



B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

NUMBER 80

www.thompsonb1.org

DECEMBER 2014

MERRY CHRISTMAS to all our members



*Memories of a glorious summer and a notable event are recalled as 61264, masquerading as 61034 Chiru, leaves with the last top and tailed train from Whitby's platform one on 12th August 2014. Following this, trains started to use the new second platform at the station.
Photo courtesy of Philip Benham.*

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Chairman's update

Mike Cobley

With the AGM completed we are able to look back on another successful year of operation on the North Yorkshire Moors Railway as well as our return to the main line early in 2014 and the railtours that followed.

With the mileage that the locomotive has covered throughout the year our bank balances are returning into the black and at the AGM it was agreed that the majority of the loans will be repaid early, with most of the cheques in the post before Christmas. Without the help of the many members and shareholders, who made that money available when we really needed it, we would not have got to the positive position we are now enjoying, so our sincere thanks to everyone concerned.

We have some changes within the Trust for the forthcoming year, with Dave and Yvette Horton stepping down from their respective roles as Operations Manager and Treasurer. Family commitments and a new baby next year mean their priorities have changed. Thanks for their joint efforts throughout the last 12 months. We have a volunteer to take over as Treasurer, details to follow and Mark O'Brien has agreed to take over Dave's position, especially coordinating the support crew rostering for future main line work and helping encourage new volunteers at Grosmont.

We can all look forward to another hard working year on the Moors during 2015. We hope to run our third Members' Day where everyone is invited to travel behind our loco, courtesy of NYMR.

In the meantime, best wishes for the festive season and a happy, healthy and prosperous New Year.

Operations report

Dave Horton

Another good year draws to a close. This year has seen a slight reduction in miles accumulated at the NYMR, as the table below shows, but we are still well up on our contractual minimum of 6500 miles. As has now been said many times, this is testament to the reliability of the loco – an available loco is a busy loco – and for this we must once again give full credit to Steve Andrews and his engineering team.

NYMR mileage	2013	2014
January	0	288
February	0	600
March	1008	402
April	1565	1246
May	1530	2032
June	1140	1090
July	1790	1752
August	2262	1902
September	1266	1212
October	1266	876
November	156	84
TOTAL	11983	11484

In addition to running at the NYMR, we have of course accumulated several hundred miles on the main line and at the East Lancs Railway. Previous newsletters have detailed these exploits so I won't go into the detail again, except to say that this has added an additional 1827 miles to the total, bringing it to 13311 for the year. Admittedly it would have been nice to have done a bit more mainline running but we also have to be mindful of the mandatory 15000 mile annual limit imposed on heritage rail vehicles, enforced by our Certificate of Engineering Acceptance – and not many steam loco owners have to worry about that!

As you might have heard already, due to family commitments, myself and Yvette are stepping down as Directors of the Trust – me as Operations Manager and Yvette as Treasurer. It was not an easy decision for me but having not had the time to visit the loco since April, I decided this was probably telling me something! Yvette and I will continue to perform less demanding clerical roles, e.g. looking after the website, redesigning the membership leaflet, issuing invoices to NYMR, keeping track of the mileage and most importantly of all – helping Alf and Steve to pack newsletters into envelopes followed by the obligatory reward of George's Fish and Chips! I am pleased to note that Mark O'Brien will take over as Operations Manager and thank him for stepping into the new role and we look forward to the announcement of the new Treasurer.

Engineering report

Steve Andrews

Once again the AGM of the B1 Trust was held upstairs in the Brunswick Pub Derby, one of the oldest railway pubs in the UK. Holding it there gave members a lot of options for arriving either by train, bus, car or even walking.

Since the last B1 news, 61264 has seen a lot of use at the NYMR and took part in the opening of the new Whitby Town platform. This will be used by all the timetabled NYMR trains running into Whitby and should increase the passenger numbers and maybe even extend the operating season. Let's hope the Gresley teak rake of coaches will be allowed to go to Whitby in due course.

