

B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

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HAPPY 65TH BIRTHDAY 61264!



61264 may be sixty-five years old but it certainly isn't entering retirement just yet.

Following the completion of its four year overhaul it can now look forward to many more years of active service. Looking magnificent after its repaint, it stands outside the workshops at LNWR Crewe on 6th December 2012.

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Chairman's update – B1 back in business, at last!

Mike Cobley

As the New Year dawns we can proudly look back over the last four years whilst 61264 has been off the rails. The 10 year overhaul has cost us the best part of £600,000, which is an enormous sum by anyone's standards, but looking at costs that other loco groups have spent in recent years for the work that has been carried out, that represents really good value.

The extensive and expensive boiler work that LNWR at Crewe have completed will keep the old boiler going for at least another 20 or 30 years, which will see many of us out. It is therefore rewarding to see that we have now attracted a few new and much younger faces to the Group, ensuring that there will be supporters for years to come.

We can all be very proud that we have self-financed most of this work from many generous interest free loans from members and shareholders alike, as well as donations to the boiler stay appeal and the painting appeal. We have also now received most of the low interest loan from the North Yorkshire Moors Railway Trust. To everyone that has helped financially we must say an enormous thank you, not forgetting the hundreds of volunteer hours that went on at Barrow Hill on the mechanical and electrical overhaul, but overall the work could not have been done without the perseverance of our Engineering Manager – Steve Andrews.

He has worked himself so hard, especially for the last 6 months with the pressure of 'when will the loco be finished?' Going from the recent reports about the *Flying Scotsman* overhaul, that has already cost over £2.5 million and is still not finished, then our overhaul was cheap – and they did not have as much boiler work done as us. So we have been very fortunate that Steve has had the overall control and skills to effectively manage the task.



STEVE ANDREWS – A JOB WELL DONE

The loco was rolled out from the paint shop at Crewe almost 65 years to the day after it was put into service at Parkeston shed. 2013 also marks the 40th anniversary of the Thompson B1 Group. From the early days as a bunch of enthusiasts, mostly from the Stour Valley RPS North London branch, the nucleus formed the Rolling Stock Society and the first informal meeting was held at the flat of Robin Aylett in March of that year. From those early days the names will be familiar: Peter & Robin Aylett, John Standing, Don Gilham, Chris Parrish, Tony Corbin, Chris Mayer, Peter Martin, Brian Indge, Colin Case, Dave Thomas, Derek Kirby, Mike Cobley and an uncouth youth - Steve Andrews (not much changed there then!)

There followed a minibus trip to Barry to look at the loco dump. From that trip the idea was formed to rescue a locomotive, and a letter was sent to Dai Woodham requesting a price for the B1 no. 61264. Scribbled on the bottom of our letter came back the price ... £4,500, and from there the rest is now history! The first minuted meeting was held in January 1974 at Trowley Bottom: Peter Aylett (Chairman), John Standing (Secretary), Mike Cobley (Treasurer), Robin Aylett (Membership Secretary).

Working parties at Barry were full of adventure – cars breaking down, train rides getting back into London after midnight, overloaded cars filled with spare parts, axle box bearings, wagon plates, vans with coupling rods, trailers with connecting rods, a boat trailer with a B1 chimney and the tyres catching fire!!

There then followed membership drives and our ever-popular railtours in the late 70s. We had stalwart volunteers, not forgetting the wives making sandwiches for the buffet stalls: Jim Gurnett, Dave Fowler, John Davis, Mike Sanders, Roger Barnes, Les Gray, Del Markee, Dermot Reynolds, Tony Gregory, Percy English, Brian Cooke, Chris Nix, John Kiefer, Murray Pearson, Brian Murray, Gerald Thorpe and Stephen Harris.

From those heady days when we were so much younger and full of enthusiasm it is amazing to still be fired up about an old locoand many of those original names are still involved in one way or another.

