

# B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

NUMBER 85

[www.thompsonb1.org](http://www.thompsonb1.org)

SEPTEMBER 2017



*Pictured on its visit to the Keighley and Worth Valley Railway earlier this year, 61264 departs from Oakworth with a demonstration goods train on 9th March 2017.*

*Picture courtesy of Cameron Walker*

Chairman's update .....	1
Engineering report .....	4
What's in a name.....	4
Obituary .....	5
OTMS .....	6
General data protection regulations .....	13
Model railway collection donation .....	14
150 Club .....	15
AGM notice.....	17
TBLT Members' Day.....	18

*Mike Cobley*

Time to sort out the archives.....we have all heard the familiar phrases, "tidy the loft, sort out the shed, clear the garage".....and we still keep hold of piles of 'stuff'..... and so, as I sorted the last of four archive boxes, the last document at the bottom of the last box marks the real start of our story, when we actually took ownership of ex LNER B1 No 61264.

INVOICE		Invoiced On:	
NO.	558	No. 2 DOCK BARRY, GLAN. 20th Dec 1974	
to Rolling Stock Society.			
Attn: Mr. John. Thompson, 1. Railway College, Swales Hall, Blackhead, Co. Mayo, Instn.			
<b>WOODHAM BROS.</b> 1000 and Metal Merchants 1-31 Newman Rd. SW 12 11		Tel: 01-474 3123/7 B5489 3123/7	
Price Rate 1000 and Metal Merchants		1000 and Metal Merchants 1-31 Newman Rd. SW 12 11	
To order of Invoicing No. 51556		7750.00 100 575.00 0505.00	
Date <u>27.12.74</u> No <u>582</u> <b>WOODHAM BROS.</b> 1000 and Metal Merchants 1-31 Newman Rd. SW 12 11 Tel: 01-474 3123/7 B5489 3123/7		1000 and Metal Merchants 1-31 Newman Rd. SW 12 11 Tel: 01-474 3123/7 B5489 3123/7	
Batched with invoice from: <u>Rolling Stock Society</u> <u>1000 and Metal Merchants</u> <u>1-31 Newman Rd. SW 12 11</u> <u>1000 and Metal Merchants</u> <u>1-31 Newman Rd. SW 12 11</u> <u>1000 and Metal Merchants</u> <u>1-31 Newman Rd. SW 12 11</u>		1000 and Metal Merchants 1-31 Newman Rd. SW 12 11 Tel: 01-474 3123/7 B5489 3123/7	



Prior to this momentous date, the original 'Rolling Stock Society' struggled to raise the money required to rescue the B1 and we had to resort to borrowing £4500 from the Midland Bank, with three of the founder members securing the loan by putting up their houses as security. It then took another 12 months to raise the money to move the loco in August 1975 to the Great Central Railway at Loughborough and then the 21 year restoration began.

December marks the 70th birthday of our loco. To date we have spent nearly £1,000,000 on restoration, repairs, the first 10 year overhaul, more repairs and we are nearly halfway through our boiler certificate and the next 10 year overhaul. We need to encourage more younger members to take over the project for the future. Having lost Dave Horton to the West Somerset Railway what will the future hold?

Mark O'Brien has worked on a programme of railtours and visits during the quiet season on NYMR in the early part of 2018 and there is the chance for some younger members to experience the trials and tribulations of support crew, miles from home base and the luxuries of a hot bath or shower, a comfy bed and a decent night's sleep!

The original members and directors of the Trust are all of a similar age to 61264, so, time to think of the loco's future and perhaps time for discussion at a forthcoming AGM?