Dave Fowler has now fitted lights and sockets to the container and more racking has also been installed. The container at Barrow Hill is now empty and has been handed back. The brake blocks, grate sections and other cast iron parts are being brought up to Grosmont in my trailer. The tender wheelsets will be taken there after we have cleared an area in the back field and can make a canopy for them.

We were given a gauge frame drain valve in good condition but missing all its parts. Steve Robb and I made the missing bits and Steve fitted the valve. This replaced the AB22 valve so that now all the valves are the railway standard AB18 ones. Some pipe work needed modifying to do this.

61264 recently passed its mainline 'cold' exam, however we still have a lot of work to do. The engine and tender have been parted and the draw bars and pins will have to be removed and cleaned up with the wire cup brush. They will then have to be given a magnetic particle inspection test, repainted and put back in and then the engine and tender put back together. The dragboxes will also be cleaned out.

The right hand cylinder is now at the limit of wear being 0.012inches under the maximum limit. BR standard 4, 75029 has had the wheelsets dropped out and sent to Ian Riley at sunny Bury to be re-tyred. But Dave who does the cylinder boring also does the re-tyring so we will wait for that to be done first. A new liner for the cylinder will have to be machined and fitted to the cylinder to make it the same as the left hand side one. The piston will be machined down to suit the new smaller diameter and then new piston rings turned from the new piston pot purchased earlier this year. We are waiting for the spun cast cylinder to arrive from which the piston valve rings will be machined. Once this is done the piston valves will be refitted. Neil Snuggs had two enjoyable days scraping off the carbon deposits.

Steve Robb has removed the regulator rod and the coded welders welded up the worn end where it fits into the J pipe. He also fitted the new regulator sliding valves, an epic task as the regulator rod can only be removed when the engine and tender are parted. The safety valves have also been dismantled and a rather nasty crack was found in one of the main valve bodies. This will have to go to the pattern makers for a new pattern and then the new castings machined.

Once the engine and tender are back together 61264 will go to the wheel drop shed to have the rear driving wheelset taken out for the side plate to be corrected on the axle boxes. This job is being done by the NYMR motive power department. The centre tender wheelset will also be dropped and the bearings re-metalled to control excessive sideplay.



VAB inspector Chris Pinion checks for tyre wear. Photo courtesy of Dave Fowler.



Steve Robb prepares to jack the LHS piston. Photo courtesy of Dave Fowler.



*The loco parted from its tender to facilitate a drawgear inspection.
Photo courtesy of Mark O'Brien.*



The motion with the connecting rod removed. Photo courtesy of Mark O'Brien.



Chris Pinion checks for wear on the motion. Photo courtesy of Dave Fowler.

New connecting rod small end bushes are being machined but we'll have to machine two small end pins and have them case hardened. The NYMR have already done this on a number of their locos.

A new blastpipe has been cast and will be put in store. Other jobs to do include altering the sandbox lids and fitting them with modified spring clips, making them easier to put on. Hopefully then they won't drop off and allow rainwater into the sandboxes.

The concrete arch also needs to be knocked out and removed from the firebox, the lap seams gently tooled then a new arch cast. The top mudhole doors need the cladding pockets removing for the rivets to be tooled up. All in all there's a lot of work to be done over the next few months. There is also a mountain of cleaning and muck scraping to be done especially around the brake gear on the engine and tender but if the boiler receives any more polishing it will be through the paint, back to bare metal.

There are always loads of things for volunteers to do though, so please get in touch if you can spare a day or two: 01332 774193 or 07824 422029.

Sales stand swansong

Dave Wellington

The 28th September 2014 was the date we all said goodbye to the Barrow Hill sales stand, at the venue's Model Rail event. It was a good time to finish, with the stock low and takings dwindling. Simultaneously, we were faced with (not unreasonably) a future rental agreement to allow us to continue trading there.

The remaining saleable stock has thus been donated to the shed shop at Grosmont, home of the NYMR's second-hand emporium. The removal of the last of the tools to our container at Grosmont now brings an end to our presence at Barrow Hill, to whom we will always be grateful for providing us with a cosy (?) resting place during the 4 year overhaul and more.

