custard coaches, 61264 is seen at Ellerbeck on 15th November 2013. Photo courtesy of Steve Kirk.

Data recording on 61264 -The “Black Box”

Dave Fowler

Most members will be familiar with the term Black Box, which is normally applied to aircraft and is used to analyse the sequence of events following an incident i.e. crash. The ‘Black Box’ fitted to aircraft is in fact bright orange but we have one fitted to the loco which is black and is fitted under the fireman’s seat. The box itself is crash proof and contains a computer (recorder).....which is orange.

It is known as the On Train Monitoring & Recording System (OTMR) and works in conjunction with the Train Protection & Warning System (TPWS) to record the operation of the loco via 4 main inputs. OTMR is mandatory on any locomotive that runs on most of Network Rail infrastructure.

Our OTMR was supplied by Arrowvale Electronics and installed in 2006 by Steve Andrews and the late Bob Mitchell but only operated briefly before the locomotive was taken out of service in 2008 to carry out the 10 year overhaul.

Although the computer (recorder) was stored carefully during this period, the transducers under the cab floor were not. All three transducers are contained in a sealed box under the cab floor and therein lies the problem. Steam which condensed to water and lay in the pipes during outside winter storage at Crewe found its way into the box, destroying all three transducers.

The four inputs that we record are:-

1. Speed - taken as an electronic signal from the Smiths speedometer and fed straight into the recorder.
2. Steam chest pressure - taken from the steam chest pressure gauge pipework and fed into a 0-250 psi transducer.
3. Steam brake pressure- taken from the steam brake pipework and fed into a 0-250 psi transducer.
4. Train pipe vacuum - taken from the SJ ejector pipework and fed into a 0-30 inHg transducer.

All transducers have an output of 4-20 mA which is fed into the recorder. Fortunately OTMR is not required on the Network Rail Whitby branch and so we only require the TPWS to be working to run into Whitby.

It was not until last summer that we turned our attention to the OTMR. When we opened the sealed box it was found to be full of water, which ran out all over Mark O’Brien’s boots.

After cleaning out the pipework and drying out the transducers, we got them to work well enough to satisfy our VAB Inspector, but it was decided to replace them in time for the loaded test run at a cost of £210 each.

The Trust is fortunate that we have the Main Line Steam Operators (MSLO) laptop available, which is loaded with the Arrowvale programme so we are able to download the output from our recorder and check to see if we are getting the correct readings.

Your chance to acquire a fine art print of 1264



Mick Allen has kindly donated to the Trust this framed and mounted print of 1264 showing it in its original 1947 condition.

Mick commissioned the original finely-detailed sketch from which this print is taken. Measuring 480mm x 340mm, it is set in a mahogany coloured frame measuring 640mm x 520mm.

We are auctioning the print off with all proceeds going to the upkeep of the loco

If you would like to put in a bid (minimum £25) please fill in the details below and return the form to Alf Bousie, 18 Woodland Rd, Derby, DE22 1GF.

The closing date for bids is 28th February 2014, after which the lucky winner will be notified.

Name _____

Address _____

Phone number(s) _____

Your bid _____