*Seen under the wires on a railtour from earlier this year, 61264 passes Tollerton just north of York on the 'Whitby Flyer' on 18th March 2017. At the rear of the train was BR Standard Class 4, 76084*

*Photo courtesy of David Beverley*

## Engineering Report

Steve Andrews

At the last wash out Steve Robb and myself did a number of repairs starting with checking the lubricators. The steam oil lubricator had a loose wheel. This was shimmed and a lock nut fitted. The system was pressure tested and the atomisers were found to be not as good as they should be. The piston valves were removed, the rings taken off and the carbon scraped off. They were all right but we will now be returning to the use of Hallett oil again. Speaking to other LNER loco groups I found that LNER locos prefer the use of Hallett oil probably because of the way the oil is mixed with the steam in the atomisers. The reverser catch was replaced and the old one will be repaired.

A new batch of piston valve packings has been cast and machined using the white metal shavings left over from the remetalling of the coupling rod bushes.

The concrete arch was knocked out, the grate cleaned and the clinker knocked off the bars, the formers placed in and a new arch cast.

I was unhappy with the way 61264 had been disposed for the wash out. The smokebox had not been cleaned out and contained five wheelbarrow loads of char. The hopper ashpan and the front hopper had been raked out but the back hopper had not been looked at and was full. This is unacceptable and I will be writing a formal letter of complaint to the NYMR senior management who oversee locomotive crews.

I am also speaking to Paul Ramsden at Rampart Engineering to have the coach repaired as some bodywork around the windows in the brake cage of the coach is leaking. Two doors need to be repaired as they are showing rust damage at the bottom. The coach will also need the tyres turning and a repaint. It is best to get this done now rather than later as the leaking windows will only get worse.

## What's in a name?

Dave Wellington

61264 has carried a few names, the most recent being *Impala* and *Chiru*

I remember once meeting a photographer at a model show who was planning an extra trip to the NYMR simply to snap the B1 in another guise...

So names matter, and for anyone who thinks naming B1s after African antelopes is a bit obscure, remember the engine that holds the world steam record is named after – a duck! Putting aside the few engines named after LNER directors, and ignoring 61379 *Mayflower*, the antelope theme featured the first 41 engines of the class and whilst the first member of the class was named *Springbok*, 61005 gave the class its affectionate name – *Bongo*.

Curiously though, one of the LNER Directors found himself amongst the animals, with 61036 named *Ralph Assheton*. This was not the only mistake. The naming of the *Bongos* was supposed to mark the wartime visit of South African PM Jan Smuts to Britain, yet 61019 *Nilghai* was an Indian Antelope.

During my sixties' spotting years I managed to "cop" 28 of the antelopes. Despite living next to the Great Central at Lutterworth, only two of these were allocated to local depots; 61008 *Kudu* and 61028 *Umseke*, although through trains to Woodford Halse from the north brought York engines to the area. 61021 *Reitbok* arrived on 13/4/63; 61002 *Impala* on 1/6/63 and



61031 *Reedbuck* on 12/8/63. The GC could always spring a surprise and 61019 *Nilghai* of Gateshead passed by on 4/3/64 plus Ardsley's 61030 *Nyala* on 5/4/65, by which time eastern visitors were rare...

The NYMR are happy for 61264 to change identity. It stimulates interest and can even prompt a photo-charter. It could even be an earner. "Subscribe £xxx to the TBLT and have your favourite B1 name carried on the loco for a season". This would be a tempting offer to Hull-based enthusiasts who visit the NYMR, as 61010 *Wildebeeste* spent its entire life shedded at the City.

Most relevant though would be for the engine to carry the name of our President Lord Balfour of Burleigh (61246) who hosted his ninetieth birthday bash behind 61264 earlier this year. It's a very distinguished name – and far removed from that carried by 61012 – *Puku*. (never saw that one...!)



*To commemorate the 40th anniversary of the North Yorkshire Moors Railway 61264 ran in 2013 as Impala, 61002 having been the last B1 to work the Whitby-Pickering-Rillington Junction line before closure. The loco is seen passing Sleights on 15th May 2013*

*Photo courtesy of Michael Anderson*

## **Obituary - Mick Allen**

It is with sadness that we heard in July that Mick Allen had recently passed away. He had been unwell for some time with breathing difficulties and was in a nursing home when he died.

