

# B1 NEWS

**Newsletter of the Thompson B1 Locomotive Trust**

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*Foxgloves flowering in the foreground herald the start of summer as 1264 passes Moorgates with the 12.45 Whitby to Pickering service on 6<sup>th</sup> July 2019.*

*Photo courtesy of Kenneth Snowdon*

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## Chairman's update

*Mike Cobley*

Looking back over 2019 it has been quite a different year. We had our spell out on the main line with Great Britain XII and the B1 was made very welcome as one of the guest locos at the Cotswold Festival of Steam in May. Throughout the summer the loco has worked almost perfectly on the NYMR and we have earned some good money and now have a healthy bank balance towards the forthcoming ten year overhaul, so we have another four seasons to get more income and begin ordering in spares and materials for 2022/23.

On the personal side, we struggled following the death of Dave Fowler, but Alan Hartford stepped in to fill the gap in our admin team, and although he admitted it was difficult at the start he has honed his computer skills and managed to keep up to date with our annual returns for Companies House and the Charity Commission, as well as getting the 2019 AGM organised, in Derby again.

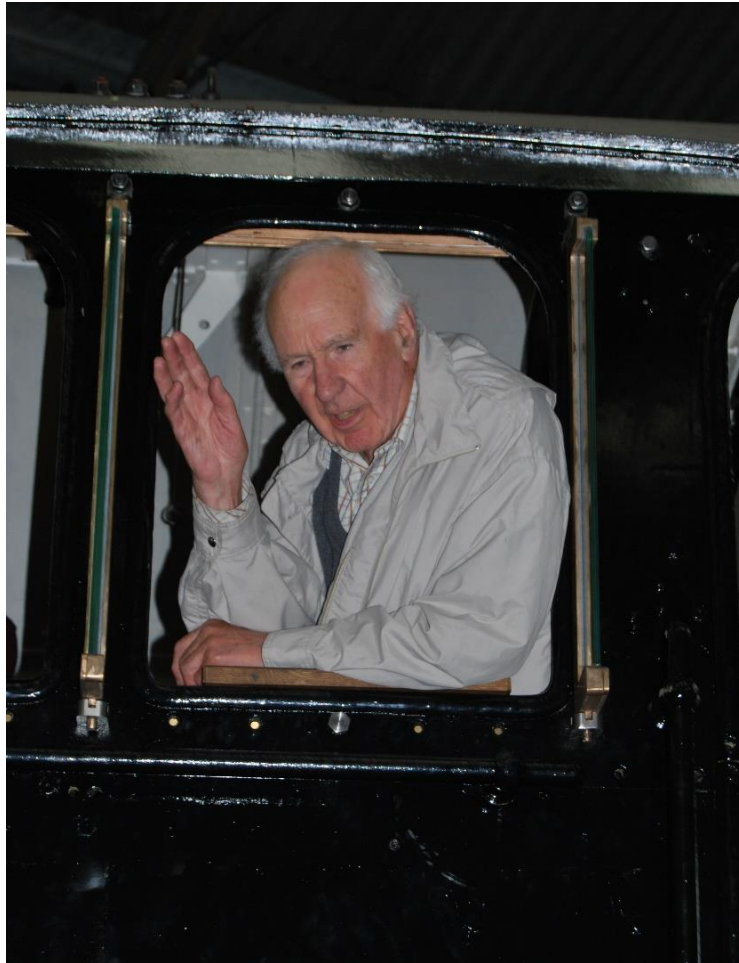
We have had a flurry of deaths in a short space of time, firstly with the passing of our Hon President, Lord Robert Balfour of Burleigh, then our former Treasurer John Kiefer. Our AGM paperwork has had several letters returned indicating the deaths of former members and shareholders.

On the bright side Mark O'Brien and his wife are expecting their second baby later this year, so congratulations are due.

Thanks are due to the hard-working committee members and directors and thanks to all our members for their continuing support throughout the last 46 years.

## LORD ROBERT BALFOUR OF BURLEIGH 1927 – 2019

*Mike Cobley*



Sadly, we have to report the death of our President, Lord Robert Balfour of Burleigh, just short of his 93rd birthday.

His father was a Director of the LNER and in his honour B1 61246 was named in 1947 *Lord Balfour of Burleigh*.

He started working for English Electric in the 1950s and was posted to India running a factory making electrical switchgear.

Robert became our President in 1990 and we first met him in London when he was a Deputy Chairman and Director of the Bank of Scotland and bought a boiler stay in our successful Stay Appeal.

