

B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

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Following the successful completion of its main line test run, 61264 carried out a series of railtours over the winter and spring. On 22nd March 2014 she is seen at Park End near Danby at the head of the Esk Valley railtour. Photo courtesy of Ken Snowdon.

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Chairman's update

Mike Cobley

Half way through the year already and the loco has changed identity again, giving pleasure to many photographers, pleasing our hosts on the North York Moors, and helping distinguish it from one of those black Stanier 4-6-0s.

The identity change has stirred up some interest within the railway press and in a recent long phone conversation with David Wilcock from Steam Railway magazine, our B1 seems to have been the loco that has had most alternative names and numbers over the years. At our last committee meeting, following a suggestion from Stephen Harris, it was agreed that over the next few gala events or Members' Days we would consider naming the loco as a tribute to some of our departed founder members and life members, e.g. Peter Aylett (2006), Bob Mitchell (2008), Dermot Reynolds (2006), John Standing (2007) & Gerald Thorpe (2014), and perhaps the original Parkeston crew of George French and George Maryan – one nameplate on each side – and maybe some of our early support crew members from Fort William; Martyn Smith and Dave Judd? If any member would like to sponsor a nameplate for a day - £100 – we would be pleased to hear from you.

We have a busy season ahead of us this year with the new platform at Whitby to be commissioned; bringing extra train services this summer and the possibility of some railtour work early next year which Dave Horton has outlined in his newsletter contribution.

As one of the original founder members of the Rolling Stock Society, then the Thompson B1 Locomotive Society, before we became the Trust, it is pleasing to see that there is a wave of younger members being attracted to steam preservation, reflected in some of our own recent recruits to the team. Membership has remained fairly static over the last few years with new members joining as others depart and the Trust is probably the cheapest preservation group to join in the UK. If each member could recruit one new member this year we will ensure the group and the loco will continue to prosper as long as steam can be raised.

Engineering update

Steve Andrews

The Trust has, over the years, been fortunate in receiving donations of tools and equipment from members. Harvey, who died a few years ago, had an extensive home workshop from which we have had quite a lot of items including taps, dies, hand tools, vices and now a 180 amp MIG welder.

I have recently bought a new car with tow hook fitted so that it can tow both my trailers. One is a 2 ton, braked small plant trailer and this is being used to empty the container at Barrow Hill. All of the coach spares are now in the container at Grosmont, just leaving the loco parts to be transported.

The industrial racking has now been erected in the container, and with the new bench and 4 x four-drawer filing cabinets, makes the best use of the space. Lighting and power has to come via an extension cable, but the container will be wired up so that the extension cable (16amp blue socket) can be plugged in and put away after use.

The loco and coach had a twelve monthly exam and passed but the coach also needed a fire extinguisher exam, gas exam and a vacuum brake overhaul. The VBO was carried out by Rampart C&W and done in a day. The gas cooker, although now cleaned is still suffering from burnt lard and cooking oil on the gas jets. The igniter does now work since a new battery was fitted, once we had found it.

Two new coach batteries have been fitted and charged. They must now be kept topped up and checked regularly. Gordon Wells, a coach electrician, has spent three days sorting out the fuses and regulator but has failed two more batteries. At a mere snip of £140 each we get them from Shield Batteries who make them in Britain and are actually better than the existing ones on the coach.

61264 was prepped for its trip to Darlington on 22nd March. Neil Snuggs and Steve Robb had a fun-filled day out, coming through Grosmont Station twice on their way to Whitby and back to Battersby; I waved, but was ignored!

The following week on the Wednesday and Thursday the loco was prepped and given a good clean with the front buffers polished up. After being given an FTR exam it went into the loco shed. Later that afternoon it was moved back over the pit and while having another quick look round Clive noticed a broken tender spring. I did my Victor Meldrew impression (I don't believe it!) but we managed to change the spring in about half an hour.

The Friday run to Heaton depot went well but the lubricator ratchet stopped working, suffering a broken spring. The spring is only about 1 inch long and when the K1 turned up we had a rummage in their coach and found two springs. The run the next day, although foggy, went well and we got back to Grosmont in time to make it to the Crossing Club.

Since dismantling the ratchet, I have found that the grease was holding water and not doing its job. So they are being converted back to oil and fitted with a wicking oil pot with new wheels and ratchets which I have in stock. I have now done this job which took two days to do, but the lubricators do seem to work better now.