The sales stand doubled as a meeting place and publicity stall. It was where Steve Andrews metamorphosed into a cross between Arthur Daly and Del Boy. It was where we charmed the public, endured sore feet, shivered and haggled. We said hello and goodbye to hundreds of magazines, books, bric-a-brac, jigsaws, a kitchen sink, models and videos. Indeed, several dozen rather dusty Buffy the Vampire Slayer VCRs (yes, VCRs) stayed with us for years....

We 'sold' nothing and asked customers to examine their consciences in providing donations. Some were downright mean but most were generous and wished us well.

Sometimes the sales stand was staffed with ghosts, as money filled the donation box (a steel replica chimney) as the unattended magazine pile grew smaller during open days.

Our members were brilliant, often dropping in stuff to sell which brought in the big notes. I remember for example a pair of OO gauge 1264s which would have originally cost £39.95 each making over £200. Thanks folks....

The first sales outings took place at traction engine rallies in the seventies. The early Trust stalwarts loaded the stock, much of it vinyl records, into cars; ready to pitch a table somewhere in a grassy field and where, at one particular event at Welford, near Northampton, these stalwarts' children slept in tents whilst Mr Andrews protected the stock by sleeping underneath the table. The sales adventure had begun, and slowly but surely "from little acorns, a mighty oak did grow". Later, Mike Cobley launched the model sales. For years he and his team set up a stand at various exhibitions and continued until quite recently. Indeed, I first met him at the Aylesbury show in 1983.

More sales were happening at Loughborough; the 38F shed shop in a grounded wagon body providing the B1 with revenue as the restoration of the loco took place outside. Amazingly, the shop still exists today at Loughborough; staffed by the evergreen Roy; with sales now benefiting the GCR shed fund.

As our sales stand disappears into the sunset, we might reflect on the Trust's current position. The locomotive is in fine fettle, achieving a huge mileage figure on the NYMR for the second successive year. Loans are being paid back early, and personnel changes in the committee has seen resident boiler supremo, Mark O'Brien take on the responsibility of Operations Manager. From his Grosmont base Mark has also successfully recruited local youngsters on board. 2015 sees two more mainline trips booked for the spring as another lucrative year on the Moors beckons. 61264 is in good hands; we are a success story and looking back over the years, the sales stands have been part of that success....



*The Trust's sales stand was at many traction rallies in the 1970s. Looking after it on this occasion are a very youthful looking Dave Fowler and Steve Andrews.
Photo courtesy of Dave Fowler*



*Dave Fowler waits eagerly to make the next sale at another traction engine rally.
Photo courtesy of Dave Fowler.*

AGM report

Dave Fowler

The Annual General Meeting of the Thompson B1 Locomotive Limited and Thompson B1 Locomotive Trust was held at *The Brunswick Inn*, Derby on Saturday 1st November with 26 members present.

After a short welcoming address by the Chairman Mike Cobley, the Limited Company AGM commenced with the Officers Reports.

Thompson B1 Locomotive Ltd

Dave Fowler (Secretary) reported that the main business of the Company had been the purchase of the support coach from the Rail Carriage Company and its lease to the Trust, who will now become liable for all certification and repair issues. He thanked Steve Andrews and Brenda Mitchell who made the coach available to the Limited Company at a substantially reduced price.

Stephen Harris (Treasurer) then reported that 690 shares were issued during the year. These were all sold to individual shareholders, mostly those buying by monthly standing order. As a result TBLT lost its majority shareholding which dropped from just over 50% to 49%. This was not considered a concern as there is a very wide spread of individual shareholders. There are still in excess of 3,500 available and there continues to be the transfer of shares to TBLT from donors and from bequests. Stephen then thanked Helen Aylett for sterling work in recording and distributing the new share issues.

Overhead costs were low as Barry Benveniste carried out the annual accounts check at a nominal cost of £110 and the AGM and printing costs were borne by the Trust. The Company will bear these costs this year.

After acceptance of the report and accounts the decision was made to delay appointing the Limited Company Accountant until a new Trust Treasurer is appointed, in consideration of the geographical limitations that may be involved. The Limited Meeting then closed and we moved onto the Trust AGM which started with the Officers Reports.

