



B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

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1264 goes on tour



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In April 2018, 1264 embarked on a series of railtours starting with two Whitby Flyer trips and then taking part in the Railway Touring Company's Great Britain X1 railtour. On 21st April 1264 is seen piloting Jubilee 45699 Galatea towards Dalwhinnie with the northbound leg of the GBX1

Photo courtesy of Rob Barton

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Chairman's update

Mike Cobley

URGENT MESSAGE:

After five years' successful running on NYMR, visits to other preservation sites and our very impressive working in Scotland with 'Great Britain XI' in April, we are now faced with a serious problem within the management of the group. Dave Fowler, our long serving Secretary is having to step down from his important role because of health reasons. It is never a good time when a senior member of the team is unable to continue and just now we are within a month of the end of our financial year, therefore we are looking for someone to take over the secretaryship of the Trust and the Limited Company.

This highlights the fragility of the group and also within many other similar groups in the preservation movement as a whole, as our membership gets older and fewer younger members are joining to take over some of the decision-making positions. Mark O'Brien joined the team and has gathered a small group of support crew from within NYMR members, but the average age of the Directors and the committee members still averages seventy plus.

Please let us know, without delay, whether you feel you could help, even in the short term to keep the project going forward. Dave is prepared to guide a candidate through the Secretary job, but in the first instance I would ask you to ring me first - 01582 767782 – evenings preferred.

We all wish Dave well with his forthcoming treatment.

Please see Dave's outline of the Secretary's duties on page 11 of the newsletter.

Engineering update

Steve Andrews

The mayhem began in the middle of October when we started the piston and valve examination. New piston and valve rings were machined from the cast iron pots we had; new ones have now been ordered. With the help of Clive Goult and Steve Robb the valve timing was checked and reset.

The coupling and connecting rods were taken off, then using one from our stock of spare castings, a new centre bush for the right-hand side connecting rod was machined, white-metalled and fitted.

What came as a shock was the state of the TPWS and Kopex cabling. This was corroded, split and was holding water. I made the decision to move the AWS vacuum tank to under the cab floor so as to repair the cabling. The vacuum tank now sits between the frames in the stretcher in front of the firebox. The existing copper pipe work to it was repaired and reused. The Kopex cabling was repaired and rerouted and brackets were made to lift it above the dragbox floor. By so doing it keeps it clear of the slacking pipe and lumps of coal and dust. It also makes it easier to wash out the back end of the firebox. Dave Fowler started this job, but then went to South Africa, so I finished it off with Charlie Woods and Chris Cubitt, who also checked the TPWS, calibrated the speedometer and other entertaining work.

Sean Bowler and his gang of volunteers had 61264 on the wheel-drop to drop the rear set of driving wheels out to recheck the axleboxes and bearings; they were alright. New underkeep pads were fitted and two new 16 leaf springs were put on. However, when weighing the loco we ended up changing three of the other driving springs and a bogie coil spring to get the weight ride height right. I would add that this work was carried out in near blizzard conditions. It was cold and over quite a few weeks access to Grosmont was cut off for days at a time. Somehow in all this John Furness and his merry men were painting the tender, needle-gunning the frames and getting it ready for lining it out as well as adding the Thompson shaded lettering.

I should add as well that the support coach was taken to Rampart Carriage and Wagon at Barrow Hill. The work carried out included lifting it off the bogies and the wheelsets taken to RMTS at Staveley for tyre turning. The bogies were then checked over and minor works carried out. Brand new drawbar tailpins were supplied by West Coast Railways. There was also welding repairs undertaken to the guttering at each end of the coach, air vacuum brakes overhauled, and a large panel repaired under the toilet window. The doors that were not shutting properly were sorted out and the door in the corridor vestibule, that has never been used, had a new lock fitted. New double-glazed windows were fitted with new rubber seals and the seats in the compartments, deep cleaned. It had a full repaint with lining out including a BR roundel. The roof was repainted in a light grey to make the coach cooler in summer. A service exchange buckeye coupling was also fitted. There are a few items still to do, but these are minor, mainly to do with the 240volt system, fitting new LED strip lights and 13amp RCD twin sockets. We need a better position for the microwave. As there are a range of ready meals available this makes cooking much easier, if we aren't near a Wetherspoons.