He was also a former Chancellor of the University of Stirling as well as a Trustee of Bletchley Park.

He died peacefully at home on 18<sup>th</sup> September 2019 after suffering with pneumonia. Our condolences go to his wife Janet, and his daughters Victoria and Ishbel and their families. Janet has asked for a special train next Spring when they hope to scatter some of Robert's ashes from the B1 where they have enjoyed trips with us on the NYMR.





*Seen making the Boiler Stay Presentation in 1990 are from left to right: Jim Gurnett, Lord Robert Balfour and Mike Cobley.*



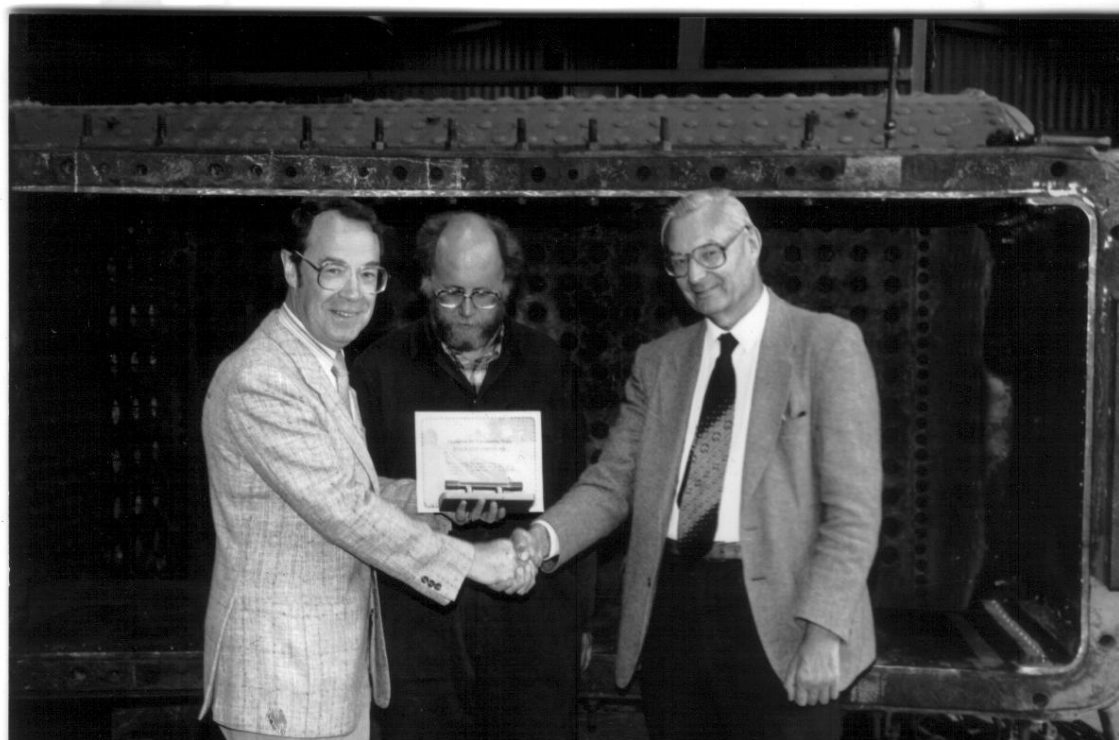
*1264, complete with wreath on the smokebox door to mark the death of the Trust's Honorary President, Lord Balfour of Burleigh, comes to rest at Pickering Station at the end of the 2019 Members' Day.*  
*Photo courtesy of Alf Bousie*

## John Kiefer 1938 - 2019

*Mike Cobley*

It has been a sad few weeks in the annals of TBLT and regrettably we also have to announce the death of John Kiefer. He had been suffering from Parkinson's disease over recent years and this prevented him from doing so many of his favourite pastimes, especially his railway modelling and earlier he enjoyed being a signaller on the Dean Forest Railway.

John joined us in the early days of the Rolling Stock Society and was a regular attendee at our monthly meetings held in Harpenden. He joined as a Director of TBLT and took over the role of Treasurer at a difficult time as the restoration work was nearing completion and at times the expenditure was exceeding income. I remember an evening phone call in 1996 when John informed us that we were technically bankrupt, but with generous offers of help from members, especially our late friend John Standing, there was cash in the bank and the final work was finished in 1997.



