



B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

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B1s reunited!



Apart from one weekend at Barrow Hill in 2007, these two have never met in preservation. The two remaining B1s were finally reunited at the NYMR 40th anniversary celebrations, here seen passing at Pickering on 11th May. Photo courtesy of Philip Benham.

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Chairman's update - summer 2013

Mike Cobley

It is great news that the loco has already earned enough money to repay the loan we received from the North Yorkshire Moors Railway Heritage Trust and now the loans received from many of our members and shareholders will start to be repaid. There may be a brief drop in earnings if the summer sunshine persists and the steam ban on the national network affects preserved railways, but let's hope not.

The Mallard 75 celebrations at NRM York drew an audience of 140,000 and was the museum's most popular single event ever which just shows what a great following there remains for steam locomotives.

This year marks the 40th anniversary of the foundation of the Rolling Stock Society which became the Thompson B1 Loco Society, following the purchase of 61264 in 1975. Looking through the membership list it is amazing how many of that original handful of enthusiasts are still active members in the Trust.

Engineering update

Steve Andrews

Apart from the usual running repairs such as three broken tender springs, topping up flange lubricators and the NYMR shed staff carrying out inspections and boiler washouts, 61264 just seems to keep on going. The boiler is blown down every morning of running. You have to be particularly brave to pull down the blowdown handle and have to have a plan ready if you can't shut the valve - it's quite a noisy and impressive sight to behold.

On our Members' Day on Saturday 22nd June, I tried to get round to see everyone and say hello but with 130 members and friends spread around the railway, it was always going to be difficult. Get ready to keep a date clear on your calendar for a Members' Day next year. On behalf of the Trust, I would like to thank everyone at the NYMR, all the shed staff and the volunteers who have helped with getting 61264 running and who continue to keep her running.

There have been a few nice photos in the Railway Press but I must mention, in particular, Brian Sharpe's photo in Heritage Railway showing *Impala* leaving Whitby with the Abbey ruins in the background - very nice. There has also been a full page feature in the Whitby Gazette about the 40th Anniversary Gala with our loco shown on a freight working at Darnholme.

We are purchasing a 30 foot container for storage and will be moving the stuff from Barrow Hill to Grosmont as rent is now being charged for the container at Barrow Hill.

Dave Singleton, of Wakefield, has donated a B1 chimney from the original 61002 *Impala*. This was collected from Wakefield shed when the loco was scrapped by British Railways. We will be collecting the chimney a.s.a.p. and taking it to Grosmont - thank you Dave.

I received a phone call from Clive Goult, the shed master at Grosmont, asking if I had a spare rubber diaphragm for the vacuum clutch that grips the reversing weighshaft, as the one fitted had started to leak. I said that I would post it up to him next morning but he replied, that due to a loco shortage, it needed to be fitted in the morning as once the boiler washout was completed, they would be lighting up 61264 so it could run the afternoon service. Due to this tight schedule, it meant that I needed to take the part up myself. I arrived at 11.30am and by midday 61264 had been repaired and was off-shed to work the service. After some pottering about, clearing up and sorting out stuff in the container, I had a late lunch in the station buffet. Having left Derby at 7.30am, it had taken 4 hours to get to Grosmont depot but the journey home was much more of an adventure. The Whitby road was shut at Lockton but a journey down some narrow lanes got me past that. However, on the A64 York bypass, an accident had shut one lane and beyond this the road was completely closed. We left the A64 and took a detour via Copmanthorpe and Colton and didn't get home until 9.10pm. Another day of fun to keep 61264 in service!

Clive Bains has donated prints and paintings, a large twin-burner station type lamp and a '*You may telephone from here*' sign. All this is now in the next Sheffield Railway Auction in Derby in September. Helping to clear out a neighbour's garage produced 3 new torque wrenches (now sold), a laser level and other various tools. There was also £48 in 1p's, 2p's and 5p's. All this makes the Trust money and every penny is needed as Barrow Hill no longer allows us to have our sales stuff out between main events. This has cut donations there to zero and it's hurting.