Sadly we have lost a few too: George French died before the loco was complete, George Maryan saw the loco when we ran to Parkeston in 2001 and after his ride to turn the loco at Manningtree he admitted that if he died that night he would die a happy man. Then in quick succession we lost Peter Aylett our founder Chairman, Dermot Reynolds our Press and Publicity Officer, Tony Morse our Treasurer for a short time only, John Standing, Martyn Smith and Dave Judd from our Scottish support crew, then as a great shock four years ago Bob Mitchell.

It is a tribute to all members and shareholders that the loco will live on in their memory.

Personnel changes

As 61264 enters a new phase in its working career, one or two personnel changes have been made.

Firstly Dave Horton has now taken up a new role as Operations Manager. As this will take up a considerable amount of his time, Alf Bousie has taken over as Editor of the B1 News. This will allow Dave the time to concentrate on organising the loco's work both on preserved railways and the main line. For any news items please contact Alf either by E-Mail: bousie@hotmail.co.uk or by post: 18 Woodland Rd, Derby, DE22 1GF.

As you will see elsewhere in this newsletter, Stephen Harris has been Treasurer since 1999 and felt it was time to retire. Yvette Horton will replace him as Treasurer of the Trust but Stephen will carry on as the Treasurer of the Limited Company and the running of the 150 Club. Both Stephen and Dave have set a high standard in their respective roles and we would like to thank them for all their hard work.

Finally, mention must also be made of John Whitfield for the work he has done overseeing the boiler overhaul. This has involved him in numerous journeys to LNWR Crewe over the past few years. We want to thank him for the hard work he has put in ensuring the successful completion of this project

Operations report

Dave Horton

With the bulk of the restoration complete, our activities are now concentrated on getting back into traffic. Both the locomotive and support coach will be based on the NYMR for the foreseeable future and for the first time we will have a 'home based' rather than a 'visitors' hire agreement. In the same way that being on a permanent contract is generally preferable to short-term employment, this arrangement will guarantee us a regular and predictable income, and with day-to-day maintenance taken on by the NYMR, reduces the burden on TBLT resources somewhat.

Since the AGM, things have been on the move. First to reach our new home was the support coach, ex-BR Mk1 BFK no. 14007. On 27th November this was collected from Barrow Hill by Duncan Millner Haulage and delivered to Pickering the next day. It is now at

Grosmont MPD. Thanks to NYMR a return load was provided in the form of a Gresley coach, thus reducing the transport costs for us a little; this coach is to be restored by Ramparts at Barrow Hill.

On Tuesday 11th December the locomotive had its final in-steam examination at LNWR Crewe. Apart from a few minor corrective actions the locomotive was deemed fit to leave LNWR and the decision was taken to transport her to the NYMR. She was duly collected on Monday 17th December, this time by Reid Freight, sub-contracted by Duncan Millner, and delivered to Pickering on Tuesday 18th December. Again, thanks to NYMR, another return load was organised to help bring down the overall transportation costs – this time of ex-NER Q6 0-8-0 locomotive no. 63395, which goes to LNWR for firebox repairs.



61264 waits to be unloaded at Pickering New Bridge yard on 18th December 2012

At Pickering New Bridge depot there wasn't much to do once the locomotive had been unloaded, apart from join the engine and tender back together. At the end of the day the opportunity was taken to introduce ourselves to Philip Benham, General Manager of the NYMR, who came and joined us for a bit of 'anniversary cake' – specially prepared (in Asda....) to mark 65 years since the locomotive entered traffic (5th December 1947), 45 years since withdrawal (July 1967), 15 years since first returning to steam (6th March 1997) and last but not least, the end of a successful restoration and arrival at our new home. Well we had to do something!

On Thursday 20th December the loco was driven in light steam the 18 miles from Pickering to Grosmont, where she is now safely tucked up in the wheel drop shed, which should protect her from the worst of the winter weather. Space is at a premium at Grosmont but we must thank in particular Clive Goult (shedmaster) and the North Eastern Locomotive Preservation Group (NELPG) for their assistance in trying to get us undercover – NELPG have kindly offered us use of their shed for the winter months but there is still some juggling of other locomotives / restoration projects required to achieve this.