Back on 1264, a new fork link for the reverser was made to stop the linkage from jamming and redundant cable and pipework was removed from the cab.

John Furness had finished the painting and when coupled to the tender looked quite impressive. A full picture of 1264 in the snow appeared in Steam Railway magazine.

Mark had also removed four boiler tubes for an inspection of the inside of the boiler and an extension was granted. We missed the deadline for the trip to the Severn Valley Railway Gala by a week. Even if we had been ready we still wouldn't have been able to go, due to a bridge strike at Glaisdale. *Tornado* left on a low loader, but as other low loaders weren't available we still couldn't have gone.

By now the loco was ready to run at the NYMR and we were getting ready for the two York-Whitby trips. Apart from adjusting the brakes on one coach bogie we were ready to go. However, on the way to York, the fireman's injector stopped working. Steve Robb took the injector off and after hosing it down to cool it, we took it apart. We saw straightaway that one of the cones had slipped down in its housing because the set screw that holds it in place had the end broken off. Steve made a new set of gaskets and I tapped the hole out and made a new set screw and filed the end of it to fit. We then fitted the injector back on and tested it; it worked as it should do.

Next day on the train to Whitby, when at Battersby, we had some entertainment with the TPWS. On arrival at Whitby, Clive Goult tested the TPWS batteries and came to the conclusion that the batteries, fitted as new by the NYMR in September 2016, had damaged cells and could not hold a charge. This was a shock, as the Numax Marine battery I fitted before lasted nearly nine years. We then drove round Whitby trying to buy a new pair, but it was a lost cause. I then went up to Grosmont shed to see if there was a spare pair but met Adrian Dennis on the level crossing with two batteries in a wheelbarrow. Clive and Steve then swapped them over and the TPWS worked fine and we got back to York.

On Monday morning I went to Derby Auto Electric and bought two new leisure/marine batteries. Even with family discount they were £220 for the pair. On Tuesday I bought a new charger. Steve Robb then took all this to York, tested the wiring for continuity and earth faults, fitted the batteries, charged them and everything worked. Steve then emailed a resume of the work carried out to West Coast Railways, who required this before 1264 could run the second trip. Steve tested the system 35 times.

The second Whitby Flyer ran and everything was alright, but 1264 and its support coach were removed at Grosmont so that they could be taken by low loader to Bo'ness as the loco and coach weren't gauged north of Newcastle. As *Tornado*, *Flying Scotsman* and *Union of South Africa* are gauged for the route and have Mark 1 support coaches it seems odd to me that a B1, a smaller loco, along with its Mark 1 support coach can't run this route. I didn't go on the trips to Inverness and the Kyle of Lochalsh with all its hectic running around, but as a good crew went, that was enough for me. I would like to thank the shed staff and all the volunteers whose efforts made sure 1264 was able to run these mainline trips and will also ensure it runs on the NYMR this year. More help should be forthcoming from within our membership, so if you want 1264 to continue running, more effort and money is required.

For this year we need to order a spare limit switch for the TPWS and an engine to tender cable connector as a spare. We have used up our stock of white metal and will need to order another 50kgs at £19 per kg plus vat. We are also on the lookout for a battery headlight and various tools for the coach as swapping tools between our workshop and the coach workshop is a lot of work and you always forget something.

We will need to get a battery drop tester or better still the NYMR get one so that you can know whether the home fleet's TPWS batteries are at the end of their useful life, especially

when they are on the mainline from Whitby to Battersby We need a service exchange AWS bell and receiver if we are to continue running on the mainline, but the job most likely to take the longest time is the replacement of the coach's luggage rack netting.

The B1 support coach history

Brenda Mitchell

When 61264 started mainline service in 1998, all locos were required to have a support coach attached. So, we hired the same from West Coast Railways, to transport all our tools, equipment and persons. We had to fill and empty the coach before the start and after the finish of each trip, usually to and from Carnforth. The logistics of this were less than ideal.

After a couple of seasons of working with this, and with TBLT not in a position to fund the purchase of a coach, a few individuals decided that WE WOULD, UNTIL THEY COULD.