Donated glassware is being sold by Oly Biddulph to maximise its value to the Trust. We always need donations such as books, magazines, DVD's, video's, model railways etc. The sales stand at the Barrow Hill beer festival was a revelation when the two Daves turned up with a car packed with swag cleared out from neighbour's garages and over the two days, 90% of it was sold including a kitchen sink and taps. We pile it high and let the public decide what they want to buy. We also put the stand out for the Staveley Canal Festival and were pleased with the takings. Please keep the donated items coming in as we can shift them and make some money.

Operations report

Dave Horton

Since the start of revenue-earning operation at the beginning of March, 61264 has really been earning her keep, so much so that we have already paid off the NYMR's £30k loan and we are only half way through the season.

The fact that she has yet to miss a day because of mechanical failure is testament to the quality of the boiler overhaul and the overall restoration masterminded by Steve Andrews, which included numerous reliability improvements. Long may this continue. For those that like the facts and figures, here is a summary of the monthly chargeable mileage to the end of July:

Month	Mileage	Cumulative
March 2013	1008	1008
April 2013	1565	2573
May 2013	1530	4103
June 2013	1140	5243
July 2013	1790	7033

We have already achieved our minimum contractual annual mileage of 6500 miles. I would like to think that by the end of the season we can top 10,000 miles but this depends on a number of factors, not least of which is the NYMR's economy drive. This means that use of their own locos, quite understandably, may be prioritised over those on long-term hire. In addition the nationwide coal shortage, caused by the closure of Daw Mill Colliery and Scottish Coal going into administration, means that diesel substitution is unfortunately high on the agenda.

Having said that, the NYMR is, at the end of the day, a steam railway, and an already tight locomotive situation at Grosmont has recently been exacerbated by the retirement of stalwart Southern 4-6-0 no. 825, which has been withdrawn from traffic for its 10-year overhaul. Whilst class 9F no. 92214 is likely to be back in traffic soon, and the Q6 due to return by the autumn, for the foreseeable future (barring occasional visitations from Riley's two Black 5s and NELPG's K1) there are only three regular Whitby-certified steam locos at the NYMR; 61264, 75029 and 45428, so regular use seems assured.

The NYMR's 40th Anniversary Gala at the beginning of May was a great success. Running in the guise of historically-appropriate 61002 *Impala* (more about that elsewhere in this issue), our loco performed faultlessly and looked impeccable, featuring at various times in the week on a double-header with A4 no. 60007 *Sir Nigel Gresley*, K1 no. 62005, and appearing alongside and top-and-tailing with sister B1 no. 61306 *Mayflower*.

The 40th Anniversary Gala was thought to be the first time that both B1s had appeared together on a heritage railway, though they did appear together at Barrow Hill in 2007. Unfortunately for some reason the two of them did not get a chance to double-head at the NYMR, which was rather a lost opportunity, but never mind.

Thanks to everyone who attended the Members' Day on 22nd June. The sun shone, the loco sparkled, and everyone seemed to have a good time! We may well repeat the event next year. Thanks also to everyone who has sent us letters of praise and thanks. That is what it's all about. One letter was particularly poignant, from Dave Darwin, one of Steve's 'Tuesday gang' of pensioners at Barrow Hill. Dave writes:

"Going up Beckhole Bank from Grosmont to Goathland, in the first coach behind the tender, listening to the sharp even beat of a B1 working hard, was a reminder of a job well done. Even though a BR(M) fireman, I have a soft spot for the B1, as the last loco I fired before we went all diesel at Barrow Hill was 61315 (Departmental 32), fetched back into service in October 1968 for carriage warming duties at Nunnery Carriage Sidings in Sheffield. It had been stored all summer and took quite a bit of time to prepare it and make it ready for the run to Nunnery, but after a couple of hours, with much oil being used and plenty of use of the slacker pipe, we were in a reasonable state for the run down the 'Old Road'. We went off shed and headed North, and by Eckington the loco was running like a sewing machine. All too soon it was over, never to fire a steam loco again."