Steve Andrews, Dave Fowler and Philip Benham (General Manager of the NYMR) carefully holding the anniversary cake on 18th December 2012

Looking to the next few months, the locomotive requires weighing and balancing, rebuilding of the brick arch, concreting of the smokebox, commissioning of the AWS/TPWS and OTMR systems and one or two other jobs before she is fully fit for traffic. Running-in and driver training is scheduled to take place in the February half term (18th – 22nd February), with full return to revenue-earning service at the end of March (season begins 23rd March).

I am looking to organise a Members' special train around Easter time, which is not long after the start of the season – subject to confirmation with the NYMR. Watch this space. Tentative discussions are underway with one railtour operator about a charter in the Autumn – though much depends on our financial situation. We are booked to appear at the Barrow Hill 'Doncaster 160' event in September 2013 (28th / 29th September); the loco is being provided free of charge as a thank you for letting us remain undercover in the Roundhouse for much of our protracted overhaul.

As we transition from being a restoration project to an operating locomotive, we need to put together a support crew with the collective competencies and experience for operating and maintaining the locomotive both on main lines and preserved lines. Being a volunteer on a support crew may involve getting dirty, working long hours, getting up early, going to bed late, sleeping rough in the support coach (although they are First Class compartments), travelling long distances and working in hazardous environments. But the rewards of seeing 61264 hard at work usually outweigh all of that!

So I am looking to put together a team of regular volunteers for cleaning, helping Steve with general maintenance and the like. Prior experience is advantageous, but not a necessity. Newcomers will be welcome! In due course I will be arranging loco familiarisation sessions which will be compulsory for anyone that wants to act as 'Owners Representative', since the free NYMR footplate pass doesn't come without responsibilities!

If interested, please drop me a line, e-mail preferred (dave_horton@btinternet.com) but I can also be contacted by post: 8 Leighton Way, Belper, Derbyshire, DE56 1SX, or by telephone: 01773 829598 (evenings), 07739 023316 (weekdays).

Engineering update

Steve Andrews

At long last 61264 left LNWR Crewe for a working holiday on the NYMR. On the evening of Monday 17th December it arrived at New Bridge and was unloaded on the Tuesday morning. 61264 was shunted onto the stabling pit road where Dave Horton, Dave Fowler and I reconnected the loco and tender.

The first job was to get the safety link drawbar pins in then, using the shunter to overcome the six ton preload, get the main drawbar pin in, all greased of course. Next the locking cotters were put in and the connections between loco and tender made up. Finally the water hose was put in the tender and some lighting up wood was broken up and stored in the cab to dry out.

On the Thursday 61264 went under its own steam from New Bridge to Grosmont. On safe arrival 61264 was disposed, the tender drained, shunted to the wheel drop shed and the boiler drained a few days later. I went up to Grosmont on the 28th December to dismantle the vacuum ejector and take the release valve home. I removed the blow down valve blanking plug and I will make a new collar so the blow down valve can be refitted. There is still some work to do: the firebox arch needs to be cast, the smoke box concrete lining and the cone spark arrestor fitted. 61264 will then be weighed and will be available for running-in tests. If that is satisfactory it will then be available for service.

The support coach is next to the running shed and the NYMR motive power department has installed a power point for it. The batteries have been on charge but will need further charging. The coach needs a good clean and over a period of time, tools and spare parts will need to be transferred from Barrow Hill. New luggage rack netting which has been made by a retired net worker will be installed. I also want to rewire the dynamo-to-battery box terminal leads as the insulation is getting tired. Where the coach is situated is very nice. We will make a bit of a patio area to try and stop ash from people's shoes getting into the coach. In the mornings you will wake up to the sound of the Eller Beck, birds singing and the sun shining (or it could just be raining!)

A space has also been reserved for the container in the container park by the running shed, providing workshop and storage space.

The OTMR is away at Arrowvale for renewal of its batteries and will be put back on the loco. The TPWS is being tested by the electrical team and a GMSR radio will be fitted sometime in March. There is a fair bit of work still to do but we should get it done before the February half term. We are however back amongst friends and supporters at the NYMR. Working together as a team, I hope 61264 will have a good year at the NYMR.