So, Steve Andrews, Bob Mitchell and Kevin Purser located a suitable vehicle, M14007, a Mark 1 coach, built 1960, formerly Clan Line's support coach, in Norfolk in early 2001. They bought it between them, with small loans from a few other long-suffering support crew members who had worked with us through the trying times.

After transporting M14007 to GCRN Ruddington, the next 12 months were spent removing the cage and converting the shell into workshop, kitchen and messroom, refurbishing four cabins and bathroom, replacing electrics, and repainting plus numerous other tasks before re-certification.

The Rail Carriage Company was then set up for us by Gerald Thorpe and we became fully operational in June 2002. Our inaugural trip being to Fort William to work on the Jacobite, in tandem with 61264 and the K1.

This felt like sheer luxury with all tools, oils, sand, hoses etc, in one place. Somewhere to cook, eat, socialise and sleep in comfort, and the loco behaving itself.

The K1's coach was unavailable at that time, so their group hired it for the season at Fort William, so RCC had this unexpected income in its first year of operating.

The next 4 years of working felt like halcyon days. Travelling and living in our own clean, comfortable coach with all kit to hand, with happy support crews kept fed and watered en route. Also, we received many compliments on our hospitality and professionalism by lots of people within the railway industry.

When 61264 needed its boiler rebuild in 2008, this was sadly also the year of Bob Mitchell's death. The coach returned to Barrow Hill for stabling and was quickly hired longer term to the *Tornado* group (they needed a support coach but couldn't afford one) so M14007 started a new phase in its career.

The coach had less than 2000 miles on the clock by 2008, but by end of 2009 this was 13,600, and 25,200 by the end of 2010.



On 16th February 2018, newly restored B1 support coach, M14007, stands resplendent in its newly repainted BR maroon livery awaiting collection from Rampart Carriage and Wagon at Barrow Hill
Photo courtesy of Alf Bousie

Do you remember the Top Gear team 'race' featuring *Tornado* / motorbike / car? They were on M14007 for the filming. Prince Charles was also on board for the *Tornado* naming ceremony, some claims to fame!

In 2014, sadly, Gerald Thorpe died, so the Rail Carriage Company was dissolved, and TBLT bought the coach, as they were able to afford it by then, and they continue to be the current owners.

I'm glad we did what we did, when we did it. Life was made much more comfortable, and a lot of good times were had as a result, as many of you who worked with us over the years will agree.

A short lived B1 livery

Alf Bousie

After the end of war time hostilities, the need for new locos was such that the LNER's own workshops couldn't cope with the demand. Production of B1s was consequently outsourced to a variety of private contractors with one particular order for 100 locos going to the North British Locomotive Company. Because of changes affected by conditions, first in wartime, then peacetime, private and then public ownership, liveries of locos, the B1s being no exception, were in a state of constant change. Initially because of war time economies the first ten B1s were turned out in unlined black livery with N.E. on the tender. Subsequently, three of these went into passenger green livery giving the impression that there was no definitive livery specification for manufacturers to follow. Even within some individual works, practices could vary, let alone between company workshops.

Perhaps, unsurprisingly then, between April and the beginning of November 1946 the North British Locomotive Company delivered locos, Nos 1040 to 1093, painted in black with red lining. This included 12" LNER letters, shaded in red, on the tenders and unusually, 10" high cabside numbers. Apart from the numbering, this had been the original NER livery that the LNER adopted after the Grouping in 1923, initially for all its tank and goods engines and then after 1928, retained only for secondary passenger tender and tank engines.

The retention of this livery for this batch of 54 B1s was short-lived, as the initial 20 delivered to the Great Eastern section had lost their red lining at the first repaint. Of the remaining 34 originally lined black engines, Darlington, Doncaster and Cowlairs works had managed to put 15 into fully lined passenger green livery between November 1947 and May 1948.

By June 1948 Stratford works had also turned out 61040, 61048 and 61057 in black with red, cream and grey lining, subsequently adopted as the standard livery for the class.

Although 1264 never carried this livery in its original revenue earning service, repainting it into this black with red lining, we have the unique opportunity to see what must have been one of the shortest lived and atypical liveries carried by a B1.