Thompson B1 Locomotive Trust

Steve Andrews (Engineering Manager) reported we had had another good year with over 12000 miles run so far with very few breakdowns, except for cracked injector cones on the left and right hand side injectors and a number of broken springs. Thanks to efficient work by the Grosmont shed staff, very little running was lost.

Steve said that he planned to start the winter maintenance in the first week of November and Wayne Jones (VAB) and Ron Gregory (Boiler Insurance) will be at Grosmont on Thursday 6th November to carry out a cold examination of the locomotive and boiler as well as an examination of the support coach. Other winter work will include carrying out a piston and valve examination, examining the rear driving wheelset and centre tender wheelset axle boxes, replacing the boiler expansion clamps, blast cap and chimney liner. New piston valve rings machined from a cast iron pot supplied by Derek Hawkins will be made if necessary and the sandbox lids modified. A Duplex gauge has been acquired by Steve and will be refurbished by Valley Instruments.

Barrow Hill has now been cleared of most of our spares; the only things remaining there are our spare tender wheelsets, the piston liner and a few brake blocks and axleboxes. The container at Grosmont has now been fully fitted out with new racking and benches and wired up with lighting and power.

Dave Horton (Operations Manager) reported that up to the 23rd September 2014 we had run 11342 miles on the North York Moors Railway, earning £90736. This will increase slightly, but the locomotive will be taken out for winter maintenance on the 3rd November.

In February the locomotive moved to the East Lancs Railway for a month and while we were there we carried out our main line test run. Having passed the test we carried out a railtour over Shap and back via the Settle and Carlisle substituting for a Riley Black Five failure. We arrived back on the NYMR and carried out two further main line tours, *The Wansbeck* and *The Esk Valley* before commencing the seasons running on the NYMR.

Dave then reported on planned running in 2015, but following discussions with Steve Newell of Steam Dreams, main line trips in the early part of 2015 are no longer on the agenda; instead we agreed to consider the possibility of running them in 2016. The *Llangollen Steel*, *Steam and Stars IV* week will also have to be turned down as it is too close to the *Esk Valley* trip. The Railway Touring Company's *Esk Valley* and *Wansbeck* railtours are due go ahead as planned on the 21st March and 4th April 2015.

We have also had discussions with David Buck, who has recently purchased B1 no. 61306 'Mayflower' and is keen to run 61306 on the main line, perhaps double-headed with 61264. We have already offered support crew availability and technical advice and look forward to a mutually prosperous working relationship with David.

Dave then informed the meeting that due to family commitments he is reluctantly resigning from the post of Operations Manager and Board member, but will continue to assist with the B1 News and various other bits of administration.

Chairman (Mike Copley) informed the meeting that he is busy scanning the TBLT Restoration Talk and Slide Show Presentation into digital format and hopes to commence the promotional talks again in the New Year.

Secretary (Dave Fowler) informed the meeting that the Trust's Annual Return and Report and Accounts will be submitted electronically to Companies House after our made-up date of November 11th and following approval at this meeting. The returns to the Charity Commission have already been submitted electronically and accepted, giving the Trust a substantial saving. Approximately half of this year's AGM notices and minutes were sent out by email to members who have agreed to receive it, again giving the Trust a considerable saving on printing and postage costs.

Dave reported that three committee meetings had been held over the past year, due in part to the distances that committee members have to travel to attend. However there had been a constant exchange of e-mails and phone calls which kept all members of the committee fully informed of the running of the locomotive on the NYMR.

Membership Secretary (Brian Rich) reported that since the last AGM the deaths of two long standing members have been reported, namely Roger Tardif and Gerald Thorpe. Seven members have allowed their membership to elapse, so they have been withdrawn from the membership list.

The good news was that we have gained new members and many of these are from the North-East and active at the NYMR. Currently we now have 277 members. It is good to report that the membership has held steady in the 270s for the last 3 years. 156 out of the 277 (56.3%) now receive the newsletters and renewal reminders by email, a considerable saving to the Trust.