Note: 61264 will be appearing at Barrow Hill this coming autumn, for the 'Barrow Hill Live' event, 28th – 29th September. Visit www.barrowhill.org or telephone 01246 472450 for further information.

On the 'mainline' front, we have unfortunately raised only £1500 of the £25,000 target from our Mainline Appeal. Whilst I would like to thank those who have donated, we are obviously not going to have enough 'independent funds' to pay for the full 75mph loaded test run which would be required before we can take any mainline work this year. Depending on the financial situation at the end of the season, it may still be possible for us to fund the balance ourselves, but we'll have to see. Meanwhile, *Mayflower* made a surprise entry into the market when she successfully passed her loaded test run with West Coast Railways on 2nd May. Could we soon be looking at the tantalising prospect of TWO mainline-registered Bongos, one green and one black – it's up to you!!



The two B1s at Grosmont, 6th May 2013. Photo courtesy of Adrian Dennis.



The two B1s at Grosmont, 5th May 2013. Photo courtesy of Adrian Dennis.



61264 (as 61002 Impala) passing J72 Joem at Levisham during the NYMR 40th Anniversary Gala, 6th May 2013. Photo courtesy of Kenneth Snowdon.



61264 (as 61002 Impala) on a freight photo charter, 10th May 2013. Photo courtesy of Henry Elliott.



*61264 (as 61002 Impala) waiting to depart from Whitby, Members' Day, 22nd June 2013.
Photo courtesy of Dave Horton.*



Lord Balfour of Burleigh, President of the Thompson B1 Locomotive Trust, poses happily from the driver's seat upon arrival at Pickering on Members' Day, 22nd June 2013. Photo courtesy of Dave Horton.

Getting involved

Dave Fowler

It has been nearly six months since the locomotive entered revenue earning service on the NYMR and it has proved to be a regular and reliable performer, very popular with the locomotive crew and shed staff alike.

Under the terms of our contract with the NYMR, all the routine maintenance, such as the 28 day examinations and boiler washouts, is carried out by the shed staff and so Steve Andrews has had very little to do so far. However a permanent niggling vacuum leak on the chamber side was finally traced to a rotted rubber seal in the reverser vacuum clutch, resulting in Steve making a 300 mile round trip to deliver and fit a spare seal in one day. The only cause for concern in the last six months has been the loss of three, yes three, ash pan spark arrestors due to incorrect fitting by the shed staff. When we were at Barrow Hill I queried in no uncertain terms, after cutting my hands to pieces fitting the stainless mesh to the fourth spark arrestor, why we needed four. Now I know. All the mangled spark arrestors were subsequently found down the line and repaired by the shed fitters, who no doubt had a few choice words with the operating staff.

I have recently been working on the locomotive, assisting the shed staff with the boiler washout, and if members wish to go to Grosmont to give a hand with cleaning the locomotive or helping with the maintenance, then they need to complete a site induction course and should be members of the NYMR.

I completed the site induction course one Saturday morning and it took about two hours. It comprised a tour of the site with all potential hazards being pointed out, a general discussion on how you can start on the route to locomotive driver and a short written exam which made sure you fully understood the safety implications. We were all then issued with a temporary Volunteer ID card and you were ready to go, except that it is desirable to have a NYMR Personal Track Safety card (PTS) which enables you to go out on the whole of the line with the exception of the Network Rail section to Whitby.

John Whitfield and I completed the NYMR PTS course on another Saturday morning in the classroom at Pickering. It is based on the Network Rail PTS and a free hand book can be downloaded as a PDF file from the Network Rail website. Again we had to walk around the site at Pickering, this time with lots of loco movements in progress. This was followed by a question and answer session and then the inevitable multiple choice written exam. All of our group passed, with John and I both getting one of the 27 questions wrong; John because he thought the question was ambiguous (which it was) and I stupidly ticked the wrong box. The whole course was basically common sense and is designed to keep you safe in a potentially dangerous environment.