Starting in January, whilst mechanical repairs were simultaneously being undertaken at Grosmont shed, 1264 was prepared for its repaint. This included needle gunning the tender frames down to bare metal. By March it emerged resplendent in its new livery and although it was unable to make the Severn Valley Spring Gala it operated on the mainline for the first time in its new livery on the Whitby Flyer on 7th April.

We must recognise the hard work and attention to detail that John Furness and his team have put in to achieve this superb job. With the Trust paying for just the purchase of the paint, a considerable cost saving was made to achieve this excellent end result. John, who splits his time between volunteering for the North Yorkshire Moors Railway and the Yorkshire Dales Railway, is involved in coach restoration as well as carrying out loco repainting for the NYMR.

Our thanks go to John and his team for carrying out this work on the Trust's behalf.

1264 The repaint



*In March the newly painted tender was pulled out of the shed to reveal the new livery for the first time. The attention to detail is seen in the intricate lining out to the tender frames
Photo courtesy of Mark O'Brien*



*The new livery can be seen to good effect with the loco on the low loader at Pickering awaiting its move up to Scotland
Photo courtesy of Mark O'Brien*



*The completed cabside numbers finished in their red shading
Photo courtesy of Alf Bousie*



With the construction lines in place, what is involved in producing a shaded number can be clearly seen

Photo courtesy of Mark O'Brien

North Yorkshire Moors Railway, PTS requirements

Dave Fowler

It is a legal requirement on Network Rail and preserved railways that anyone who goes trackside needs to be in possession of a Personal Track Safety Certificate (PTS).

At the NYMR, who issue their own PTS, this applies to the outside yard and the main running shed where our B1 is usually kept during washouts, routine maintenance and minor repairs.

Minor repairs are the responsibility of TBLT volunteers and these volunteers who work on the locomotive will also have to have a PTS. This also satisfies our TBLT insurance requirements.

Anyone who wishes to obtain a NYMR PTS can do it online followed by a practical assessment out on the track by the site safety officer. If your wish to do this: -

1. Send me your name and email address.
2. I will pass it on to the Safety Systems Manager who will email you a username and password and an information pack which includes a presentation to study and an Online Assessment to complete. On completion of the Online Assessment you will be given the result and if successful you email the PTS Administrator who will arrange a time for your practical assessment. The practical assessment is done out on the railway with one of the assessors and reinforces what you have learned.
3. To conclude, the PTS assessment is designed to enable you to work safely in what can be a hostile environment and is not out to catch anybody out. Reading the study notes and taking the assessment takes a couple of hours and in 25 years nobody from the TBLT has failed. Looking forward to hearing from you.

email to- djf61264@gmail.com

Treasurer's update

Alan Camp

We are now in a very favourable position financially, having paid off all our loans and come through the winter with no major problems to sort out that required any external funding. This means we are starting the new season at The North Yorkshire Moors Railway with money in the bank.

The locomotive has taken part in two Whitby Flyer tours and the GB XI Tour, all organised by the Railway Touring Company and these will generate us about £21,000. This puts us in a good position to start with and ensures that we can keep 61264 running, covering the costs of repairs should the need arise, so avoiding loss of revenue from long term outages.

TBLT New Secretary Required

Dave Fowler

I am afraid, that after doing the Trust Secretary's job for the last 25 years, I have to resign due to ill health. I have stomach cancer and have just started a four month programme of chemotherapy. I will not be going straight away in order to give the Trust time to find a suitable replacement and I urge all members to consider whether they can help.

The task is not particularly difficult but requires the following: -

1. To have a computer and be familiar with basic programmes such as Word and email.
2. To be proactive to ensure that all trustees work together without significant time delays interfering with decision making.
3. To organise committee meetings, one or two a year is the most we can manage due to geographical limitations. We find meeting at the Brunswick Inn in Derby is reasonably convenient; NYMR is difficult for most due to the Chairman and Treasurer living in the South. The use of email can be a great help in short term decision making, avoiding long delays.
4. To liaise with the Charity Commission and Companies House and complete all annual returns.
5. To organise the Annual General Meeting, usually at the Brunswick Inn and compile, print and distribute the legal paperwork in the required timescale.
6. Handle all the queries that come to the TBLT Secretary via the website or phone calls from members or non-members.
7. Organise the Members' Day free train, usually in co-operation with the NYMR Coach Association who provide their teak coaches and buffet, while we provide the locomotive.