Mick owned a printing works in Leicester, now run by his son. He supplied the Trust with membership cards and we still have a quantity of these which will keep us well supplied for many years.

## On Train Monitoring Recorder (OTMR)

*Steve Robb*

As part of the loco's annual safety examination a download is taken from the OTMR of all the inputs. This takes the form of either a voltage from a device such as the Smith speedometer, or a pressure transducer, recording things such as steam chest pressure, steam brake pressure and vacuum train pipe. The OTMR itself works on a similar principle to that of the flight data recorder on a passenger aircraft, often referred to as the black box except in this case it's a black box orientated to railway use and more specifically with 61264, use on a steam locomotive. The purpose however remains the same; it records and stores all the data from inputs such as speed, steam chest pressure, steam brake pressure and vacuum train pipe on an internal memory which is contained within a crash proof, water proof and to a certain degree fire proof box. However as with all these things modern technology and the steam locomotive are not always a match made in heaven and can be somewhat problematic on a small scale right up to what can sometimes seem like a running battle with no end in sight.

In a complete change from my normal involvement and fancying a challenge and asking myself "how hard can it really be to do this" I recently I took on the task of trying to solve some of the issues that have become apparent with the way the OTMR was set up. Armed with our laptop, on which is installed the software to read the information recorded by the OTMR. As it absolutely refused to extract the data from the download card I paid a visit to Arrowvale Electronics premises in Redditch to try to get to the bottom of the issue with the software. Arrowvale were excellent and promptly directed me to one of their technicians who, upon running the software, pointed out that it was several years out of date and required updating. This he did and this resolved the issue of the software not extracting the information from the memory card.

As an aside I also enquired what information was stored on the code plug for the OTMR and what its purpose was, as ours was missing and couldn't be found. In simple terms the code plug stores key information specific to the vehicle, such as its allocated T.O.P.S. number 98564, its class, which is 98 for all mainline registered steam locomotives and the diameter of the wheel that the speedometer is driven by. This then became the next item on the list of things to be obtained.

Having resolved the issue with the software and received some instruction on how to use it the parting shot from this being "it's easy when you know how" I decided to look deeper into the journey files that had been downloaded from the OTMR journey files. These consisted of the information that the OTMR records from the time it is switched on to the time it is switched off at the end of the day. Having read some of these it became clear that the description of some of the input channels and the units they were displayed in bore no relevance at all to the information it was receiving. A good example of this was the steam brake pressure channel which was named airbrake pressure and displaying in BARs not PSI. Some of the channels were not relevant to 61264 anyway as we aren't fitted with airbrakes or a digital frequency based speedometer.

At this point it became clear that the configuration file for the loco needed to be modified to make it specific to the loco not just a general default configuration. Erring on the side of caution, I thought it best to contact Arrowvale again and ask for advice which they freely gave to the point of offering to talk me through the process over the telephone. The configuration file is not something that they themselves produce in a vehicle specific format. They only produce the default version programmed into the OTMR on manufacture. In their

words, a representative of the owners of the vehicle modifies this to meet the specific needs of the vehicle, as they are more knowledgeable in respect of the vehicle than the technicians at Arrowvale. They then advised that instructions covering how to extract and modify the configuration file to make it vehicle specific were available and that they would forward me a copy which was duly studied in detail.

With a replacement code plug fitted in the code plug socket and armed with the instructions and following the prompts given by the software, the default configuration file was extracted from the OTMR and the relevant information programmed into the code plug. This done, the configuration file was opened up so that all the channels were in a format that could easily be modified to make it specific to 61264. However, what at first looked relatively simple turned out not to be and further advice was sought from Arrowvale, this time over the phone. The end result being that the read out for the steam brake which had previously been in BARs and named airbrake pressure was configured to read in PSI and renamed MK4 Steam Brake Pressure. The channels that were not relevant to the loco were turned off thus saving valuable space in the 2MB internal memory in the OTMR. Eager to see if the changes were successful I carried out a hand pump test of each individual transducer. This involved disconnecting the pipe work from each of the transducers and attaching a small hand pump fitted with a digital pressure gauge and applying either pressure or vacuum with the OTMR switched so that it records the output from the transducer. The pictures below show the hand pump test being carried out on the vacuum train pipe transducer





