



# B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

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*Return to service!*



*61264 commenced revenue-earning service on the North Yorkshire Moors Railway in March and has quickly become a popular and regular performer. On 17<sup>th</sup> March she is seen working through Esk Valley with 'The Moorlander' pullman dining train (Photo Kenneth Snowdon).*

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## Operations report

*Dave Horton*

As planned, 61264 began running-in trials and driver training during the February half-term week (16<sup>th</sup> – 24<sup>th</sup> February). These trains saw her working in top-and-tail mode with a diesel on the back of the train, shuttling backwards and forwards between Grosmont and Pickering, clocking up 170 miles in total. During this time she was photographed whilst leading the train out of Goathland station, the photo subsequently appearing in both **The Times** and **The Telegraph** as part of articles to commemorate the 50<sup>th</sup> anniversary of the Beeching report. Quite a feather in our cap but unfortunately neither newspaper saw fit to even mention 61264 or indeed the NYMR as part of their feature! 61264 also appeared on BBC local news, again in connection with the Beeching report, on 26<sup>th</sup> March (<http://www.bbc.co.uk/news/uk-politics-21929416>).

61264's return to revenue-earning service was due to take place on Saturday 2<sup>nd</sup> March but due to a leaking clack box this had to be postponed until the 9<sup>th</sup>. Her first train was seven-cars, including two Pullmans, and on the stiff gradients with wet rails and a speed restriction, footage on the internet showed her making hard work of it. Indeed the following weekend, in similar conditions, she needed banking assistance.

On Monday 18<sup>th</sup> March, 61264 undertook a loaded test run with five Mk1 coaches on the Whitby - Grosmont - Battersby section of Network Rail metals over which NYMR have running rights.

NYMR is currently the only private heritage railway in the UK to hold a Safety Case for operating regular passenger trains over a section of the National Network, sharing the route with modern franchised services operated by Northern. During the main running season, in addition to the 'classic' NYMR route between Grosmont and Pickering, the railway operates daily trains on Network Rail metals between Grosmont and Whitby, and on special gala days between Grosmont and Battersby, the two sections being collectively known as the 'Esk Valley line'.

Battersby is the limit of NYMR running rights. Beyond there, to Middlesbrough and beyond, steam trains would be classified as Charters and would have to be operated by a company such as West Coast or DB Schenker. The NYMR licence means they can use their own drivers, guards and other staff to operate the trains as far as Battersby. However, in accordance with nationally-applicable Railway Group Standards, locomotives and rolling



stock which operate on the Esk Valley still have to be certified, by an independent Vehicle Acceptance Body or 'VAB', as being fit to operate up to full line speed (45mph). Furthermore the locomotives and rolling stock have to be registered on Network Rail's rolling stock library, and fitted with the mandatory safety equipment for operating on the modern network. This equipment includes TPWS (Train Protection and Warning System), OTMR (On Train Monitoring and Recording) and, in time, GSM-R (the new protocol for mobile communications between signalling centres and trains). 61264 now ticks almost all of these boxes, with the exception of GSM-R, which will be fitted in May.



*The train stands at Battersby, once the junction with the line to Picton (Photo Steve Robb).*

The nominated VAB for the loaded test was Wayne Jones and Partners. The inspector on the day was long-time 60007 'Sir Nigel Gresley' and NELPG stalwart John Graham. 61264 was required to cover at least 50 miles at full line speeds with the load of five coaches, demonstrating acceptable rates of acceleration and deceleration, reliable boiler operation (including lifting / seating of safety valves, fully-functioning injectors etc), correct speedometer calibration, operation of the sanders and anything else that the inspector wanted to look at.

Prior to the test, at the end of normal running on Sunday 17<sup>th</sup> March, a full Fitness to Run (FTR) exam was carried out by Clive Goult and Mark O'Brien from NYMR. Apart from a few bolts that needed tightening and some fizzing from a foundation ring rivet, everything was found to be in order. The VAB was not obliged to undertake their own mechanical examination prior to the run.

Around five hours were spent on the Sunday evening and from early on Monday morning giving the loco a thorough clean from top to bottom by myself, Steve Robb, Frank Richards and Mark O'Brien. Due to a shortage of cleaners at Grosmont shed, this was the first time 61264's lovely new paintwork had been cleaned since delivery to the NYMR in December, and it was starting to show. We hope our work now sets a good example but members are always welcome to come and do a bit of cleaning!