New NYMR five year agreement signed

Dave Fowler

On the 18th April 2018 Dave Wellington and myself signed the new five year Locomotive Hire Agreement with the NYMR with John Bailey and Chris Price signing for the railway. The agreement implementation date being the 8th February, this follows on seamlessly from our old agreement.

A draft copy of the new agreement was circulated by email to all Trustees, to which they all agreed after some modification. This was then accepted by the NYMR with only a few further minor changes.

To summarise, we have had a very successful last five years at the NYMR with much help and understanding, especially during the wheel cracking saga, and the Trust are more than happy to repeat the performance with the object being to build up sufficient funds to enable us to carry out the next 10 year overhaul without any financial worries.

Operations report

Mark O'Brien

The Whitby Flyers

The first trip started with the preparation and light engine move from Grosmont to the National Railway Museum on Friday 6th April. It was not without its challenges on the way as it was our first trip out for a year. During this time the coach had been away for work as well, meaning that we had extra work to check over the coach and prepare it for travel. Overcoming all issues, the engine and coach move to the NRM went well, arriving just after lunchtime.

An afternoon was spent preparing for the next day's trip along with West Coast Railway's 8F 48151 which had been out on a Scarborough job the previous day. To finish off we had a meal in Wetherspoons (Steve Andrew's favourite as you get a meal and pint for £7)

Saturday soon came around with a reasonably early start in the morning. We were off shed around 7:30am, with 8F on the north end and 1264 on the south end, up to Holgate loop to await the incoming train from London behind the BR blue Class 86, 86259 *Les Ross*.

With the B1 now on the south end, and the 8F on the north end, we pulled into York to pick up the passengers. We set off towards Whitby, picking up at Thirsk and Middlesbrough before heading to Battersby. There we reversed with the B1 now leading, although we were late departing due to an electrical issue on the B1.

After departure from Battersby, we were supposed to take water, but due to a damaged road, the tanker couldn't get to us.

We arrived at Whitby where passengers could enjoy fish and chips, whilst we looked further into the electrical fault. Clive Gould ex shedmaster at the NYMR came over to lend a hand and the problem was diagnosed as a faulty battery. As spares were available at Grosmont a call was made and upon arrival at Grosmont a spare set fitted, which would see us through to York where a new set could be obtained.

We had a good run back to York where the 8F came off the back and the B1 took the train back to the loop where we originally started. The Class 86 then took the train back to London and the B1 returned to the NRM shortly after.

Straight after finishing the first Whitby Flyer, Steve Robb had organised getting a new set of batteries and improving the wiring in the battery box. On arrival at York we set about getting the borrowed ones off and the new ones on.

After much to-ing and fro-ing with regards to the following week's GBXI railtour, it was decided that we were to finish at Grosmont rather than back at York.



Waiting for the right away from York at the start of the outward journey of the Whitby Flyer on 14th April with 8F 48151 at the head of the train

Photo courtesy of Alf Bousie



On the same day, 1264 is seen passing the Tees Newport Bridge, as it approaches Middlesbrough

Photo courtesy of Kenneth Snowdon

With the engine looking as clean as could be, we had an earlier start than the previous week to allow for shunting. We set off with the 8F on the north end and the B1 on the south end with both support coaches. As before, we went up to the Holgate loop where we split from the 8F and headed down to the south end of the loop where we waited for the train to arrive, which had started from Hellifield this time.

Once it arrived we coupled on and set off to York Station. We also picked up passengers at Thirsk and Northallerton on our way to Darlington, this time round.

On the way we decided it was a good time to cook breakfast and left it down to new support crew member Andi, to cook. With his great cooking skills in one hand and crumpets in the other silence over took, followed shortly by "I can't get the toaster to work!"