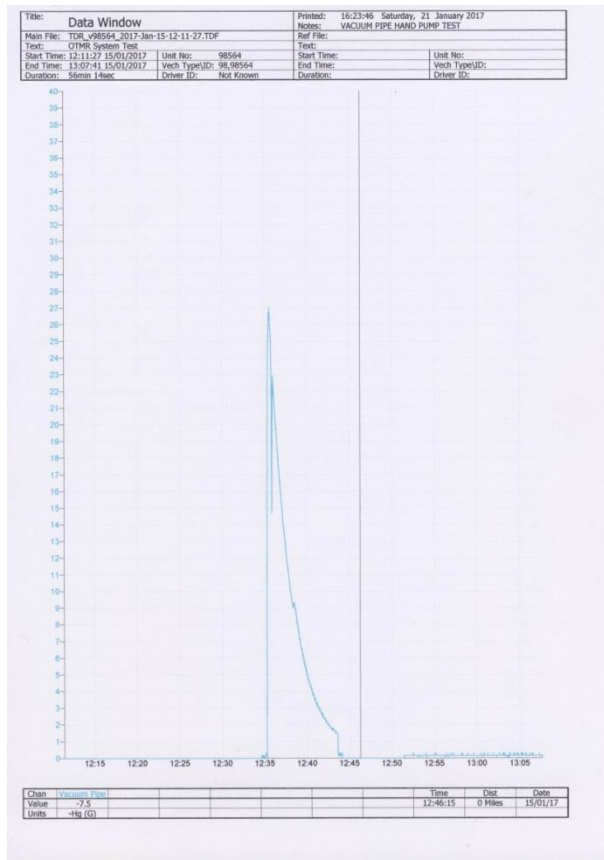


The hand pump test proved that all of the pressure transducers were working correctly and that the vacuum transducer was giving a spurious output. The suspect transducer was swapped for a brand new one from our stock and the hand pump test carried out again. Unfortunately, this wasn't a total success as the transducer with no vacuum applied was giving an output equal to thirty inches of vacuum on the download instead of showing zero with vacuum applied it was giving an output that was falling towards zero instead of rising from it. Before delving deeper into the fault with vacuum output I decided to contact Arrowvale Electronics who supplied the unit and GE sensing who manufacture them for advice which proved to be inconclusive as one suggested contacting the other and vice versa.

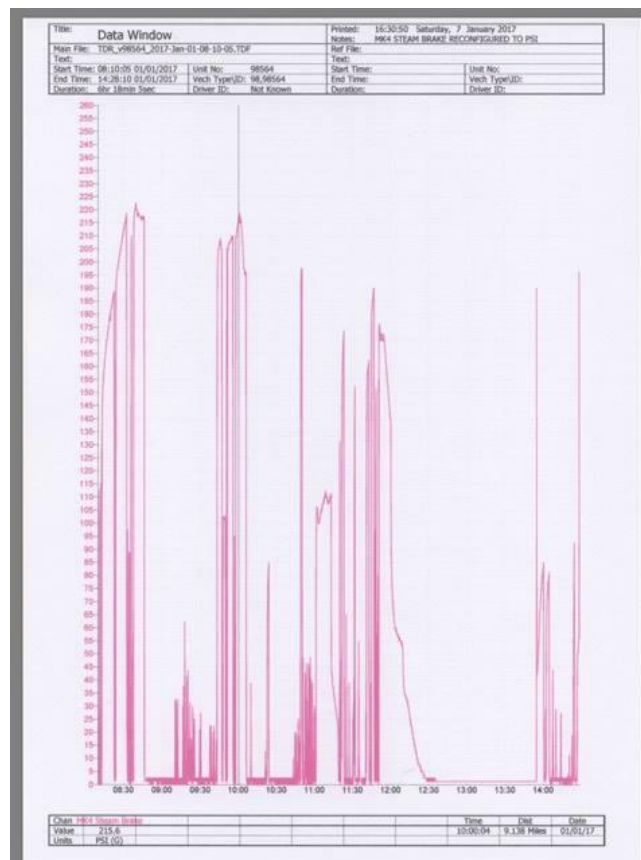
At this point, with advice from Dave Fowler via email from South Africa I decided to tackle the problem myself by following a logical sequence of fault finding. This involved carrying out a continuity test of the associated wiring and then setting up a multimeter as part of the circuit to measure the output in milliamps. During the continuity test, wiring that was found to be satisfactory was indicated by a buzzer sounding on the multimeter. The next step involved connecting the multimeter as part of the circuit to read the output from the transducer, which at zero should be 4 milliamps. However, the test showed that the output was 20milliamps, which is the maximum output for that type of transducer with no vacuum applied to it. Completely disconnecting the transducer and removing it from the box under the cab floor highlighted the problem. The type of transducer fitted was in fact a -30" HG to 0" HG transducer hence at what is normally zero inches of vacuum on the gauge it would read maximum output and fall towards zero with the increase in vacuum.