Dave Wellington (Press and Publicity) reported that the Railway Press did not seem interested in the everyday exploits of a reliable high mileage locomotive on the North York Moors Railway so he will concentrate his efforts on '*MoorsLine*' and helping with the B1 Newsletter.

The photographic charters on the NYMR have also dried up at the current time. He said that he had received favourable comments on the naming of the locomotive and Steve Andrews said '*Gnu*' 61018 was being considered for next year.

He also reported that he had attended several Model Railway events with his personal layout under the TBLT banner and distributed the membership leaflet which he thought could be updated. Dave Horton said a new leaflet was under way in a new glossy format and would be available soon.

Sales (Steve Andrews) reported that the last sales event had now taken place at Barrow Hill and the remaining stock cleared out of the upstairs storeroom. Most of this, including five trays of videos, had been donated to the NYMR shop or to charity. Yvette Horton thanked all members who had assisted with the Barrow Hill events and said they had made a valuable contribution to Trust funds over the last few years.

150 Club (Stephen Harris) reported that the 150 Club is still going well and is making around £1000 a year to Trust funds.

Alf Bousie (B1 News editor), again appealed for more old photos and articles to allow him to produce a more well-rounded Newsletter rather than one that just reports the current happenings of the group.

Treasurer (Yvette Horton) presented the accounts to the meeting with a summary as follows:-

Income:

Earnings from NYMR	£90736 (to October 23 rd 2014)
Earnings from East Lancs Railway	£7560
Earnings from Mainline Railtours	£16440
Barrow Hill Sales Stand	£1000-3000 per year (finished - thanks to all volunteers)

Donations continue to be welcomed with most eligible for Gift Aid

Expenditure:

With the new container fully available at Grosmont, all spares have been transferred from Barrow Hill, resulting in the vacating of the rented container there. Steve Andrews continues to work on the locomotive with some paid work and some voluntary. NYMR staff also carry out some chargeable work, but most is carried out by TBLT volunteers. Steve continues to buy spare parts as and when they become available.

Loans:

It was agreed at the last committee meeting to offer to pay back members' loans earlier than planned, now that the bank balance is looking healthy. This will be done before Christmas. This will only leave £47000 of Directors loans to be repaid sometime next year.

Yvette then informed the meeting that due to family commitments she is reluctantly resigning from the post of Treasurer and Board member, but will continue to assist with the B1 News and administration.

The Acceptance of the Accounts and Report of Directors was proposed by Mark O'Brien, seconded by Stephen Harris and carried unanimously.

A proposal to re-elect Dave Fowler and Dave Wellington as Directors of the Thompson B1 Locomotive Trust was carried unanimously and a proposal to elect Mark O'Brien as a Director of the Thompson B1 Locomotive Trust was also carried unanimously. Mark O'Brien agreed to become the Operations Manager. The post of TBLT Treasurer will be decided by the Management Committee after interviewing suitable candidates. *(Since the AGM a new treasurer has been selected. A committee meeting has now to be held to ratify the decision before the name of that person can be officially announced - Ed)*

Stephen Harris proposed that we again appoint Barry Benveniste as the Company Accountant. Yvette Horton suggested that the decision to appoint the Company Accountant should be left until after the appointment of the new Treasurer as a London-based one may not be geographically convenient. It was agreed to leave the decision until the next committee meeting.

Under Any Other Business John Whitfield proposed a vote of thanks to Dave and Yvette Horton on their retirement from the post of Operations Manager and TBLT Treasurer. This was warmly endorsed from the floor.

Dave Horton explained to the meeting that West Coast Railways are prepared to carry out PTS training either at Carnforth or Grosmont if we have enough candidates. Mark O'Brien said we should be encouraging the training of younger members of the Group, initially at their own expense, to ensure we have sufficient main line support crew available in the future.

Mike Copley asked if the plaque commemorating the large donation of tools by Margaret Barnard had been fitted to the container. Steve Andrews said it was in hand.