This was followed by the realisation on Andi's face, as it kicked in, that he had to use the cooker. For those not in the know, for the toaster to work, power is required and our power lead doesn't reach that far from York. Since then he has now been nicknamed "Crumpet"

We arrived at Darlington to take water and to reverse on the way to Whitby. Whilst giving the loco a check over it was noticed that the LHS bogie wheels were running warmer than normal. A quick removal of the left rear underkeep showed that one of the oil pads was blocked. This was soon sorted by a scrape of the pad and re oiling of the underkeep. The pad ran cooler the rest of the trip.

1264 ran, loco leading, from Darlington to Battersby up the steep bank at Nunthorpe, and into Battersby. We then reversed so the 8F was now leading towards Whitby.

We had a relaxing time at Whitby with a quick watering, giving plenty of time for the support crews to enjoy the delights of Whitby fish and chips.

We left Whitby with 1264 leading, taking the train as far as Battersby. There the rest of the train carried on to York with most of our support crew, as all of their cars were at York. Myself, along with Driver Chris Cubitt and Fireman Peter James brought the loco and coach back to Grosmont.

The Great Britain X1

There had been a lot of behind the scenes action going on to organise this highly ambitious trip for our engine and small support crew, as we found out in the weeks running up to the trips that we had not been gauged by Network Rail. This meant that the loco could not travel north of Darlington, although we had been gauged from Bo'ness to Kyle, via Edinburgh and Inverness.

So the choice was do we continue with the trip or do we cancel and just stay at the Moors? In the end we decided to go for it and agreed that road transport would move the loco from York to Bo'ness and then back to Pickering This however did not go as smoothly as planned as when organising with the site at York where the low loader would load us we were told that we would not be able to load the loco on the dates requested. An urgent plan was then required so that we could be in the right place at the right time That is why we came off the train at Battersby on the second Whitby Flyer. We could then use the facilities at the NYMR for loading the loco, for which we are very grateful for their help given the short space of time; the loco arrived Saturday night and was down at Pickering

on Monday afternoon ready for loading Tuesday.

Moveright International moved the loco, tender and coach up to the Bo'ness and Kinneil Railway for stabling during the GBXI trip.

I arrived at Bo'ness on the Thursday afternoon along with Steve B and Richard with Chris joining us on the Friday, Chris is a new member of the support crew but not new to the job as he is a regular with 60009 and 61994. Unfortunately, 60009 was deemed a failure prior to the GBXI with firebox issues, so Chris offered to help out with us.

The first job was to finish off joining the loco to the tender, the shed lads at Bo'ness having already done the majority of the work. We finished off fitting the cotters and the split pins and gave all the connections a once over as well as a tap round the underneath of the loco as part of the 'Fitness to Run' examination.

We coaled the loco and lit the warming fire and also had time to polish the smokebox door hinges, a job we had been wanting to do for a few weeks.

Friday morning started with Richard and Chris joining us to start on the many jobs required to do when getting a loco ready for a mainline trip: 'Fitness To Run' exam, trimming coal, bringing the steam pressure round to test everything, from whistle to sanders, as well as giving it a good clean. Thankfully the latter had been started by the cleaners at the shed at Bo'ness, so a big thanks to them.

The trip started on Saturday 21st April with 1264 being towed up to the other end of the line where the railway's mainline connection is, followed by a shunt onto the waiting stock, (which had been brought in by 45690 *Leander* the previous night) then up to the signal to await the WCR crew.

A timely departure was made and on towards Edinburgh Waverley where we were greeted by a platform full of people ready to go to Inverness, together with the last member of the support crew Steve Robb, who had made his way up from York, as he had been out with *Flying Scotsman* the previous day.

Again another timely departure was made and we took the train, along with the diesel at the back, over the Forth Railway bridge. We had a brief stop for bacon butties and tea at Thornton loop (actually a timing stop but it didn't stop us having tea!)

At Perth we came off the train to get water and were joined by 45690 *Galatea* for the climb over the Scottish Highland mainline to Inverness.

At Inverness the loco was stabled and prepped for the following day's trip to Kyle. There is no pit at Inverness so there were lots of climbing around in the ballast to empty the ash pan and to oil up underneath. It's at this point when you realise how nice it is to only have two outside cylinders!!

With the engine prepped, the following morning we picked up the now shortened stock, (limited to 6 coaches on the Kyle line). We set back into the Kyle platform, a quick loading and off we went.