Leaving Grosmont shed on the Monday around 0830, 61264 proceeded through the tunnel to Grosmont station to collect its train. At 0955 the train departed towards Whitby, around 10 minutes late. After running round at Whitby, the train went back to Grosmont, through the Esk Valley line platform towards Battersby, running round again, to Whitby once more and finally back to Grosmont for around 1430.



*Support crew: L to R, Dave Horton, Steve Andrews and Mark O'Brien. Also Frank Richards and Steve Robb, not pictured (Photo Dave Wellington).*

Successful completion of the test now means we are fully certified to run at up to 45mph on the Esk Valley Line. However, a further loaded test run at up to 75mph, with 8-10 coaches, will be required if we want to run anywhere else on the UK National Network. The cost of this will have to be met by the Trust, therefore we have launched a public 'Mainline Appeal' – more details elsewhere in this newsletter!

61264 seems to have settled well into life at the NYMR and is now proving to be a popular and very competent performer. As evidence of this, I end with a short report from 'Black Hat', railway enthusiast / photographer and internet blogger, who writes (slightly abridged):

*"61264. A B1. At one time something quite ordinary. Not any more. The return to traffic of Thompson B1 locomotive No. 61264 marked the return of a design much derided by some for its association to its designer. In fact a lot of the history is known to many enthusiasts of the Gresley vs Thompson debate and a lot of it is inaccurately recycled. Today the evidence spoke for itself. 61264 was looking splendid and running like a metronome, the two cylinders marking the gorgeous rhythm of a steam engine as it echoed along the Esk Valley, under Larpool viaduct and past Sleights.*



*61264 has become something special. Its escape from Barry made it one and unique as the only Eastern Region engine to share the same fortune as the vast examples of Western and Southern engines that enjoyed the same fate. Now, it's an ambassador for a designer that perhaps should be given greater credit, and with the NER-style smokebox still in place, it shows a pedigree of the Northern end of the LNER system that marked out standardisation and reliability over tinkering and complexity. Get the job done and simply do it right. How nice to see the return of an engine that embodies that philosophy - rather than the hype and legacy afforded to some. Simply put.... Welcome back."*

**And some final photos at the end of the run.....**



*The train arrives at Grosmont on completion of the test run (Photo Frank Richards).*



*Back on shed and under the coaling stage (Photo Frank Richards).*

## Engineering update

*Steve Andrews*

61264 has run quite a lot of test / running-in days at the NYMR as well as service trains. There have been a number of items to be fixed, the main one being the left-hand side clack box. As this was a BR original part, the flange had suffered in service and the tapered cone joints on the underside of the box were not round any more. Clive Goult took off the clack box and I machined the tapered seatings on the workshop vertical borer, and then made a new pair of jointing cones. There are still a few pieces of boiler cladding to repair and fit and the boiler clamp plates need some more repair work. This will be done when the GSM-R radio is fitted.

Our electrician friends at the NYMR have made sure that the TPWS was working correctly but the OTMR download laptop was more difficult. After some phone calls and e-mails to Arrowvale, we finally got it going again.

The loco's BR(E) oil lamps are being repaired at the NYMR and three new sets of piston rod packing made for the LHS piston rod. When the LHS packing wears out, I'll re-gap it and machine it for the RHS piston rod which is slightly larger.

The shipping container workshop is now beside the running shed at Grosmont. We'd picked it up at Crewe on a Monday afternoon and then delivered it to Grosmont on the Tuesday. The journey was an adventure, starting with a blizzard which cleared when we got to the A1 at Doncaster. Ice on the Whitby road and the narrow lanes down to Goathland and the Esk Valley made the journey all the more exciting. When we arrived the duty fitter opened the gates for us and we drove down to the site for the container. A four ton press had to be moved before the container could be unloaded. Thanks to Bob Stowell for its safe delivery. Following lunch, we returned to Derby. The container has now been jacked up and slabs placed under each corner to get it off the ground. We will transfer the parts from Barrow Hill to the NYMR. There will now be a ruthless sort out of tools, spares etc. but we do need another container to store loco and coach parts and a fenced compound for brake blocks, firebars etc.