A sand trap is also being converted to a straight-through type to make rodding easier.

Back on the coach, the wiring from the dynamo had the broken insulation cut off. It was then sleeved and sealed with self-amalgamating tape. I started this at midday and finished at half past six.

Other jobs that need to be looked at are replaceable seat covers and the fitting of an auto steam brake oiler.

61264 was renumbered and named *Chiru* (61034) for the North York Moors Railway Gala on Friday 25th April and also to mark the closure of the Picton-Battersby line in May 1954. *Chiru* also hauled trains to Whitby. The loco will remain with this identity until the end of the season.

The Wansbeck and the F-word.

Dave Wellington - B1 Archivist and happy-snapper. Sometimes.

After looking at blue-skied snaps of last year's Wansbeck tour, I was seduced by the idea of recording the spectacle of the 2014 equivalent with our B1's involvement, anticipating the capture of rare footage of 61264 alongside NER signal boxes and semaphores, old footbridges and spectacular viaducts.

After telling my wife we were off on a 450 mile jaunt to visit historical Northumbrian sites, my Angel of the North was probably expecting to visit the beauties of Hexham Abbey, Lindisfarne and Alnwick castle, so I was aware of a dip in enthusiasm when I offered the alternatives of Bedlington North Box, West Sleekburn Junction and the abandoned coal staithes of North Blyth.

Yet these were the artefacts that the patrons of the sold-out tour train had paid for, and anyway, she did have the last laugh eventually.....

My preparations were thorough; I downloaded the tour timings through www.uksteam.info/tours, paying strict attention to 61264's direction of travel; the train haulage being shared with K1 62005 in top'n'tail mode. Next task was to identify the junctions where semaphores were likely to be present, again using the internet. A shot of the B1 crossing the Wansbeck River on a lattice viaduct was a must, satellite pictures showed a path leading from the corner of a modern estate to a vantage point; suitable map downloaded. Coastal shots were planned at Blyth and on the cliffs at Boulby. With the B1 due to face south, the King Edward Bridge over the Tyne was on the list; an hour later more shots planned as the wires were left behind at Ferryhill South Junction – then Teesside.....

And so it went on; three hours in front of the computer, but all in a good cause.

Friday dawned and we were on the road, weighed down by the responsibility of the mission – to deliver quality material for our valued members and the B1 archive. Not for us the glamour of the support crew, who, as we all know, only have to flick a duster at the boiler and squeeze the trigger of a grease gun to be guaranteed a land-cruise in their own private coach, complete with catering; cosy....

We were on our own, in a foreign land of strange voices: "more toassed hinny" being a familiar phrase.

And so; Saturday morning at our hotel north of Morpeth; the alarm set at 07.17 and time to open the curtains to be greeted by: - FFFog ! We couldn't see the wood for the trees. In fact, we couldn't even see the trees.

A re-think. Delay meeting the train to allow the fog to clear. Head for the Bedlington water stop scheduled at 09.53.....

So here we are at Bedlington – 09.40 and the train loomed out of the mist WITH 61264 AT THE WRONG END! A different F-word comes into play...

Also looming out of the mist are the other photographers – about 100 of them. These weren't the Brownie 127 brigade; this lot meant business. Dedicated gricers equipped with the tools for the job; machetes for the undergrowth, stepladders for height and lenses you could hang the washing on. And wherever you've planned your super-shot, they are there before you, prompting a need for ladders to get above THEIR ladders.

Except for the Wansbeck viaduct. There was no-one there apart from a man and his dog who came out of his house to admire 62005 as it pulled the train onto the impressive structure AND STOPPED – leaving 61264 short behind a bush. Nice shot of the support coach though.



With smoke from both locos adding to the murky conditions the train waits to depart from Bedlington. Photo courtesy of Dave Wellington.



61264 emerges out of the mist and runs alongside a cold and grey North Sea as it approaches the end of the line at North Blyth. Photo courtesy of Dave Wellington.

Disappointment enough, but it meant I missed the semaphores at Marcheys House Junction because the hordes restricted my view to a shot through long grass, and at West Sleekburn the orange jackets of the Network Rail personnel standing at the points positively lasered the eyes – shot abandoned.

On to Blyth and at least a shot of 61264 at the head entering the loop. After that she was destined to be at the back of the train for the next four hours.