A classic view as 1264 crosses the Forth Railway Bridge Photo courtesy of Mark O'Brien

Then over the Caledonian Canal with a water stop at Achnasheen. Here we were joined by TBLT member Alistair, I think he is member No 31! He kept us entertained with his stories of being out with the B1 when it ran at Fort William. He then kept us entertained even further when he had a fight with the vegetation outside of the coach which was getting extremely close. He managed to get struck by some sort of thorn bush, so the table was cleared, and the game of 'Operation' began. We eventually managed to get an inch-long thorn out from around his nail. He went away all cleaned up and still as happy as he started.

We arrived at Kyle, took the obligatory picture of support crew on the front of the loco and continued with the prep ready for the return journey. We also managed a trip to Kyle of Lochalsh's local Coop for food for dinner!

We stopped at Achnasheen again on the way back for water and returned to Inverness at around 8pm. There the loco came off to turn and the stock returned to the yard to shunt ready for the return leg.



*The support crew are kept busy as the loco takes on water at Achnasheen on 22nd April
Photo courtesy of Rob Barton*



*On the return leg, this time with Jubilee 45699 Galatea leading, the pair are seen climbing away from Dunkeld Bank on 23rd April
Photo courtesy of Rob Barton*

Another evening was spent climbing under the loco prepping the engine for the return leg to Perth, and then to bed ready for the following day.

The next day we were paired up with 45699 *Galatea* again, but in reverse formation to the northbound trip, as we were to split off at Perth and run light engine back to Bo'ness ready for our transport home.

We had a steady run back with an interesting shunt at Pitlochry where we shunted out, reversed into the down platform to allow a train to pass and then shunted back into the up platform to allow another train to pass.

On arrival at Perth both locos split off the train for water, then *Galatea* split off to coal. We collected a class 47 ready for our trip back to Bo'ness, *Galatea* continued on towards Oxenholme.

On arrival at Bo'ness we filled the boiler, raked the fire, then set to splitting the engine from the tender in preparation for the low loader picking them up the following day.

Overall we covered around 600 miles in three days, a splendid effort by all and goes to show the quality of engineering that our small team has produced to give fault free running.

Special thanks must go to Steve Andrews, Steve Robb and the Grosmont MPD for the work carried out on the loco, as well as John Furness and all those who helped with the new paint job. Also thanks to all those who have helped as support crew, volunteer help at York, Grosmont and the lads at Bo'ness for their hospitality during the trips and to the NRM, and to anybody else who I have missed, thanks to you as well.



The support crew pictured at Kyle from left to right- Richard Hawkhead, Chris Boyd, Mark O'Brien, Steve Blakemore, and Steve Robb Photo courtesy of Alistair Mofat

Some steam personalities pass on- Roy Turner

Dave Darwin



February and March of this year saw some well-known steam railway personalities pass away. Namely Richard Hardy (Dick to his friends), no stranger to Barrow Hill, especially LNER themed events and Sir William (Bill) McAlpine, best known for bringing the beleaguered steam loco *Flying Scotsman* back home from America.

Sadly, Roy Turner, one of our colleagues here at Barrow Hill passed away in February too. Not so well known, but still as passionate about steam locomotives.

Roy was a true steam man, having been on the fitting staff at Darnall Shed and working in the wheel drop. When Darnall Shed closed he was transferred to the newly opened Tinsley Diesel Depot, but Roy had steam in his blood, not diesel fuel and left the railway.

The lure of steam soon had him back on the rails, as a volunteer at the Great Central Railway at Loughborough but he found travelling there a bit too far. He started coming to Barrow Hill with his friend Alan, helping at Steam Galas, preparing locos for work, filling boilers, lighting up fires etc.

When B1 61264 was based at Barrow Hill for a major overhaul, Roy was in his element working on a class of loco he had had a lot to do with during his time at Darnall.

The gang of about six, affectionately known as the 'Saga Gang' were under the command of Steve Andrews. When the job was completed and the loco went to a new home Roy was at a bit of a loss and for a while helped out with the Deltic Society, but again diesel wasn't his scene. Providence struck again though, and Steve Williams brought an Austerity Tank to the shed in need of a complete overhaul. Roy was in his element again, never happier than persuading some stubborn part to move with a big hammer.