*At the 1990 Boiler Stay appeal at Lamerton Workshop are from left to right: John Kiefer, Roger Pridham and Peter Townend.*

John was one of the first support crew members when the B1 first went to Fort William in 1999 and had been a regular helper with restoration work at Loughborough from the early 80s. His funeral was held on 23<sup>rd</sup> October at the Forest of Dean Crematorium followed by cream teas on the Dean Forest Railway.

Our condolences to John's wife Jean, his children Geraldine and Glyn and his grandson Adam. R. I. P.



## A grand day out – on the North Yorkshire Moors Railway

*Dave Wellington*

Thursday August 8<sup>th</sup>: a time for my summer visit to the Moors to ride behind 1264 and – as a side issue – try and discover why trains sometimes seem to run late on Britain's most popular preserved railway.

I checked the roster on the NYMR website and noted four steam locos and one diesel were due to operate the Gold Timetable, the most intensive in the annual programme. 1264 was due to run a healthy 108 miles, the same as the previous day, and indeed the following one. (In comparison, these three days' work are the equivalent to four trips on the Mallaig extension)

I thus caught the 10.00 from Pickering behind class 37 diesel 37264 – a train 80% empty. This crossed 1264 at Goathland hauling the 10.00 ex-Whitby; this train 80% full and running 10 minutes late. No recovery was possible at Pickering; indeed, a further 5 minutes were lost before the B1 left for Whitby at 12.15 with another well-filled train. Full marks to the guy with the refreshment trolley as he deftly negotiated the seven coaches. I asked if more sales happened when a buffet car was included in a set. "Not when it's busy" was the reply. "Passengers are reluctant to vacate their precious seats to visit a RMB".



*1264 climbs past Green End with the 14.00 Whitby to Pickering service on 8<sup>th</sup> August with Dave Wellington enjoying the journey standing at the window of the leading coach.*

*Photo courtesy of Alf Bousie*

Goathland was positively heaving, with Black Five No 5428 already waiting with the Pickering bound Pullman - a train now swelled with the recent addition of a third Metro-Cammell vehicle "*Garnet*" to accompany the familiar "*Opal*" and "*Robin*". The short platforms of a busy Goathland provide challenges to the station staff, as there are only a restricted number of door entry points, for many passengers joining or leaving here. I was joined at my table by a retired couple from Skegness who were taking a short break in Whitby and who had been desperate to visit the home of "*Heartbeat*", a programme still being repeated on TV, much to Goathland's – (or Aidensfield's) commercial advantage.

Onwards down the slope to Grosmont; a crew change, and noticeable acceleration as we hit Network Rail's metals for the six miles from there to Whitby. A long queue waiting but a short turn-round of just 15 minutes. Here I managed to quiz driver Max Fisher on the B1's performance who said "she feels a bit tired – possibly in need of a valve and piston exam".

Slick work with the passenger embarkation process brought the delay back to a mere ten minutes leaving Whitby and after a steady attack of the 1 in 49 bank, and a wave to Alf with his camera at Green End, no more time was lost at Goathland. I left the train at Pickering and saw 1264 depart for Whitby yet again at 16.05; just five minutes down.

To sum up; it's a demanding schedule for crews and station staff. Any delays seemed to be attributed to the demands of passenger management at stations. But at a time when other railways are struggling, it was encouraging to see the NYMR at its peak and meeting the challenges – no doubt helped in part by a certain LNER 4-6-0, even when feeling "a bit tired."

## **Engineering update**

*Steve Andrews*

61264 will be taking part in the Santa trains this year so the winter maintenance will take place in the new year. The engine and tender will be separated and the draw bar will be taken to Stephenson Engineering of Manchester for a new one to be forged. All the rest of the draw gear will have a magnetic particle inspection.

The pistons and valves will be stripped down and new rings made and fitted. The connecting and coupling rods will also come off, the oil pots drained and new felts fitted. The GMSR batteries need replacing as it's no good to keep recharging them. We will also fit a digital voltmeter to the system to give early warning of battery failure. The chargers do though seem to come in for some heavy use at times. The ashpan and smokebox also need regular checking and emptying whilst the loco is in service.

When 61264 was at the Gloucester and Warwickshire Railway I had a look in their scrap skip and found an AWS receiver that mounts into the bogie. I asked the shedmaster if I could have it for 61264 and he replied, "if it's in the skip it's yours". When I lifted it out, underneath was the plug connector cable as well as a tin can with a dozen brass wingnuts in it. These are all the correct type for the loco electric marker lights. I have shot blasted the four spares we have, sourced new bullseye lenses and converted them to metric conduit (I have a tap). Steve Robb will fit new switches and rewire them.