So we gave up and waved goodbye to Steve, Mark, Alf, and Brenda all snug in the Brake First Compartment – and Dave H on the engine.

My Angel of the North and I thus got to visit Hexham Abbey after all, and Morpeth and Rothbury-In-The-Mist. I would have tried for Shildon and the A4s, but you know the saying: “quit while you’re doomed”.

Operations report

Dave Horton

There is not much to say on the Operations side other than we had a good couple of mainline runs in March, which are reported with much more panache elsewhere in this issue by Alf and Dave W. Big thanks to all the support crew who joined us. The ‘Wansbeck’ in particular was an epic trip with several of us having to be away from home for 4 nights. However, we do it for the love, or so I keep saying to myself....

Also the Members' Day in April seemed to be enjoyed by everyone I briefly spoke to. Special thanks must go to new recruit Joseph May who helped us clean the loco in the morning and quartered the buffers especially for the occasion, only to have his good work sadly spoiled within minutes of the loco coming off shed when it buffered up to the stock – see photo below!

For those who like figures, since the start of the year we have accrued 4568 miles on the NYMR, 1185 miles on the mainline including light engine moves, and 642 on the East Lancs Railway, making a grand total of 6395 miles to date. May in particular was a very good month at the Moors – we ran almost as many miles (2032) as we did in our best month from last year, which was August (2262). This only serves to emphasise the NYMR's continuing demand for robust, reliable and available locomotives.

There are no further mainline runs scheduled for the rest of this year, although you never know what might come up. Speaking of last-minute opportunities, we almost had the chance to lay to rest the ghost of 2004's ill-fated 'Easterling' railtour by picking up the Doncaster – Hull – Scarborough – York leg of Railway Touring Company's 2014 version on 28th June, but gauging issues sadly meant it was not to be. Another time, hopefully! On another note, Steam Dreams have been talking to us about the possibility of doing some work for them, based in the London area, in February / March 2015. Watch this space.

Members' Day 2014; some photo recollections



*61264 runs round at Grosmont on Members' Day 12th April 2014.
Photo courtesy of John Whitfield.*



Enjoying a drink: L to R, George and Marie Saville, Dennis Howells, Mark O'Brien and Steve Andrews. Photo courtesy of Alf Bousie.



And finally some of the members of the old Tuesday gang from the Barrow Hill days. Photo courtesy of Alf Bousie.