Mark O'Brien has made some very nice magnetic signs to fit on the cab sides. They include a picture of 61264 on a black background, the website address, Facebook page and a QR code. This can then be scanned with a smart phone giving instant access to the website. This is an excellent effort on the part of Mark to bring the Trust up to date. He will also be working with Dave Horton to look at and use new opportunities to attract new and younger members to the Trust. Over the next few years, we must all work hard to keep 61264 running at the NYMR in order to repay the loan and the money supporters have loaned. We must also keep a good stock of spare parts such as brake blocks, fire bars etc. We must build up the Trust funds so that we have money in hand for the next overhaul and for any repairs that come our way.

AGM report

Dave Fowler

The annual general meeting was held at the Waverley Hotel, Crewe on Saturday 27th October 2012 and was attended by 29 members and shareholders and commenced at 11am. Holding the meeting at Crewe allowed members to inspect the locomotive which was nearing completion at LNWR. As the final steam test was being carried out prior to the locomotive entering the paint shop the next week, members were able to view the loco in steam following the AGM.

Thompson B1 Locomotive Ltd

Dave Fowler (Secretary) thanked Helen Aylett who had carried out the twice-yearly share issue in her usual efficient way. 612 x £10 shares were issued during the year and this reduced the Thompson B1 Locomotive Trust Holding in the Limited Company to 50.6%. The Limited Company annual return, report and accounts were to be submitted electronically to Companies House after their approval at the meeting.

Stephen Harris (Treasurer) presented the Statement of Accounts to the meeting. In June and July 2012 the Limited Company had made two grants totalling £15,000 to the Trust to continue restoration work. Stephen suggested that the Locomotive insurance be increased to at least £750,000 now that restoration was nearing completion.

Thompson B1 Locomotive Trust

The AGM of the Thompson B1 Locomotive Trust commenced with a report from Steve Andrews (Engineering Manager). Steve outlined progress over the previous year which had seen the loco chassis moved from Barrow Hill in March to be reunited with the boiler at Crewe. In August, the boiler passed its hydraulic and steam test to the satisfaction of both boiler inspectors. Following this, reassembly took place, culminating in a fully working steam test and trial run the day prior to the AGM. A good working relationship had been developed with LNWR staff and particularly Mark O'Brien who carried out most of the final assembly and who has now become a member of the Trust.

Steve reported that the sales stand had been in operation at Barrow Hill for the last three steam galas and they had been very successful. In addition there had been a permanent display of books and magazines on show throughout the year which had resulted in a steady income in the collection box. Steve pointed out that everything that was sold had been donated and made 100% profit for the locomotive restoration fund. Mike Cobley stated that he had collected a very full car load of books and magazines from Mark Allat, (Chairman of the A1 Steam Locomotive Trust), which had been very welcome.

John Whitfield (Boiler Project Manager) reported that the final cost for the boiler works had exceeded the original estimate of £281,000 quite considerably. Dave Fowler explained the cost overrun had been of great concern to the committee and it was decided that to contain the costs we needed to negotiate a final fixed price with LNWR for them to complete all the outstanding work. We finally arrived at a figure of £28,648 which included painting the locomotive and tender.

The boiler is now a superb piece of heavy engineering weighing in at 22 tons and is as good as, if not better than, when it was first built. LNWR expect a 20 year lifespan without major repairs other than a tube replacement after 10 years if it is maintained correctly.

Dave Fowler reported that there had been only one formal committee meeting this year due to members being involved with fundraising and the loco's restoration. This had meant that they were constantly in contact with each other, by e-mail and phone, allowing the approval of decisions and updates on progress to be regularly made.

Brian Rich (Membership Secretary) reported that membership had fallen by one and now stood at 270. Over the year the Trust had gained 14 new members but had also lost 15. Brian thanked Dave Horton (Newsletter Editor) for his diligence in preparing regular newsletters ensuring members were kept regularly informed on progress of the overhaul of the locomotive. Brian Mick was also thanked for maintaining an accurate electronic database of Trust Members. Brian Rich pointed out the considerable savings in postage costs were being made by sending out newsletters and renewal reminders electronically. 44% of Trust Members were now receiving electronic copies and each renewal reminder sent electronically saved the Trust at least 50p. When 61264 is fully operational and at work on the NYMR and other preserved railways, a membership leaflet needed to be available at all their stations. Hopefully we can then raise membership to at least 300 next year.