It's good to be back amongst friends at the NYMR at Grosmont where the loco is wanted and the staff and volunteers are happy to help us. Over the rest of the running season, apart from normal services, we have the NYMR 40<sup>th</sup> Anniversary Gala, the Barrow Hill Doncaster 160 event and then it's back to Grosmont for the Railway in Wartime Event. Let's hope some good photos appear in the Railway Press from these events

Mark O'Brien has finally got the magnetic information signs which fit on the cab sides. They give the website address, the Facebook page and the QR code. This gives access to the website by scanning with a smart phone. It also provides information on the loco / Trust without having to give out leaflets or disturbing the crew. 61264 did its test run to Whitby / Battersby and the signs didn't drop off.

Right it's now time for you lot to do something as there's a lot of engine cleaning needed for a start! Being Owner's Representative doesn't just mean hopping on to the footplate just before departure time; it's also about being there at 5am for the early turn cleaning and prepping. The late turn starts around midday and in the evening helping with disposal. We're not asking any more of you than what we do ourselves. The support coach is there which is very much like a camping coach complete with cooker and fridge etc. In the loco shed there is a very nice mess room with tea making and cooking facilities as well as

decent toilets and showers and a nice view over the river. There is the Station Tavern which does food as well as The Crossing Club.

The new platform at Whitby should be open next year which will allow the start of a proper NYMR train service. Let's hope 61264 can be there at the opening.

In June 1954 the line from Picton to Battersby closed to passenger traffic with B1 61034 *Chiru* running the last train. Maybe 61264 can run as 61034 to Battersby next year to mark 60 years since the line closed.

A lot has been going on in a short space of time but if we can keep the loco in the railway press and attract new members / shareholders, we can pay back the loan money and start saving for the next overhaul so that the future is assured for 61264.

Finally a big thank you to the shed staff and to all those who have supported 61264 in order that it can start running at the NYMR.

*If you are interested in helping with the loco please contact Dave Horton: e-mail preferred (dave\_horton@btinternet.com) or by post to 8 Leighton Way, Belper, Derbyshire, DE56 1SX or phone 01773 829598 (evenings), 07739 023316 (weekdays).*



*The magnetic information sign in place on the cabside (Photo Mark O'Brien).*



## Financial update

*Yvette Horton*

It's fantastic to see the loco back in service and earning her keep again. Many thanks to all those who have loaned and donated towards the overhaul. It's been said many times, but without you it could not have happened.

With the mileage predicted for this year we should be able to pay the remaining amount owed to LNWR Crewe (£15,000) and also repay the loan received from the NYMR (£30,000) by the end of the summer. We can then begin to repay the other loans.

I know many people would love to see the locomotive on the mainline again. With costs estimated at around £25,000, the majority of which is the necessary loaded test runs and associated light-engine movements, we have started a 'Mainline Appeal' - look out for details elsewhere in this newsletter. At the moment the appeal is targeted mainly at the wider public because we know that TBLT members have already contributed an awful lot. However, if you would like to contribute, your further help would be much appreciated. As part of the appeal we can now accept donations online.

Visit <http://www.thompsonb1.org/mainline.htm> for more details.

## North Yorkshire Moors Railway Spring Steam Gala

*Alf Bousie*

61264 is likely to play an important part in the NYMR 40<sup>th</sup> anniversary celebrations which run from Friday May 3<sup>rd</sup> to Sunday May 12<sup>th</sup>. It joins other locos from the Moors' resident fleet including A4 No.60007 *Sir Nigel Gresley*, 'Black Five' No.45428 *Eric Treacy*, BR Standard 4MT No.75029 and S15 No.825. It is hoped to have available Lambton, Hetton and Joicey Colliery 0-6-2T No.29, the loco which along with NER P3 No.2392 hauled the reopening Royal Train on May 1<sup>st</sup> 1973.

Other locos scheduled to attend include K1 No.62005, J72 No.69023 and 'Black Five' No.45407. There has been speculation in the railway press that B1 No.61306 *Mayflower* could also attend the gala, potentially giving the sight not seen for some considerable time of two B1s working alongside each other.

There will be a NYMR members' special on May 1<sup>st</sup> to mark the actual 40<sup>th</sup> anniversary of the re-opening. The line from Grosmont to Pickering officially closed on the 8<sup>th</sup> March 1965 with the last train running on the 6<sup>th</sup> March. It was thanks to a group of dedicated people, many of whom were local railwaymen, that the line was ultimately saved. In November 1967 the North Yorkshire Moors Railway Preservation Society was formed and this prompted BR to temporarily suspend lifting of the track. Initially an agreement was reached with BR to retain the section of track from Grosmont to Eller Beck. The remaining 12 mile section of the track to Pickering was secured when in November 1971 the North Riding of Yorkshire County Council was authorised to enter negotiations with British Railways for its purchase.