An excursion to Ollerton

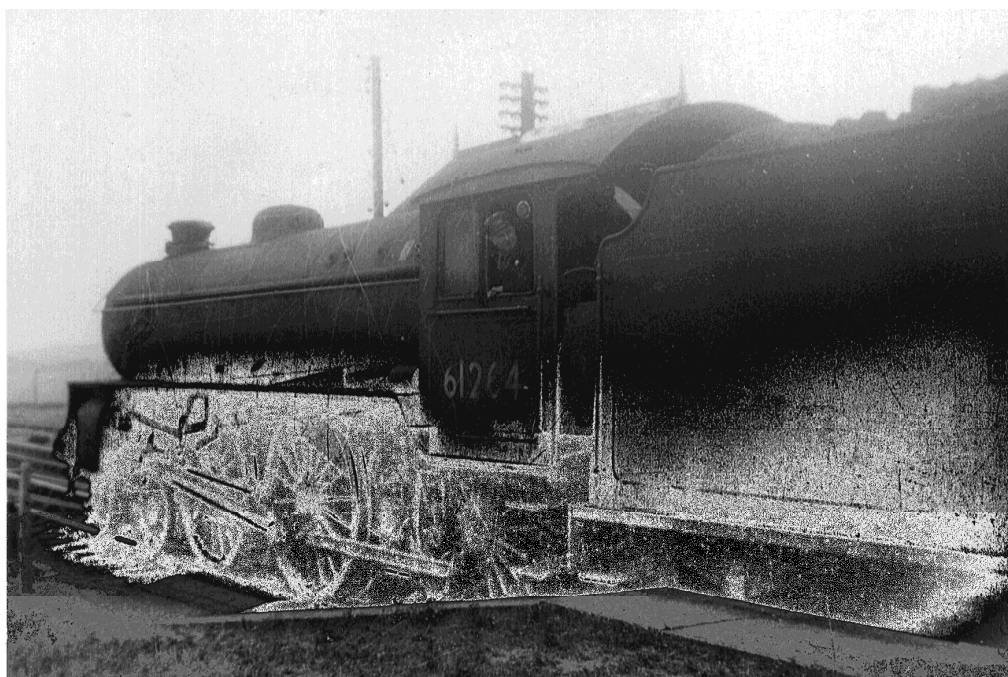
Mick Hammond

I went to school in Nottingham and I regularly walked down to the information building next to Mansfield Road in front of the main Victoria Station buildings in the dinner hour to look at the excursion leaflets that were on display. I noticed a leaflet advertising a half day excursion to the Dukeries on 22nd May 1961 from Nottingham Victoria to Edwinstowe and Ollerton. I believe it was a Bank Holiday Monday and I think the train called at all stations, including those on the Mansfield Branch.

On the day, I caught the bus into Nottingham and joined the train, hauled by 61264, at Victoria station. Some time later we arrived at Ollerton station, which had lost its regular passenger service about six years before. A railway official was at Ollerton to meet the train. I heard him ask the driver if he was going to turn on the Clipstone triangle, to which he replied "No I'll go back tender first".

The engine ran round the coaches and shunted them ready for the return journey. I did not however return to Nottingham on the train.

On another occasion, 3rd June 1963, I travelled from Boston to Nottingham behind 61264.



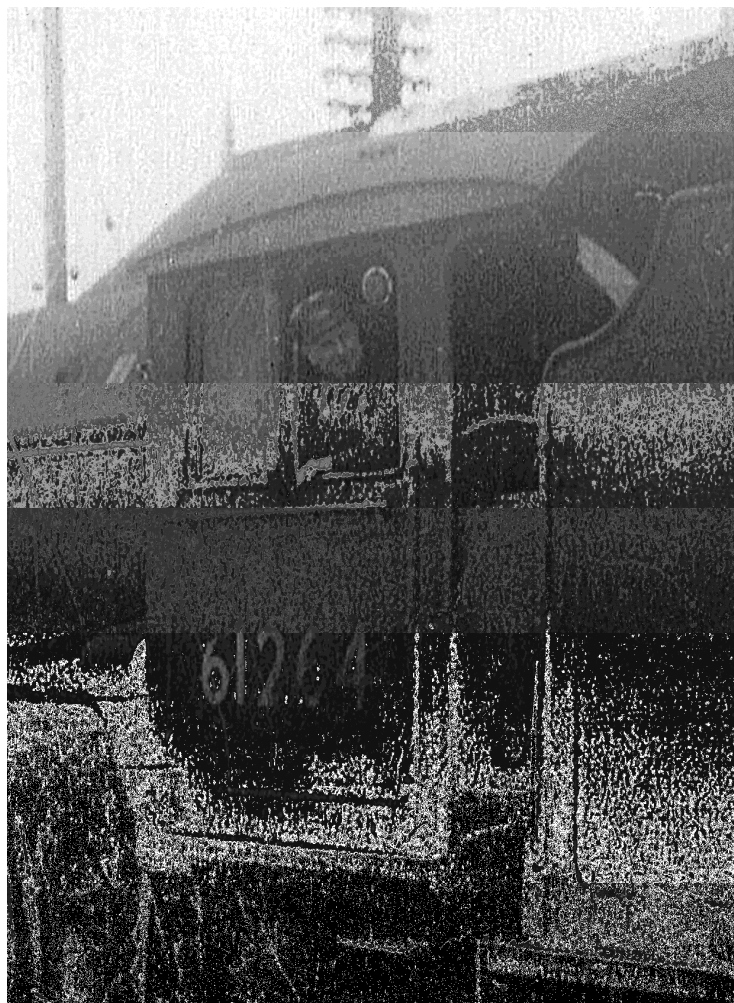
61264 on arrival at Ollerton on 22nd May 1961.



Mick's tickets for the day.



Ready to leave Ollerton tender first, as the driver requested.



61264's driver for the excursion to the Dukeries.

The Wansbeck

Alf Bousie

One of the more unusual trips of the season was undertaken by 61264 when it paired with K1 62005 to top and tail *The Wansbeck* rail tour for the Railway Touring Company on Saturday 29th March 2014.

The name for the tour comes from the River Wansbeck, a relatively little known river around 30 miles long, that rises on the moors of mid-Northumberland near Sweethope Lough. It flows into the North Sea at Newbiggin, just a few miles to the north of the River Blyth. Shortly before they reach the coast, both rivers are crossed by railways on substantial viaducts bizarrely both known locally as "The Black Bridge".