Mike Cobley (Chairman) reported that in December the locomotive would be 65 years old and that in April 2013 it would be 40 years since the Rolling Stock Society, later to become the Thompson B1 Trust, was formed. These anniversaries should be marked by a Member's Day on the NYMR to celebrate the occasion.

Stephen Harris (Treasurer) explained the accounts and thanked members for their magnificent financial support. Donations from members, which also attracted Gift Aid, receipts from sales, loans and donations from directors and the 150 Club had helped fund the restoration of the locomotive. In particular the painting appeal had done very well and donations had exceeded £3500, which will pay for most of the painting and lining out costs. So far £20,000 had been drawn down from the £40,000 NYMR loan facility but it was anticipated that a further £10,000 would be needed to complete the overhaul and to pay for transport costs.

Stephen informed members that he had become the Trust Treasurer in 1999 and as he was now 75 years old, the time had come to retire. He would still however continue as the Limited Company Treasurer and run the 150 Club. Mike Cobley thanked him for his most valuable service especially managing the accounts during the difficult restoration period and proposed a vote of thanks which was warmly endorsed from the floor. Barry Benvenista was re-confirmed as the TBLT Company Accountant and the Acceptance of the Accounts and report of Directors was carried unanimously.

A proposal to elect Yvette Horton as a director and Treasurer of the B1 Locomotive Trust was carried unanimously and Steve Andrews was also re-elected as a Director again.

61264 on Facebook

Alf Bousie

As you will see from Steve Andrews' report, 61264 is now on Facebook (search for **61264 B1LT** and "Like" it). Dave Horton and Mark O'Brien are to administer the page which is aimed at the general public who want to gossip about the loco and to paste their photos and videos. Already the Facebook page has 208 'likes'! But don't worry, the B1 News is still the place where **members will read it first!** Being on Facebook will however give us a different way to reach people and hopefully attract new members to the Trust.

Financial update

Yvette Horton

Firstly may I offer my thanks to Stephen Harris for his hard work as treasurer over the last few years and for his continued support.

We have recently drawn a further £10,000 of the loan from NYMR (making a total loan of £30,000 to date). This will pay the latest invoice from LNWR Crewe. We expect a further two invoices from LNWR; one for additional mechanical work carried out and the other for painting the locomotive. Repayment of the NYMR loan will begin as soon as the locomotive enters revenue-earning service.

It is fantastic to know the loco has been back in steam and moved to the NYMR but, as there are still several outstanding bills to be paid in the near future, my thanks go to all those who are still donating. Remember we can earn an additional 25% of any donation made if you are a UK tax payer and have completed a gift aid form.

The development of the early BR emblem and livery

Alf Bousie

The completion of the repainting of 61264, complete with its early emblem, marks the return of the loco to how it appeared in the early 1950's, carrying the first fully adopted corporate livery of the new, fledgling British Railways. It is interesting to see how this livery and emblem came about and the part that B1s played in this process.

The nationalised industry had emerged following the devastation of the Second World War and the near bankruptcy of the railway companies. At the start of this new chapter in railway history the Railway Executive of the British Transport Commission (BTC) looked to create a distinctive corporate image that would unite the once disparate constituent railway companies. To this end various trials took place looking at colours and emblems that might represent the organisation as a whole and the various regions in particular.

In March 1948, only months after the creation of British Railways, 'Schools' class loco 926 *Repton* appeared for inspection at Waterloo Station with a totem style emblem occupying much of the tender side with BRITISH RAILWAYS inscribed across it. This early attempt at creating an emblem was obviously not successful, in terms of its application to locos, as it was never seen again. It did however herald the iconic style for station signage which was seen across the network for years to come.