The issue was solved by fitting a transducer which I had left over from assisting with fitting out of sister B1 61306 Mayflower with its OTMR system. This was of the correct type reading from 0" HG to 30" HG which gives a reading of 0"HG with no vacuum applied rising to 30"HG at full output with vacuum applied to the transducer. This effectively mimics the reading shown on the locomotives vacuum gauge. To prove the system and make sure I was right in what I had done a hand pump test was carried out with a multimeter included in the loop to measure the output. This started at 4ma and rose to 20ma at full deflection; the download also proved the system to be operating correctly. As can be seen from the download the system worked as it should





The graph below shows a print out from the OTMR for the steam brake pressure transducer with pressure being displayed on the left axis and time of day on the bottom axis



A further issue that became apparent is the speedometer giving a reading that is roughly 50% of the true road speed. Having got hold of a copy of the handbook for Smith Stone speedometer equipment, it became clear that the system fitted to the locomotive operated using a 4-volt system and 4-inch speedometer with an axlebox mounted generator driven by a drive arm to produce the output rather than the standard 8-volt system and 6-inch diameter speedometer with crank mounted generator fitted to many locomotives by British Railways. Both systems have a maximum output of 40 volts at either 4 or 8 volts per 100RPM. The 8-volt system reaches its maximum output of 40 volts at 500RPM the 4-volt system reaches its maximum output at 1000RPM, exactly 100% faster than the 8-volt system. After several hours of head scratching and calculations the issue was eventually attributed to an unforeseen error dating to back to when the OTMR set was fitted to the locomotive. When it had been programmed it had been configured to take an input from a crank mounted 8-volt Smiths Stone Speedometer with gain and offset figures to suit such a system. The solution to this issue became clear when the settings for the speedometer channel were accessed in the analyser software. The reading given on the OTMR is adjusted by using two figures, an offset figure and a gain figure. The offset figure was zero so the adjustment of the output would have to be done using the gain figure. Referring back to the download I realised that the actual inaccuracy of the output was 100% of the readings being given on the download; for example, at 30mph the output read 15mph, exactly 100% difference using this theory. The gain figure was increased by 100% from 0.4 to 0.8 and the settings saved. To prove the changes a speedometer test was carried out up to 95mph and the results downloaded. Although the reading on the download was unstable due to the method used to drive the generator, it clearly showed that the adjustment had had the desired effect, with the output and speedometer reading the same.

The graph below shows the corrected speedometer output generated during the speedometer test carried out up to a simulated speed of 95MPH



Our thanks must go out to the staff of Arrowvale Electronics who were always willing to answer any questions and offer advice on how to carry out some of the work outlined above. This was always given freely when it was required and in some cases the work was undertaken by Arrowvale themselves when it was beyond our own capabilities. Also to Dave Fowler who offered advice by email whilst on holiday in South Africa.