If you want to attend a Grosmont MPD induction or NYMR PTS course then please e-mail me at djf61264@gmail.com or speak to me and I will let you know when the next course starts. With the locomotive at the NYMR for at least the next 4.5 years, you have an excellent opportunity to experience the operation of our locomotive at first hand. If you also obtain a Network Rail PTS and pass a medical, you can become part of 61264 support group and experience working on the big railway on future rail tours etc.

Gricing the Goods with *Impala*

Dave Wellington

Early on Friday, May 10th, a group of photographers (or 'gricers') assembled at Goathland Station for the sole purpose of recording the rare sight of a B1 hauling a freight train. This was a charter organised by one of the NYMR drivers for about two dozen participants; each one paying £30 for the privilege. 61264 (as 61002) thus arrived light engine at 0730, a prelude to the two hour session of track access before the 0930 Grosmont-Pickering was due to come through.

After collecting the 20 or so wagons, plus two brake vans, the engine reversed through Goathland Station and down the bank out of view. Using a two way radio, the crew were then asked to commence the run-past with the photographers grouped at the south end of the down platform. This proved to be quite a spectacle; after all, big engines are not asked to work particularly hard on preserved lines, yet here was our engine being given a right royal thrash, and none the worse for it either....

A repeat run was organised, hoping for a break in the clouds, which didn't happen. We then all climbed aboard the brake vans to move to our second location a mile further north, at Darnholm with its stone bridge and curve, still on the bank. Three more runpasts, more volcanic exhausts and a window of blue sky. Then off to our final spot, a mile from Grosmont at Green End, where we waited and waited for the sun to shine. At last, a break in the clouds, a call on the radio to start the action and bingo: sun, smoke and scenery, the perfect shot. Smiles all round. Everybody happy, and a whip-round for the crew. It was then back to Goathland, where the posse of photographers dispersed; some already planning their next outing; the S&C, the ECML, the GCR?

The future of such charters is uncertain and indeed a planned repeat for the next day was cancelled through lack of staff. After all; driver, fireman, guard, signaller and station personnel had a very early start; the loco-crew themselves out of hours by 1400. After next year's alterations at Whitby, volunteers will be stretched even more when the town boasts five NYMR departures a day. If another freight charter does take place, it may well feature a different loco, but at least for the B1 that did operate on May 10, the evidence is well and truly locked away in the archive.



In glorious early morning sunshine 61264 (as 61002 Impala) waits to proceed with its mixed goods train on 10th May 2013. Photo courtesy of Henry Elliott.

B1 memories

Lawson Little

In the period 1945-51 I travelled to school daily using the LNER/BR(E) service between Shirebrook North and Chesterfield (Market Place).

Initially, trains were powered by C12 4-4-2Ts shedded at Langwith MPD, but these were on their last legs and frequently unavailable, in which case Lincoln would be called upon to provide a replacement. Usually this would be one of their stud of B1s, often from the batch 61279-81, all of which went new to Lincoln in January 1948. The five-coach load was obviously no problem to a B1, but I do recall one having a hard struggle up the bank out of Chesterfield running tender-first on a very wet evening – perhaps the sanders didn't work very well in reverse (the turntable at Market Place was designed for LD&ECR tank locos and was far too small for a B1).

Lincoln had a total of nine B1s by 1952; (6)1171/77, 1269/79-81, 1364/71 and 1405, most of which were borrowed by Langwith to work weekend specials to the Lincolnshire coast.

Lancashire, Derbyshire and East Coast Railway

Alf Bousie

Lawson's journey to school in Chesterfield took him to the heart of the Lancashire, Derbyshire and East Coast Railway and he must have been one of the last regular travellers on this particular section. The LD&ECR was one of those railways that was founded with grand intentions but which in reality were never remotely achieved. It had been the largest single railway scheme put before parliament, proposing a route that linked Warrington on the Manchester Ship Canal with proposed new docks at Sutton on Sea on the east coast.