Further attempts were made to arrive at a new emblem that would replace the plain British Railways script which was then being applied to loco tenders. A further trial involved two B1s, 61001 and 61009, when on 19th April 1948 both locos were presented for inspection at Liverpool Street Station. Each loco had been painted in unlined black but with tenders prepared with variants of a new emblem. On the left hand side of the tender of 61009 was written BRITISH RAILWAYS in 10 inch high letters. Between the two words was a small emblem of a seated lion with one paw on a wheel. On the other side of the tender the wording was omitted and the emblem was doubled in size. 61001 had the same emblem again but in an intermediate size this time above a small panel enclosing the words BRITISH RAILWAYS. The size and scale of the lion cannot have been sufficiently large as the comment was made that instead of the majesty of a lion it looked like a kitten playing

with a ball of wool. Presumably the logos were not deemed a great success as Stratford painted over them the next day.

It was not until 1949 when the emblem that became the standard was finalised. The stylised lion surmounting the railway wheel received a mixed reception at the time as some felt the animal looked half starved. Certainly it didn't look like the king of the jungle and it later gained the nickname of the 'cycling lion'.

It possibly owes its inspiration to the London Transport logo which has the circle with the bar dissecting it within which is the organisation's name. With the BR emblem a circle is replaced by a railway wheel with the lion on top.

The transfers for the emblems were made right and left handed so that the lion would always face the front end of the loco. Three sizes were produced with B1s carrying the larger 26½ inch wide by 28 inch high size emblem.

What the adoption of this emblem did result in was British Railways in effect having two corporate symbols. The "sausage" totem used for its signage and publications and the lion and wheel emblem for its locomotives. This situation was not resolved until 1964 when the double arrow symbol came to be used across all aspects of the railway.



*Left: Steve Snelson applies a coat of varnish to the cabside at LNWR Crewe
Right: the early 'cycling lion' emblem on the side of the tender*

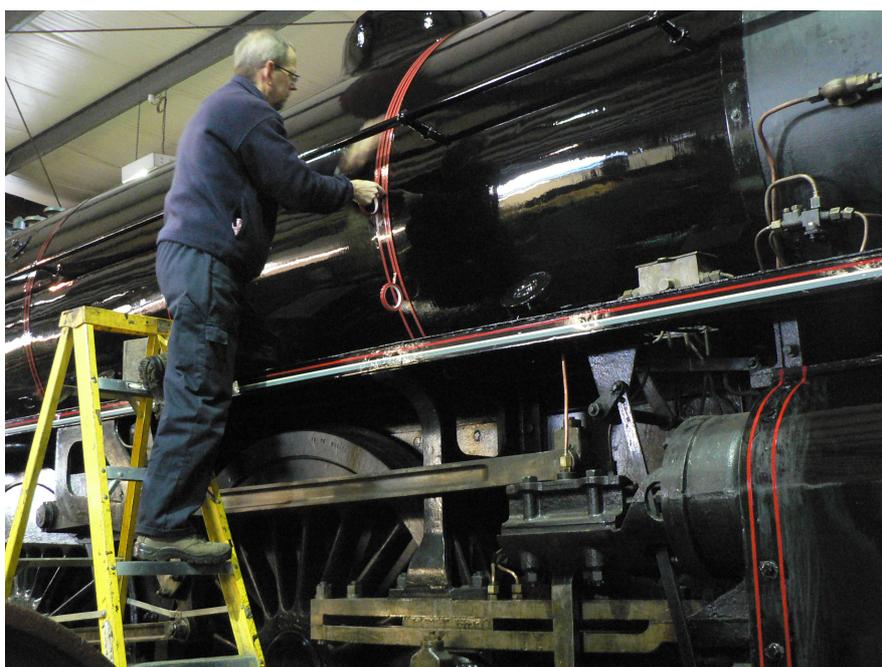
It has been speculated that at the heart of this issue was a difference of opinion between the BTC and the Railway Executive, one favouring the totem symbol and the other promoting the lion and wheel. The trials using the B1s may have been an attempt to reach some sort of compromise. It is interesting to speculate however on what might have been if the decision on the loco emblem had gone the other way. In which case would we now be seeing 61264 emerging from its overhaul with the "sausage" style totem on the tender side?