Carrying on with a similar theme the loco had recently developed an intermittent fault with the AWS/TPWS system which became apparent at the end of the self-test procedure that is automatically carried out after powering up the system. This was indicated by the AWS warning horn not cancelling when the acknowledge button was pressed. With the capable assistance of former NYMR Shedmaster Clive Goult, who gladly offered his services and NYMR fitter Paul Wickham and apprentice fitter Andrew Jeffery the fault was traced back to two things. The first issue was that the row of electrical contacts on which the AWS Sunflower is mounted were found to be loose. These were tightened and the contacts cleaned with an air duster and the sunflower refitted.

The second fault was found at the front of the loco in the ATC junction box which is mounted behind the front screw coupling. On the side of the junction box is a socket with 5 pins all of which are sprung upon disconnecting the AWS receiver harness from the junction box. We found that 2 out of 5 pins were seized in the holes and holding the other 3 off the corresponding terminals in the plug causing a bad connection between the receiver and the junction box. The wiring to the socket was disconnected and the socket unbolted from the side of the junction box and a replacement socket fitted. The offending item is shown in the pictures below.



As part of the fault-finding procedure the TPWS/AWS control unit that Clive Goult and myself acquired has been fitted. The relevant test procedure was carried out using the portable TPWS signal generator during which the system operated satisfactorily without fault. The control unit that was kindly loaned to us by the NYMR in 2012 has also been returned to them. This however was not the end of the story with the TPWS and AWS system. Unbeknown to us there were a couple more underlying faults that reared their heads. On 29<sup>th</sup> January during testing, as part of the annual winter maintenance on the loco, the system powered and self-tested. Upon commencing the AWS test procedure of three clear aspects and 3 caution aspects the system would not accept acknowledgement of the caution indications that were being given with the hand-held test magnet. This results in the system failing safe and instigating a brake application. After going through several fault-finding procedures and removing various items from the system we found that the voltage converter that converts the 24 volt input supply to 12volts and 40volts respectively had an irregular output and was buzzing constantly indicating that it was faulty and that some of



the wiring was suspect. This however does not normally affect the system's ability to cancel a caution aspect. Even so we were still none the wiser as to what the problem was. At this point we decided it would be prudent to test the TPWS system which initially failed to work as the front aerial would not accept the brake demand signal given by the hand-held signal generator which lead us to believe it was a fault with the TPWS aerial switching unit. However, time beat us and we decided to come back on one of the evenings in the week and work late to resolve the problem.

Arrangements were made with NYMR Mechanical Foreman, Barney Casey and Depot Manager, Paul Middleton for myself and Clive Goult to come in on Tuesday 31<sup>st</sup> January. Ably assisted by NYMR fitter Owain Samuel we first tested the TPWS aerial switching unit which operated normally, but there seemed to be a delay in it switching between the two aerials. This eventually lead us to the switch mounted below a cam on the reverser which is part of the mechanism for swapping the aerials from front to back. Whilst Clive and Owain were attending to the suspect wiring and the fitting of a new voltage converter I ventured under the locomotive and took the cover off the switch at which point it became clear what had been causing the issue. The switch had been flooded with water which had corroded the contacts and the switch had been configured to latch in position rather than default to one position when released, hence the reluctance of the switching unit to work. I looked for the point of ingress of the water and found that the flexible conduit had at some point in the past been secured to a steam pipe. This had melted the outer rubber shell, allowing water to slowly corrode through the inner steel core allowing water to run down into the housing for the switch. Unfortunately. before the problem could be solved time beat us again. However. the suspect wiring had been attended to and a new voltage converter fitted by Clive and Owain, so half of the problem had been solved.