The first part of the tour started off from Newcastle and encompassed the hinterland of the River Wansbeck. It then crossed into North Yorkshire to visit Cleveland and what remains of the coastal route from Middlesbrough to Whitby, ultimately reaching the potash mine at Boulby.

After stabling overnight on Friday at Heaton depot, 61264 joined up with 62005 to form the train of ten coaches plus two support coaches.

Unfortunately on the day of the tour an easterly wind was blowing off the North Sea, so while other areas of Britain were basking in warm sunshine the train departed Newcastle in low cloud and mist.

Initially following the East Coast Main Line, the train reached Morpeth where it diverged to join the Blyth & Tyne route.

The Blyth & Tyne Railway had its origins in various waggonways, established to exploit the Northumberland coalfield. However, as the River Blyth at that time was not deep enough to accommodate large ships, the incentive was for these waggonways to head south to reach the Tyne.

In 1851 parliamentary sanction was sought to connect up these various waggonways, thereby forming the route from Blyth to the Tyne under the title "The Blyth and Tyne Railway". The Act was obtained the next year and unlike other companies in the area it remained an independent concern, only being incorporated into the North Eastern Railway in 1874. Although predominantly a mineral railway, it did have various passenger services but these were always of lesser importance than freight.

The B&T had its terminus in Newcastle at Picton Place, later to be known as New Bridge Street. This closed in 1909 when a connection was made with the ECML at Manors, allowing trains to run into Central station.

It was not until the NER took over that improvements were made at Blyth to de-silt the harbour and allow larger ships to use the port. This was followed by the widening and extending of the Cambois branch and the construction of extensive coal staithes at North Blyth. When a north-to-east curve was installed at the junction of the branch with the Bedlington to Newbiggin line, a direct route was created from the collieries around Ashington to North Blyth. The sum of all these improvements was the rapid expansion of the port of North Blyth as a major exporter of coal.

Following a water stop at Bedlington North level crossing and then a reversal, the tour train proceeded up the B&T to reach Marcheys House Junction. The train then travelled a short way to reach North Seaton Viaduct, which carries the railway over the River Wansbeck. After a brief stop, with 61264 only just on the viaduct itself, the train reversed again and now with 61264 leading it proceeded to Winning Crossing Junction following the curve the NER had put in to improve access to North Blyth from Ashington. After a very protracted wait of nearly 50 minutes, just beyond Winning signal box, to allow a freight train to cross, North Blyth was reached at just past noon.



*61264 is seen passing Winning signal box on the first leg of the tour.
Photo courtesy of Ken Snowdon.*

Unfortunately the port of North Blyth has declined in importance over the last 50 years. In 1961, nearly 7 million tons of coal was unloaded from trains to be transported by ship for export or to supply the power stations of southern England. Most of this came from within a six mile radius of the port using the B&T line. Extensive staithes for unloading the coal were once a landmark of the town. One set in particular achieved notoriety by featuring in the closing sequences of the film "Get Carter", the violent gangland film of the 1960s featuring Michael Caine. All these have now gone apart from one set protected with listed building status.

Another notable feature that has also gone from North Blyth is the breakers yard of Hughes Bolckow. For over 70 years this broke up ships ranging from passenger liners to warships and submarines. It was also the last resting place for numerous steam engines including A4s 60001 *Sir Ronald Matthews*, 60024 *Kingfisher*, 60026 *Miles Beavor* and 60034 *Lord Farringdon*. Of particular note though is that 28 B1s were cut up here including 61012 *Puku*, 61014 *Oribi*, 61016 *Inyala*, 61021 *Reitbok*, 61023 *Hirola* and 61037 *Jairou*.



*With 61264 leading, the train is seen crossing the River Blyth at Kitty Brewster.
Photo courtesy of Ken Snowdon.*

Instead of exporting coal, North Blyth is now used to import coal with trains going to the major power stations of Drax, Eggborough and Ratcliffe-on-Soar. However the most notable feature left at North Blyth, and which the tour train just stopped short of, is the Alcan facility which dispatches three trains a week taking bauxite to their plant at Fort William.

After a brief stop of only two minutes the train set off to follow the B&T route via Seghill back to Newcastle and the second part of the tour to Cleveland and the Boulby potash mine.