The meeting then closed and we all resorted to the bar to sample the 'real ale' that *The Brunswick* is famous for, followed by a 'pub grub' meal.

B1s and the fall and rise of Whitby Town

Alf Bousie

When 61264, running as 61034 *Chiru*, and 45428 *Eric Treacy* launched the opening of the second platform at Whitby station on 15 August 2014 it marked a significant milestone in the renaissance of Whitby as a rail-borne tourist destination, as well as reprising the familiar sight of a B1 standing in the station.

B1s had been a regular feature of holiday trains in the summer months of the 1950s and early 1960s and were often to be seen hauling trains for York, the West Riding and the North East. Whilst never on the scale of its near neighbour, Scarborough, as a holiday resort, Whitby still had a considerable amount of holiday traffic arriving by rail.

The development of the town's tourist potential was seen as a way of countering the decline in its original economic activities, based on whaling and the export of coal and minerals, amongst other things. A guide book published by the NER in 1904 emphasised the town's "ancient and picturesque character and its appeal to the artist, especially when the fishermen animated the quay in the early morning".

For most of the year, traffic was of a local nature and the lines serving the town were fairly lightly used, but in the summer months the timetable was geared to accommodate intensive holiday traffic. Although there was never anything like the *Scarborough Flyer*, some trains had through coaches to London in the summer. In 1950 there were routinely five or six trains each way between Malton and Whitby with departures from Whitby starting at 7.02 am, the final one of the day leaving at 6.50pm.



With Whitby Abbey in the background, 61275 is seen at Bog Hall Sidings on 18th May 1964. Photo copyright - Chris Davies/www.railphotoprints.co.uk

Table 32

Table 32—continued

SCARBOROUGH, WHITBY, MALTON and YORK

[illegible]

SATURDAYS ONLY—continued.

[illegible]

For other trains between Scarborough and Scamier see Table 13. For other trains between Whitby and Grosmont see Table 34.

A—Commented 3rd August.
 B—Runs 31st July to 26th August.
 C—Runs 13th July to 17th August.
 D—Connection at Sarnham.
 E—Connemores 29th June.
 F—Nose after 31st August.
 G—Nose after 31st August.
 H—Runs after 31st August.
 I—Runs 3rd to 24th August.
 J—Nose after 24th August.
 K—Restaurant, Car.

- f—On 22nd June, 31st August and 7th September arrives Newcastle 11.0, 1.25 pm.
- h—From 20th July to 24th August arrives King's Cross 12.30 pm.
- i—Via Scarborough (Londonsborough Rd.) and (Central) stations.
- k—Applies 15th July to 31st August.
- m—On 13th July arrives King's Cross 1.25 pm.
- n—Applies 6th July to 24th August.

Table 32—continued

SCARBOROUGH, WHITBY, MALTON and YORK

[illegible]

SUNDAYS

[illegible]

For other trains between Scarborough and Seamer see Table 13. For other trains between Whitby and Grosmont see Table 34.

A—Runs 7th July to 1st September.
H—Connection at Samer.
J—Commences 27th July.
N—Commences 14th July.
RB—Buffer Car.
RC—Restaurant Car.
U—Runs 7th July to 18th August.

SUNDAY JOURNEYS. Important—See note on page 2 regarding alterations to train times.

From before the Second World War there had been 'Scenic Excursions' which operated a circuit from Leeds via York and along the coastal route between Whitby and Scarborough. These continued after the war and were then a regular turn for a B1 and a Malton 2-6-2 or 2-6-4 tank. On occasions they could be hauled by a pair of B1s such as on 9 July 1960 when 61020 *Gemsbok* and 61297 successfully covered the turn. The next day was unfortunately, not quite so uneventful, when 41247, one of Malton's Ivatt Class 2 tanks, hauled the train, together with B1 61010 *Wildebaste*. Heavy rain had fallen in the intervening period and the train ran into difficulties trying to climb the notorious 1 in 39 bank up to Ravenscar. It slipped and ground to a halt just short of the summit and had to set back down the bank and try again, eventually arriving at Scarborough about one hour late.