I came back in on the Wednesday and attacked the problem again, firstly configuring the new switch so it didn't latch in position and fitting it to the bracket below the reverser. The the second job was fitting a new flexible conduit of the correct length to keep it away from the steam pipe and finally shortening and recrimping all of the wiring before wiring up the switch. Having wired up the switch and tested the aerial switching unit which now defaulted to the front TPWS aerial in mid gear and switched to the back TPWS aerial in around 15% back gear a full functional test of both the AWS system and TPWS system was carried out. This was completed successfully and touch wood puts an end to the issues we were having with both systems.

The finished job with the new switch and section of flexible conduit in place



## General Data Protection Regulations

*Alf Bousie*

As part of running the B1 Locomotive Trust, members' contact details are routinely held so that they can be kept up to date with all the latest information and developments concerning 61264. From time to time appeals for funds are also made such as the recent case when cracks were found in the driving wheels.

The 'General Data Protection Regulations' come into effect in May 2018 and will replace the current Data Protection Act. All businesses, charities and public bodies will have to comply with and follow these legal requirements when processing an individual's personal data. The Trust wishes to ensure that good practice continues guided by these regulations and in this respect, would like to ensure that members are happy that we continue to hold their information on our database.

Members should be assured that this database will only be used to send out the newsletter and any other material related to the operation, funding, and general running of 61264. It will not be passed on to any third parties for marketing purposes.

Should any member not be happy to continue receiving our regular communications on this basis please let us know by writing to - Alf Bousie, 18 Woodland Rd, Derby, DE22 1GF or e mailing [bousie@hotmail.co.uk](mailto:bousie@hotmail.co.uk) to inform us of their decision.



*Seemingly receiving admiring attention, 61264 stands at Oxenhope Station after arriving with a service train on 11th March 2017*

*Photo courtesy of Dave Wellington*



## Model railway collection donation

*Alf Bousie*

Over the years our funds have been boosted by attending events with a sales stand selling a variety of 'stuff'. During the loco's overhaul at Barrow Hill whenever there was an event on there was always a team on hand to sell a diverse range of items from quality railway books to a complete collection of Buffy the Vampire Slayer videos.

From time to time though we have been privileged to receive donations of top quality collections of railwayana and model railway equipment. Such an occasion arose earlier this year when Ron Saunders generously donated his entire model railway collection to the Trust. It was of such quality and quantity that it was decided it warranted securing a table at the 'Festival of British Railway Modelling' a two-day event that was being held at the Exhibition Centre at Doncaster Racecourse in February. In an age when much of the stock on sale at these events can often be ubiquitous ready to run items, this donation offered a unique collection of kit built O and OO gauge locos in a variety of liveries.

Over the two days and with a five-man team for each day, much of the collection was sold. Following this Dave Wellington attended a number of model railway shows and Steve Andrews went to the Great Central Railway's Quorn Swapmeet to sell the remainder.

All this determined sales effort resulted in an incredible £9500 being raised for the Trust. Fittingly it was a 7mm gauge green B1 which raised the most money for an individual item selling for £850.

A big thank you must therefore go to Dave Wellington and his team for organising the sale, but particularly to Ron Saunders for making such a generous donation.



*Seen on the second day of the sale with quite a bit of the stock already gone are from left to right Mike Cobley, Dave Wellington and Steve Andrews. Photo courtesy of Alf Bousie*



**150 Club**  
*Stephen Harris*

**Prizewinners up to August 2017**

<b>2017</b>	<b>Special</b>	<b>£50</b>	<b>£30</b>	<b>£20</b>	<b>£10</b>
January		129 A Hartford*	56 C Clark	13 A Camp	59 D Wellington*
February		104 P Morrell	130 D Wellington*	70 C Baines	5 R Castling
March	£100 148 N Suggs		87 R Palmer	45 G Mead	176 A Bousie
April		21 A Dixon	85 P Kaufman	14 C Baines	78 Mrs R King
May		124 S Ackley	138 B Limb	114 J Whitfield	6 A Lightowler
June	£100 26 P Kaufman		35 J Whitfield	32 P Kaufman	55 J Whitfield
July		143 M Rogers	111 C Steward	30 D Wellington*	28 M Lloyd
August		17 P Bates	64 R Flintoft	133 H May	86 P Morrell*

\*denotes prize donated to TBLT

You too could be on this list. For just £2 per month you can subscribe and have the chance of winning a cash prize. At the same time, you will be supporting the Trust.