By way of the ECML and a water stop at Ferryhill, the tour took the route via Norton-on-Tees West and South Junctions to Middlesbrough. From there it went through the industrial heartland of Teesside past the docks, steelworks and chemical plants and on to Saltburn West Junction. While the first part of the tour had travelled across lines developed to exploit the coal reserves of Northumberland, the second part covered the remnants of the lines built primarily to exploit the ironstone reserves of Cleveland.

The mid-19th century saw a growing demand for iron on Teesside and a rapid expansion of ironstone mining in Cleveland. By this time there were said to be over 50 ironstone mines within a seven mile radius of Guisborough, served by numerous branch lines. The tour followed the remaining section of the coastal route, originally built to exploit the mines towards Loftus and what was later to be extended to become one of the routes from Middlesbrough to Whitby.

Passenger services were always of secondary importance here with the main emphasis being on getting to the ironstone reserves. This involved running close up to the edge of some of the highest cliffs in England and crossing deeply cut valleys that required some exacting gradients.

With 61264 now at the rear, both engines had to work hard as the line left Saltburn West Junction and climbed to North Skelton, once the junction with the route from Middlesbrough via Guisborough. The line then follows the cliff edge round Warsop Hill before descending at 1:64 to reach Crag Hall signal box. As well as controlling the entrance into Skinningrove Steelworks, the box marks the end of Network Rail's ownership, with the remainder of the route to Boulby belonging to the Cleveland Potash Company.



*61264 waits at Crag Hall signal box as both locos take on water for the return journey.
Photo courtesy of Phil Marsh.*

With the demise of ironstone mines in the area, the last being North Skelton, which closed in 1964, the line lost much of its traffic. British Steel continued to run some trains into Skinningrove Steelworks which justified retaining the section of line from Saltburn but as the route from Whitby to Loftus had already closed in 1958, Loftus was left very much out on a limb. When Loftus was eventually closed to goods traffic in 1963 the opportunity was taken to cut back the line to Skinningrove. This had the added benefit to road users of removing a bottle neck on the A174 just outside Carlin How where the line crossed the road on a very tight bridge.

This all changed again in 1974 when the line was re-laid, complete with a new bridge, back to Boulby to serve the newly opened potash mine. This turnaround was thanks to the planning approval for the mine requiring that all potash/salt be taken out by rail.

The route to Boulby Mine along Cleveland Potash's line involves the steepest section of the route with a 1:49 climb up to Grinkle Tunnel, which again made both engines work hard. There was only a brief stop outside the mine's reception sidings before 61264 had to restart the train on the 1:61 gradient to retrace its route back to Crag Hall where another water stop for both locos and the dining car was required.

After a stop of just over half an hour the train restarted with the 1:64 climb up to Hunt Cliff where unfortunately, despite being only yards from the railway, the roofless fan house belonging to the long abandoned ironstone mine at this point could only be glimpsed through the mist.

A return was then made to Middlesbrough and on to Tees Yard where 61264 and support coach were uncoupled from the train to be joined a little while afterwards by 62005 with its support coach. While the main tour returned to Newcastle behind a class 47, both locos duly made their way back to Grosmont having performed faultlessly throughout the tour.



The route followed by the tour based on an NER map.

Obituary - Gerald Thorpe

We were saddened to hear of the death of Gerald Thorpe on 22nd February 2014, following a sudden and severe heart problem. Gerald was a great supporter of the Trust and he will be deeply missed.

He was born in Burton-on-Trent in 1928 and, after a short period as a surveyor, quickly changed professions to the one he really loved; accountancy.

After a period of national service he moved to the West Midlands to work and in 1975 set up his own company, only retiring at the age of 75. As well as a keen supporter of Burton Albion football club, Gerald had a passion for owning racehorses and he made it into the winner's on quite a few occasions.

Gerald joined the trust in 1995 and with his background in accountancy was always helpful to our committee and especially when we were seeking Heritage Lottery funding for the loco's restoration.

He was also a founder member of the Railway Carriage Company, helping to set it up and ensuring that all the paperwork was kept fully up-to-date. He always took a keen interest in 61264 and he will be greatly missed by his family and the many friends he made in the Trust over the years.