The decision on locomotive colours was however more swiftly resolved when in April 1948 the BTC decided that black was to be the standard colour of all mixed traffic steam locos on British Railways. Around one third of B1s had been originally outshopped in black so it was the beginning of the end for the remaining green ones.

Early on, Darlington and Stratford painted a number of B1s in what was to become the 'new livery' of black with red, cream and grey lining applied to tenders and cab sides and red lining to both boiler bands and cylinder casings. In actual fact this was not a completely new livery, more a revival of the London and North Western Railway's pre 1923 locomotive colour scheme. It was possibly not a coincidence that Robert Riddles, the Chief Mechanical Engineer for The Railway Executive, had been a premium apprentice at Crewe Works between 1909 and 1913 and must have been influenced by his time there. The first B1 to receive this livery was 61084 on 28th May 1948 when it was outshopped from Darlington. It wasn't however until 21st September 1949 when 61355 emerged from Darlington with the full livery together with the new lion and wheel emblem.



*61355, the first B1 to receive the early emblem and BR lined black livery, is seen at Dundee Esplanade Station on 19th March 1955
Photograph G.C. Bett/Transporttreasury.co.uk*



Mike Finney prepares to apply the boiler banding at LNWR Crewe

Even so, a number of locos came out of works at this time with blank tender sides due to the unavailability of the new emblems. The early BR emblem continued to be applied until around 1957 when a new design incorporating a crest appeared. Variants of this new crest were applied to steam, diesel and electric locos as well as coaching stock. Nevertheless many locos continued to carry the original early BR emblem. Bizarrely one member of Class 01 diesel shunter formerly D2955 retained its early emblem until its withdrawal in March 1981. Exactly which B1 though kept its early emblem doesn't seem to have been documented. What is evident is that the debate about which emblem looked best will go on for years. It is fitting however that as 61264 celebrates a series of anniversaries it has been returned to the livery that marked such a significant period in British railway history.

Recent donations

Mike Cobley

We are indebted to recent donations from members – articles for sale, books and magazines.

Maggie Barnard, widow of Paul, rang and asked if we would like some of Paul's tools and equipment. We collected a car load of spanners, taps and dies, reamers, followed by a van load of further tools, shelving and racking. The majority of the tools will make up a very useful set to go with our container at the NYMR and we propose to put a plaque on the door in Paul's memory - **THE PAUL BARNARD WORKSHOP**. Thank you Maggie...

Peter Hunt has donated a few items of railwayana which we hope to get into a forthcoming auction as well as some model railway equipment and magazines for sale. Cheers Peter...

Chris Daly delivered some bound magazines and railwayana items for sale including a replica Class 40 nameplate 'Apapa'. Thanks Chris...

The sales stand will be at the Barrow Hill Rail Ale Festival (17th / 18th May) and the Barrow Hill Live / Doncaster 160 event (September 28th / 29th). The loco will be appearing at the latter. So if you have items you wish to clear, please keep them coming.

Membership matters

Brian Rich

I am grateful that the majority of those who were Trust members when the overhaul of 61264 started have showed their commitment to the Trust by staying with us. Thank you all for your patience and I hope it will be rewarded in 2013 by the sight of 61264 hauling a rake of Gresley coaches up the incline from Grosmont to Goathland.

The Trust is making considerable savings through many of you agreeing to receive electronic copies of newsletters and newsflashes. As Membership Secretary, I am able to send out renewal reminders at no cost to those of you on email. This is a significant saving of 50p since the increase in postal rates. However I should emphasise that, if I hold your e-mail address, this does NOT commit you to receiving your newsletter by email unless you agree to it. Those members who are not on e-mail, will, of course, continue to receive newsletters and newsflashes by post. However, in future, these members will be sent only one renewal reminder.