The line should have been 170 miles long but in actual fact the only section that was built was from Chesterfield to Lincoln – a mere 40 miles. A branch was added from Langwith Junction (renamed Shirebrook North by the LNER in 1924) to Beighton to link with the GCR and the MR but the main route never did reach either of the end locations referred to in its title. It was eventually absorbed by the GCR after only 10 years of independent existence.

The line had been promoted by William Arkwright, a descendent of Richard Arkwright, one of the leading entrepreneurs of the Industrial Revolution. He lived at Sutton Scarsdale Hall, the derelict remains of which can be seen near Junction 29 of the M1 opposite Bolsover Castle. He wanted to exploit the coal reserves on his estate and send them out to the east coast via this new line. The problem was that taking an east-west route cut across the grain of the country and the railway was forced to construct a number of major structures. The most problematic of these was the 2624-yard long Bolsover tunnel through which Lawson would frequently have travelled to reach Chesterfield. The LNER failed to purchase the coal seam running under the tunnel so it was forever prone to subsidence. It was also built on a gradient of 1:100, through bands of shale, which allowed water to infiltrate. This made the tunnel a constant maintenance liability and also made it a daunting proposition for loco crews at the best of times. By December 1951 the condition of the tunnel was so bad that the through route between Shirebrook North and Chesterfield had to be abandoned.

The branch from Shirebrook North to Beighton via Clowne, had already closed to passenger traffic as early as 1939 but it did remain open for freight with coal traffic being the prime source of revenue. It was also used as a diversionary route when the former GCR between Beighton and Kirkby South Junction was closed for maintenance. On one occasion, the Master Cutler hauled by *Flying Scotsman* was diverted this way. On another occasion it was recorded that a B1 had the onerous task of climbing the 1:100 gradient through Killamarsh with a 14 coach train.

By far the most regular use of the line by B1s was on excursion traffic to the East Coast resorts in the summer months. Stations such as Clowne South, which had closed to regular passenger traffic, saw hundreds of miners and their families setting off on their summer holidays to resorts such as Skegness on trains routinely hauled by B1s. These finally came to an end in 1964 and apart from the farewell special to the GCR in September 1966, B1-hauled passenger trains on the LD&ECR came to an end.

For those interested in learning more about the LD&ECR, a new book in two volumes has recently been written by Chris Booth, the first of which is now available and deals with the section from Chesterfield to Langwith Junction.

Financial update

Yvette Horton

I'm pleased to let members know that, with the loco regularly working at the NYMR, we have been able to repay the loan of £30,000 from the NYMR. We have also repaid all bar £5000 of the outstanding invoice from LNWR Crewe for the boiler repair work. Hopefully the loco will continue to be in regular service over the next few months and we can begin to repay all the other generous loans from the last few years.

Those who attended the Members' Day will be aware that the *Impala* name and shed plates have been placed into a silent auction. This is an opportunity to purchase the well-made wooden and aluminium plates that have been riding on the loco for much of this spring and summer. Please look for details elsewhere in the newsletter.

As ever, a special thank you to all of you who donate to the Trust. Your donations are still making a significant difference to the upkeep of the B1.

How to raise funds for 61264...

Or "sell everything including the kitchen sink"



Just to prove that we are quite prepared to sell anything including the kitchen sink to fund the upkeep of 61264, Dave Fowler and Dave Wellington get ready on the Trust's stand at the Barrow Hill Beer Festival on 17th May 2013. Photo courtesy of Alf Bousie.