Timetabled services eventually commenced on April 22<sup>nd</sup> 1973 using a hired-in Met Cam DMU and this was followed the next month by the official re-opening Royal Train. The railway has since gone from strength to strength and now carries probably more passengers than any other heritage railway in the country.



## Mainline appeal

Dave Horton

61264 is now busy earning a living on the North Yorkshire Moors Railway, which will be her home until at least 2018. However, the icing on the cake for many of 61264's supporters would be to see her return to the British mainline, hauling 8 or more coaches at speeds up to 75mph.

We estimate that around £25,000 will be needed to achieve full registration to UK mainline 75mph standards. This money is needed to pay for mainline loaded test runs and associated light engine + support coach positioning moves. It's an expensive business!

We acknowledge that TBLT members have already contributed an awful lot towards the locomotive so some may be thinking, "surely not another appeal"! That is why we are initially targeting the general public, our Facebook followers and readers of Steam Railway magazine (look out for issue 413, we get a mention – pg 53).

The fact is, however, that without raising this amount as 'new money', it may be a couple of years before we have the funds available from our regular earnings to pay for the test runs, since we are compelled to pay back our loans first. And without full mainline registration, we will be unable to pick up railtour work outside of the NYMR main season, when the loco will otherwise be standing idle during the week. Railtour work is undoubtedly hard yet rewarding for the support crews involved, but it is financially lucrative, with some mainline locos earning up to £9000 per day – so it makes business sense to do it. And we've already had some enquiries.....say no more!

So if you want to see more sights like this.....



*61264 crests the summit of Beattock, 25<sup>th</sup> May 2006 (Photo John Shuttleworth).*

...then please, think about whether you can spare an additional £10, £50 or maybe even £100. Or maybe you know somebody who would like to join the Trust. As an additional incentive:

- Donations of more than £100 will include 1 years' membership of the TBLT
- Donations of more than £150 will include 2 years' membership of the TBLT
- Donations of more than £200 will include 3 years' membership of the TBLT

Existing members making donations of the above amounts will have their membership extended accordingly.

Donating is easy! You can donate via:

Cheque, made payable to 'TBLT', send to:  
The Treasurer, TBLT, 8 Leighton Way, Belper, Derbyshire, DE56 1SX

Please mark on the envelope 'Mainline appeal'.

Or, we now have the facility to receive donations via our website.  
Visit <http://www.thompsonb1.org/mainline.htm> for more details.

## **TBLT Members' Special – Saturday 22<sup>nd</sup> June**

*Dave Horton*

On Saturday 22<sup>nd</sup> June we will be putting on a special train to say 'thank you' to all our members and supporters for their loans, donations and physical support over the last 5 years of 61264's overhaul. The itinerary will be as follows:

Grosmont dep.        12.30  
Pickering arr.       13.40

Pickering dep.       14.00  
Grosmont arr.        15.05

Travel will be **FREE** for TBLT members and supporters. The NYMR has also kindly allowed us freedom of the line for the day (except the 1200 Pickering – Whitby, 1400 Whitby – Pickering and 1730 Whitby - Pickering services, which are likely to be heavily used by NYMR members after their AGM). It is a 'green' timetable day on the NYMR – please see their website [www.nymr.co.uk](http://www.nymr.co.uk) for details, or call 01751 473535 for a talking timetable.

So please do come along and enjoy a free ride in this most beautiful part of the UK, but remember to spend lots of money in the NYMR gift shops and cafés in support of this fine railway!

Please detach, complete and return the slip below if you wish to attend. Further details will then be sent out along with an invitation, which will constitute your permit to travel.

✂-----

### **TBLT Members' Special, Saturday 22<sup>nd</sup> June 2013**

**Return this slip to 8 Leighton Way, Belper, Derbyshire, DE56 1SX**

Name(s) of all group members \_\_\_\_\_

Address(es) to send invitations \_\_\_\_\_

Telephone number(s) \_\_\_\_\_

Number of people in your group \_\_\_\_\_ (continue overleaf if necessary)