Sadly, last September he suffered a slight stroke and his health declined, but his love of steam never left him, and he still took an interest in what was happening at the shed, even though he could not be part of it. RIP Roy.

General Data Protection Regulations

Alf Bousie

Finally, in line with the new data protection regulations which came into force in May 2018, the TBLT has drafted a Privacy Policy in order to advise members how we gather and what we use their information for. I am sure you have had many similar documents drop through your letterboxes or into the inbox of your computer recently, but please take time to read it.

Please let me know if you are unhappy with us retaining your information on our files and do not want us to contact you again in which case we will remove you from our files.

Contact email- bousie@hotmail.co.uk

Or by post- Alf Bousie, 18 Woodland Rd, Derby DE22 1GF

THE THOMPSON B1 LOCOMOTIVE TRUST

Registered as a charity No. 326367

Privacy Policy

1. About us

The Thompson B1 Locomotive Trust (TBLT) was formed in 1983 as a private limited company, limited by guarantee and is a registered charity.

The Locomotive is owned by the Thompson B1 Locomotive Ltd, a private company limited by shares and formed in 1982. The Trust is the major shareholder in the Limited Company. The purpose of the Trust is 'to preserve, operate and exhibit for the public benefit for educational and instructional purposes the steam locomotive ex LNER Class B1 No.1264.

2. Data Protection Regulations

The General Data Protection Regulations (GDPR) came into law on 25th May 2018. It is a set of regulations drawn up to protect people's personal data - that is, any information relating to an individual, such as a person's name, home address, email address, bank details or posts on social networking websites. The TBLT Privacy Policy seeks to address the requirements set out in the GDPR legislation.

3. What information we collect from you

We collect data from you when you: -

- I. Apply to become a new member
- II. Renew your membership subscription
- III. Donate to the Trust or buy shares in the limited company
- IV. Become a volunteer.

The information we may hold will be for example: -

- I. Personal details - name, home address, email, telephone number, so we know who our members are and what level of affiliation they may have
- II. Details of the ways in which you wish us to contact you.

4. How we use your information

We only use your data with your consent or when it is necessary to do so for the following reasons: -

- I. In order to manage the activities of the Trust.
- II. Processing membership renewals and subscriptions
- III. Receiving and processing donations
- IV. Performing our obligations under membership contracts
- V. Keeping our records up to date
- VI. Informing members on the activities of the Trust via newsletters, newflashes, notices, updates concerning the loco etc. and running the website

Where we use your information, it is for the purposes of our legitimate interests, provided your rights do not override these interests.

Where we rely on consent to use your information, you have the right to withdraw that consent at any time.

5. Disclosing and sharing your personal data

We will never sell your personal data or pass it on to other third parties without your expressed and full consent.

Should a sale or transfer of the assets of the Trust be required, we will use all reasonable effort to ensure that your information is transferred in a manner that is consistent with this policy.

We may share your data if required by any law enforcement agency, court, regulator or other third party to comply with a legal duty or obligation placed on the Trust.

6. Email and Phone

If you have contacted us by email or provided an email address, we may use this to contact you, should the need arise. If you have given us your phone number, landline or mobile we may use this to contact you, if needed.

7. Data Security

When we use information about you we will take all reasonable efforts to do so fairly and lawfully. We will make every effort to keep your information safe by the following measures.

- I. We will store your personal information on secure computer systems with appropriate password protected databases. We will only use your information if it is lawful for us to do so and we have a clearly defined need or purpose.
- II. Retention of personal data - We will only keep your information for as long as it is required for the purposes of the Trust. Should you leave the Trust your personal information will be immediately deleted from our databases.

8. Control of your personal data

We will take great care of the information we hold about our members. We want to ensure that you remain in control of your personal data. Therefore you have the right: -

- I. To know what personal data we hold on you
- II. To have inaccurate personal data rectified
- III. To object to personal data being used for marketing

We will only contact you where we have a legitimate interest which will never override your fundamental rights and freedoms.

9. Changes to Privacy Policy

We may need to amend this policy from time to time to ensure it is up to date and complies with prevailing legal requirements. We will inform members of any amendments as and when they occur.