*Gerald Thorpe seen in the cab of 1264 on a driver experience day in December 1997.
Photo courtesy of Mike Carey.*

The B1 support coach

Dave Fowler

The B1 support coach is a Brake Corridor First (BFK). Built in 1960 at Ashford, it is equipped with Commonwealth bogies and dual brakes, and has the number 14007.

The coach was originally bought by a group of Trust members, including Bob and Brenda Mitchell, Steve Andrews, Kevin Purser, Peter and Helen Aylett and Gerald Thorpe who then formed The Rail Carriage Company to run and administer it, with Gerald as Company Secretary.

After refurbishment and painting at the GCR Ruddington, it was used for the next 7 years at Fort William and on the numerous railtours worked by the locomotive. When the locomotive commenced its major overhaul in 2009 it was hired out to the A1 Trust and featured in many of Tornado's record breaking railtours including the famous 'Top Gear' run to Edinburgh with Jeremy Clarkson.

The coach then languished at the NRM for many months before being moved to the Barrow Hill works of Rampart where it underwent a complete body and bogie refurbishment. It was then ready for mating up with the overhauled locomotive and was moved to the NYMR. It participated in the recent mainline test run and railtours, also accompanying the locomotive to the East Lancs Railway. It continues to provide very welcome accommodation for TBLT volunteers.



*The B1 support coach pictured at Norwich 10th April 2004 with Peter Aylett at the window.
Photo courtesy of Mike Cobley.*

With the untimely death of Gerald Thorpe earlier this year, the Rail Carriage Company was left with only two active shareholders; Steve Andrews and Brenda Mitchell. Following Gerald's death the returns to Companies House were inadvertently overlooked and resulted in a £350 fine. In addition the insurance and annual certification were becoming too much for the diminished owning group to manage. All the initial shareholders had been paid back their initial investment, so the remaining shareholders decided to offer the coach to the Trust to operate.

It was decided at the last Trust Board Meeting that the ownership of the coach should be transferred to the Thompson B1 Locomotive Limited Company, who would lease it to the Thompson B1 Locomotive Trust. They would then maintain and operate it in the same way as they do the locomotive. It was agreed to set the term of the lease to end in 2096, the same as the expiry of the locomotive lease. It has taken over two months to sort out the legal transfer and bank details, but these are now finally coming to an end, much to Steve Andrews' relief. When completed, we will wind up the Rail Carriage Company and pay a final dividend to the remaining shareholders, including Gerald's estate. I will then relinquish my post as the shortest serving Company Secretary (acting unpaid) and the Group will have acquired a splendid first class support coach thanks to the generosity and initial foresight of the founding members.

150 Club

Stephen Harris

2014	Special	£30	£20	£10	£10
January		80 R. Goldthorpe	68 Mrs J. Whitfield	120 P. Morrell	195 Mrs J. Whitfield
February		62 R. Goldthorpe	87 R. Palmer	18 A. Hartford	138 P. Slater
March	£50 15 C. Baines	_____	39 R. Morris	140 C. Baines	63 R. Goldthorpe
April		185 P. Morrell	10 H. May	142 A. Lightowler	75 T. Davis

* denotes prize donated to the Trust.

The 150 Club has just one number free. 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 e mail to stephenharris@hotmail.com.

Financial update

Yvette Horton

As you have no doubt read elsewhere, the locomotive has been working hard earning its keep. The trips through the winter months have meant that the costs of the mainline test run have been recouped. This will enable us to take on further mainline work in the future, which will be predominantly outside of the NYMR main season, thus keeping our asset 'utilised' throughout most of the year. The B1 is as popular as ever at the NYMR and has been running regularly since the start of the season. This means we can soon start paying back the loans. Finally, I would like to say a special thank you to all those who continue to donate their time and money to the Trust.

And finally...



Captured at the NYMR Spring Gala on 3rd May 2014 hauling a mixed train charter, 61264 is seen in its new guise as 61034 Chiru. Photo courtesy of Ken Snowdon.



Somewhere on the GCR c. 1962? No, approaching Dinsdale station on 22nd March 2014 with the 'Esk Valley' railtour. Photo courtesy of Ken Snowdon.



Emphasising the bleakness – 61264 crosses Coatham Marsh, near Middlesborough, with the 'Wansbeck' railtour, 29th March 2014. Photo courtesy of Ken Snowdon.



One person puts more time and effort into 61264 than everybody else combined – and it's not always as glamorous as this photo suggests. Photo courtesy of A.N.Onymous.