150 Club
Stephen Harris

2012	Special	£30	£20	£10	£10
September	£50 7 B. Rich		15 K. Goodall	163 A. Hartford *	115 P. Slater
October		8 R. Barnes	39 R. Morris	144 M. Rogers	27 M. Lloyd
November		146 M. Rogers	173 G. Phelon	23 A. Franklin	7 B. Rich
December	£100 54 G. Thorpe £50 87 R. Palmer	186 P. Morrell	21 B. Mick	2 G. Mead	47 S. Barrington
2013	Special	£30	£20	£10	£10
January		15 K. Goodall	184 C. Renshaw	59 D. Wellington*	119 P. Morrell

* denotes prize donated to TBLT. The 150 Club again has two numbers vacant; if you would like to subscribe or increase your subscription please contact Stephen Harris at 3, The Larchlands, Penn Bucks HP10 8AB or on 01494 813551 or by email at stephenharris@hotmail.com.

A few more photos.....



*Left: light engine from Pickering New Bridge depot to Grosmont, Thursday 20th December
 Right: on the Crewe Heritage Centre demonstration line (photo Keith Langston)*

Dates for the diary

Dave Horton

There are plenty of events during 2013 at which 61264 is likely to appear, many of which are family-friendly, so if you've never been before, why not make 2013 the year to visit the NYMR – a fantastic railway in a beautiful part of the country!

- 16th – 24th February: half term, loco running-in and driver training at the NYMR
- 23rd March: start of the main running season, NYMR
- 1st May, 3rd – 12th May: NYMR 40th Anniversary festival
- 17th – 18th May: Barrow Hill Rail Ale Festival (loco won't be present but B1 sales stand will be)
- 25th May – 2nd June: NYMR Teddy Bears picnic specials
- 16th – 16th June: NYMR Swinging Sixties weekend
- 29th – 30th June: NYMR Super 70s Boogie Wonderland weekend
- 13th – 14th July: NYMR Classic Cars and Vehicles weekend
- 28th – 29th September: Barrow Hill Live / Doncaster 160 weekend (loco will be present)
- 11th – 13th October: NYMR Railways in Wartime weekend
- 26th October – 3rd November: NYMR Witches and Wizards week
- 30th November – 1st December: NYMR Santa Specials
- 7th – 8th December: NYMR Santa Specials
- 14th – 15th December: NYMR Santa Specials
- 21st – 22nd December: NYMR Santa Specials

Please note: TBLT does not guarantee the operation, or otherwise, of 61264 on any particular day – this is a decision for the NYMR Locomotive Department.

For further information about NYMR events, visit www.nymr.co.uk or call 01751 472508.

For further information Barrow Hill events, visit www.barrowhill.org or call 01246 472450.

The B1 website has a 'calendar' page – this is kept updated regularly with details of our booked appearances, visit www.thompsonb1.org/calendar.htm

Membership / donation form

For anyone reading this newsletter who is not a member of the Thompson B1 Locomotive Trust but would like to join us, or make a donation, please fill in the form below and return it, together with your cheque (made payable to the 'TBLT') to: **B. Rich, TBLT membership secretary, 11 Adams Grove, Leek, Staffs, ST13 8NX.** Tel: 01538 384713.

Membership fees

Annual:	£10.00	Five year:	£40.00
Family:	£11.00	Five year family:	£44.00

I / we wish to apply for membership of the Thompson B1 Locomotive Trust.

Title: _____

Forename: _____ Surname: _____

Address: _____

_____ Postcode: _____

Telephone number: _____

E-mail address: _____

Would you like to receive future newsletters by e-mail? Yes No

Would you like to receive future membership reminders by e-mail? Yes No

I enclose a membership fee of: £ _____

I enclose a donation of (optional)*: £ _____

Total: £ _____

I authorise Thompson B1 Locomotive Trust to retain my name and address on a computer file for membership communication purposes.

Signature: _____ Date: _____

* If you are a full UK taxpayer and you would like to claim Gift Aid on this donation, please tick here . If you have already filled in a Gift Aid declaration form, this donation will be covered by the existing declaration and no further action is necessary. If you have not yet completed a declaration form, we will send one to you. Note: in order to claim Gift Aid, you must pay in the same tax year an amount of Income Tax and/or Capital Gains Tax at least equal to the tax that charities are to reclaim on your donations.