150 Club

Stephen Harris

The 150 Club has recently lost some members for various reasons which leaves a few numbers vacant. So if you fancy a little flutter that will benefit the Trust, why not join and have a go. For a subscription of just £1 a month you have a chance of four cash prizes each month. For a membership form or more details please contact Stephen Harris at 3, The Larchlands, Penn, Bucks, HP10 8AB, or Tel: 01494 813551, or E-mail: stephenharris@hotmail.com

2013	Special	£30	£20	£10	£10
January		15 K. Goodall*	184 C. Renshaw	59 D. Wellington*	119 P. Morrell
February		78 Mrs R. King	56 C. Clarke	182 C. Baines	158 L. Ellis
March	£50 60 R. Kirk		47 S. Barrington	65 N. Snuggs	107 J. Whitfield*
April		157 C. Ellis	25 F. Carter	67 R. Goldthorpe	113 P. Eley
May		32 P. Kaufman	108 H. May	175 A. Lightowler	88 M. Sanders
June	£50 164 D. Redmond		135 M. Sanders	9 R. Barnes	178 H. May
July		129 A. Hartford*	24 F. Carter	99 Mrs R. King	55 Mrs J. Whitfield*

* Denotes prize donated to TBLT

North British news

Alf Bousie

The North British Loco Preservation Group (NBLPG) took another step forward in their aim to build a new LNER B17 4-6-0 when they collected a tender for the loco from a Doncaster scrap yard on 18th April 2013. The tender had stood undisturbed in the yard for more than 20 years and was reassembled and transported to the Mizens Railway at Knaphill, near Woking, Surrey.

LNER group standard tenders were coupled to a whole range of loco classes from V2s to J39s but it is thought that tender No 041249 ran with either a K3 or more likely a B1. Along with the tender, the group already has a cab unit for the loco. A start has since been made on painting the tender and the inside of the cab.

The NBLPG would now like to trace the history of the tender and would be interested to know if anybody has any observations or photographs of it when in service.



*In a Doncaster scrap yard the tender tank is prepared to be lifted back onto its frames.
Photo courtesy of Ken Livermore.*



The axle box cover from the tender of 61264 illustrates the standardisation of components employed by the LNER with its group standard tender. Photo courtesy of Alf Bousie.

Members' Day

A few photos of our Members Day, Saturday 22nd June 2013



Waiting for the Members' Day train to depart at Whitby, L to R, Lord and Lady Balfour, Dave Fowler, Brenda Mitchell and John Whitfield. Photo courtesy of Ryan Whitfield.



Possibly the youngest member on the train was Flo Horton (having an afternoon nap!) accompanied by mum and grandparents. Photo courtesy of Dave Fowler.



The Fowler family clearly enjoying their journey to Pickering. Photo Dave Fowler.



Lord and Lady Balfour are greeted by Philip Benham, General Manager of the NYMR on arrival of the train at Pickering. Photo courtesy of Dave Fowler.

Win “Impala” plates

Chance to win replica name plates, number plate and shed plate



61264 is running at the moment in the guise of 61002 *Impala*, one of 40 in the class of 410 B1 locomotives which were famously named after breeds of antelope.

Why *Impala*? Well York (50A)-allocated 61002 was thought to be the last B1 to work over the Whitby – Pickering – Riccarton Junction line before it closed in March 1965. *Impala* was subsequently re-allocated to Hull Dairycoates, and withdrawn in June 1967. In this, the 40th anniversary year of the North Yorkshire Moors Railway, it therefore seemed an appropriate tribute to disguise our loco as 61002. This move has proved very popular with visitors to the NYMR in recent months, in particular children, who love a named locomotive! It has also earned us a decent amount of positive publicity in the railway press. Therefore the TBLT has decided to keep the loco as 61002 until the end of the summer season.

We are offering you the chance to win the replica name plates, smokebox number plate and shedcode plate (50A) in a sealed bid auction. All money raised will go towards our Mainline Appeal. The items will be auctioned in two lots:

Lot 1 – set of 3; 1 x name plate, 1 x number plate, 1 x shed plate. Reserve £150.

Lot 2 – the other name plate. Reserve £40.

The winning bid will be revealed on 31st August 2013. If you wish to enter, please fill in the details below and return this form to D. Horton, 8 Leighton Way, Belper, Derbyshire, DE56 1SX.

Name _____

Address _____

Phone number(s) _____

Your bids: Lot 1: set of 3 £ _____ (minimum £150)

Lot 2: one name plate £ _____ (minimum £40)