As with many holiday resorts, dieselisation of local services started to take place. In May 1958, the Scarborough-Whitby service was changed from steam to DMU and on 4 April 1959 the last steam passenger working from Whitby shed saw Fairburn tanks 42083 and 42084 operate the final Whitby-Malton diagram. On 6 April 1959 the steam depot at Whitby (50G) closed.

Nevertheless, heavy loadings of summer trains ensured that steam and in particular B1s were still regularly seen. Mostly these were York-based engines, such as 61018 *Gnu*, 61021 *Reitbok* and 61020 *Gemsbok*. Members of the class from further afield such as Wakefield, Ardsley or Low Moor were commonly to be found on excursion trains.

In the working timetable of summer 1960 the 10.28am, routinely a DMU from York, was specified as 'worked by steam' on weekdays from 4 July to 26 August, besides being steam hauled on Saturdays throughout the summer months, when it started from Leeds.



With the adjacent platform full of waiting passengers 61275 waits to depart from Whitby Town on 18th May 1964. Photo copyright Chris Davies/www.railphotoprints.co.uk.



*61020 Gemsbok is seen passing Bog Hall box in 1955 with a York bound train.
Photo copyright www.railphotoprints.co.uk/collection*

The change though, from steam to diesel was not without incident and the RCTS *Railway Observer* recalls one unfortunate episode on 18 January 1960 when fitters had to travel by taxi from Scarborough to Whitby to attend to a DMU in difficulty. On arrival it was found that the problem was due to a lack of fuel. There were however, no refuelling facilities at Whitby and so a supply had to be purchased from a local garage and then transported to the DMU in tins, using the taxi.

Even though DMUs were operating many of the local services, revenues continued to decline. The 1960s saw the disappearance of the extra trains, as increased car ownership and people's holiday habits changed. Initially it had been proposed in the Beeching Report for all the lines into Whitby to close, but sustained campaigning took place when it became evident that Whitby's very existence as a holiday resort was threatened.

Eventually it was agreed to retain just the Esk Valley route from Middlesbrough, with the Grosmont to Pickering section closure coming into effect in March 1965. The resultant impact of the closure of the Malton line on tourist numbers can be seen when in 1964 there were 51,691 summer visitors to Whitby compared to 1965 when the number fell to 18,461.

The years that followed saw the gradual demise of the route's infrastructure as more and more features were removed from the railway landscape. Whitby Bog Hall and Sleights signal boxes closed in 1984 following the end of goods traffic. The Whitby-Sleights section was then singled and the goods yard abandoned. The elegant classical styled Whitby Town station was reduced to one platform, followed in 1988 by the station becoming unstaffed, when parcel facilities were withdrawn.

In August 1991 the station was formally 'reopened' after work to give the terminus a 'multi role function' transformed many of its rooms and offices into six shopping units. Finally, in 1993 Whitby signal box closed and all the semaphore signals were removed, when new signalling was installed.

The reversal of this decline in the railway scene at Whitby came when the NYMR started running trains from Pickering into the station once more. Another milestone has now been reached when fittingly 61264 hauled the first passenger train into the reopened second platform on 12 August 2014. Once again it is possible to fully appreciate the sight of a B1 waiting at Whitby Town Station ready to depart with a summer holiday train



On the day of the press launch 61264, in its Chiru guise, stands in the newly reopened second platform alongside 45428 Eric Treacy. Photo courtesy of Philip Benham.

Financial update

Yvette Horton

The locomotive has been a huge success at the North Yorkshire Moors and having been in regular service throughout the last two seasons it has enabled the Trust to build up a sizeable reserve in the bank. This means that we are extremely pleased to announce our intention to repay all the loans, given throughout the overhaul, earlier than expected. Most of the loans will be repaid before Christmas with a few Trustees waiting until funds have increased again next year before having their loans repaid.

These loans made a huge difference to the Trust's finances at a critical point in the loco's overhaul and once again we wish to thank all of those who loaned and donated money.

As most of you are aware, due to our expanding family, I resigned as the Trust's treasurer at the AGM. I wish to thank all those who have supported me in my role over the past two years.