To subscribe or increase your subscription, please contact Stephen Harris at:

7 Church Lea,  
Tavistock,  
Devon  
PL19 9PS

Tel: 01822 618395 or e mail - [stephenharris@hotmail.com](mailto:stephenharris@hotmail.com)

---

**Annual General Meeting of the Thompson B1  
Locomotive Ltd and the Thompson B1 Locomotive  
Trust 2017**

The 2017 AGM will be held on Saturday 28th October 2017 at the Brunswick Inn, Railway Terrace, Derby starting at 11am. Have your chance to air your views, hear what is happening with our loco and to help decide on future events. Plus, there is always excellent beer on tap, good food and it is very handy for the railway station.

***61264 out and about on the Keighley and Worth Valley Railway.....***



*Seen in one of the classic locations on the line, 61264 crosses Mytholmes Viaduct on 9th March 2017*  
*Photo courtesy of Cameron Walker*



*61264 departs from Haworth in brilliant spring sunshine on 9th March 2017*  
*Photo courtesy of Cameron Walker*



***And on the Whitby Flyer.....***



*Following the banks of the River Esk, 61264 prepares to pass under Larpool Viaduct*



*On the Battersby branch, 61264 is seen passing by Park End  
Photo courtesy of Kenneth Snowdon*



## TBLT Members' Day Special - Saturday 7th October 2017

Dave Fowler

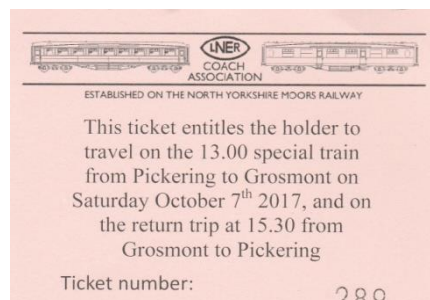
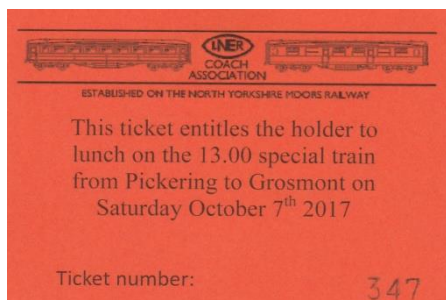
The Members' Day Special Train is combined again this year with the LNER Coach Association and we will be using their teak coach set hauled by our locomotive 61264

The special train will depart Pickering at 1.00pm and arrive at Grosmont at approximately 2.10pm. It will return from Grosmont at 3.30pm, arriving back at Pickering at 4.40pm. Travel tickets are free to all members of the Trust and their partners, friends and family  
As in previous years the NYMR have kindly allowed us freedom of the line.

As before a buffet lunch will be offered costing £10 per head. This will be optional, but tickets must be bought in advance (see below). There will also be a cash bar selling draft beer, coffee, tea, etc. Please support the buffet as all profits go to supporting the restoration and maintenance of the magnificent teak coaches.

We will also be joined on the train by members of NELPG who may provide additional motive power depending on progress with their two locomotives currently being overhauled (Q6 and J27)

To apply for travel tickets and/or lunch tickets please complete the form below and return to Dave Fowler, 39 Lord Drive, Pocklington, York. YO42 2PB with a cheque made payable to TBLT. Please enclose a stamped addressed envelope. Should you not wish to cut the form out of the newsletter please send a letter including all the requested information. Please allow 10 days for receipt of your tickets. The closing date for applications is Saturday 30th September, but please help us by submitting your application forms as soon as possible.



TBLT Members' Day Ticket Application Form	
Name	
Membership number	
Postal Address (please enclose stamped addressed envelope)	
Number of travel tickets required	
Number of lunch tickets required (£10 per head)	