150 Club

Stephen Harris

2014	Special	£30	£20	£10	£10
July		37 P Hunt	105 C Godliman	62 R Goldthorpe	116 G Brothers
August		32 P Kaufman	37 P Hunt	97 P Scott	60 R Kirk
September	£50 145 M Rogers		46 S Barrington	99 Mrs R King	70 C Baines
October		147 M Rogers	92 M Pearson	80 R Goldthorpe*	114 J Whitfield *
November	£70 29 D Wellington	108 H May	9 R Barnes	35 J Whitfield *	114 J Whitfield *
December	£100 24 F Carter £50 127 P Bates	20 B Mick	10 H May	114 J Whitfield *	103 P Morrell

* denotes prize donated to TBLT

The December prizes were drawn at the AGM and the prizes will be sent out in early December

The 150 Club has six numbers available, so if you would like to subscribe or increase your subscription please contact:

Stephen Harris
3 The Larchlands
Penn
Bucks
HP10 8AB

Tel: 01494 813551

E-mail at stephenharris@hotmail.com

Mailing problems

Alf Bousie

I would like to apologise to a small number of members who had a postage problem with their last newsletter. We had been given a large number of unused first class stamps attached to some postcards that had never been sent out. As a trial run we posted out a small batch of newsletters using these stamps, after trimming down the card backings. Unfortunately, the Royal Mail did not like this and surcharged some of the recipients. Needless to say we will not be repeating this experiment and our apologies to those members inconvenienced by this.

Whitworth sockets wanted

Dave Fowler

Although the Trust has two $\frac{3}{4}$ " drive sockets sets, over the years we have lost a number of sockets, mainly $\frac{7}{8}$ " Whitworth and above. They get left on the footplate, get forgotten and fall off when the locomotive moves to join the hundreds of left hand gloves that accumulate in the 4 foot of motive power depots all over the country.

If you have any, **LARGE** $\frac{3}{4}$ " drive Whitworth/BSF sockets sitting in your garage gathering dust, then we could give them a good home. If you have a good military surplus shop near you, please check for any Britool or King Dick sockets and buy them for the Trust. We will reimburse you, if required. We don't need any spanners or metric or A/F sockets, just loco size sockets as used by the army on tanks etc. Thanks.



*On 22nd August 2014 Chiru is seen departing Levisham with a train for Pickering.
Photo courtesy of Michael Anderson.*



*61264 has run much of this year in the guise of long departed class member 61034 Chiru. Here pictured at Kentish Town in June 1960 is the original loco. B1s were occasional visitors to St Pancras on relief trains from the West Riding. However 61034 was a long way from home, as at the time it was allocated to Thornaby shed (51L).
Photo copyright Ian Turnbull/www.railphotoprints.co.uk*

*The Rail Photoprints website from where the above photo comes from is well worth investigating, particularly as it currently has, at the last count, a hundred and twenty-nine B1 photos, as well as numerous other pictures of both steam and diesel classes.
See www.railphotoprints.zenfolio.com*

Some committee changes

Alf Bousie

Mention has been made elsewhere in *B1 News* about Dave and Yvette Horton standing down from the Trust committee. I am sure you would all like to join me in saying a big thank you for all the hard work they have put into their respective roles over the last few years. Particularly, for the diligence Dave has shown as Operations Manager in organising 61264's successful return to the main line earlier this year and the subsequent railtours. Also for Yvette's very efficient and capable handling of the Trust's accounts as Treasurer ensuring everything was kept in order financially.

We would like to wish them well as they prepare for the birth of their second child in the new year.

Thanks also go to Mark O'Brien who has kindly agreed to step into the role of Operations Manager in Dave's place. Hopefully we will be able to announce the name of the new Treasurer in due course once the appointment has been ratified by the committee.



During the NYMR Autumn Steam Gala Chiru is seen on Beck Hole curve on 28th September 2014. Photo courtesy of Kenneth Snowdon.



On the same day Chiru is seen at Esk Valley with the 14.12 departure from Whitby. Photo courtesy of Kenneth Snowdon.