I have managed to cobble together a spare boiler gauge frame. We have a lot of parts left over, but we have saved the best pair.

I've also put together a set of lathe tools and machined them to fit the tool holders of the Colchester Master Lathe. This will save a lot of time by having our own tools and as the lathe tools are the brazed tip type and the NYMR workshop has a large green grit wheel grinder it will be possible to resharpen them; we might as well use them up.

Have you been watching *Steam Train Britain* programme on the television? So much better than train, truckers and others. It shows every day running, with no crises every few minutes!

## **Members' Day 2019**

*Alf Bousie*

For this year's Members' Day on 5<sup>th</sup> October, the Trust joined forces once again with the LNER Coach Association to run a special train. One hundred and fifteen members, family and friends came along to enjoy the event. There was though, some poignancy to the day as for the second year running the loco carried a wreath on the smokebox door; this time to mark the death of our long-time Trust president, Lord Balfour of Burleigh.

It was also the last opportunity for many to experience travelling on the North Yorkshire Moors Railway in the 1909 ex GNR Invalid saloon, as together with the Gresley tourist third open (running as The Ryedale Bar) they moved to the Ecclesbourne Valley Railway at the end of October.

Adorning the smokebox in addition to the wreath was the headboard entitled *The Quadragenarian*. This was to celebrate the 40<sup>th</sup> Anniversary of the LNER Coach Association. Its inception had come about because, back in 1979, the government of the day decided to dispense with keeping mobile control trains for use in wartime situations. Such trains were stabled in out of the way branch lines and sidings ready to be used to control the railways should the railway headquarters be put out of action. The abandonment of this strategy suddenly meant that there were twenty-four Gresley carriages on the market (the Scottish, the former North Eastern and the Eastern Regions each having two sets of four coach formations reserved for this use)

Fortunately, at this time, one of those individuals who founded LNERCA oversaw disposal of condemned rolling stock for the Eastern Region and when a procession of other Departmental ex LNER carriages were making their way to scrapyards, decided to act. So, the idea of the Association was born with the aim of assembling a set of LNER coaches. As with most preservation attempts money was an issue, but from small beginnings (a fiver in the Leeds Building Society) the Association has grown. It is thanks to those early founder members of the Association that we can now enjoy riding in a complete LNER coach train on the North Yorkshire Moors Railway.

Our thanks for making the day possible must also go to the NYMR without whose help the train wouldn't have run and to Nick Stringer of LNERCA. Special mention must also go to Dave Wellington and family for organising the event from the Trust side, ensuring the day ran smoothly and so enjoyably.



## Grosmont Station- Members' Day 2019



*Pictured at Grosmont are Mark O'Brien and driver of the Members' Day train Rob Russel  
Photo courtesy of Mike Cobley*



*1264 waits to depart Grosmont complete with headboard and wreath.  
Photo courtesy of Mike Cobley*



## 1264 through the operating season on the NYMR



### Spring

*In April, the first full month of scheduled services, 1264 is seen passing Grosmont MPD with the 12.30 Grosmont to Pickering Pullman dining train*

*Photo courtesy of Alf Bousie*

### Summer

*On 8<sup>th</sup> August 1264 approaches Goathland Station with the 14.00 Whitby to Pickering service.*

*Photo courtesy of Dave Wellington*



### Autumn

*In the last full month of scheduled services 1264 is seen passing Thomasson Foss on 9<sup>th</sup> October.*

*Photo courtesy of Alf Bousie*



## 1264 In the spotlight

*Alf Bousie*

This year 1264 had the privilege of taking centre stage in much of the promotional material produced by the North Yorkshire Moors Railway. From menus to timetables it was the image of 1264 that greeted people when they visited the railway. We were delighted that the NYMR selected our loco to be the 'face' of the railway this year.

Not only this but the railway also introduced a range of gifts from chopping boards to placemats featuring a watercolour picture of 1264 designed by artist Emma Ball. These delightful and exclusive gifts can be bought from the railway's shops and Online.



*Menus and other promotional material in the café at Grosmont Station*



*Some of the range of gifts featuring Emma Ball's picture of 1264 on sale in Pickering Station gift shop.*



## TBLT 150 Club

Stephen Harris

### Prizewinners 2019

2019	Special	£50	£30	£20	£10
July		65 N Snuggs	82 R Kirk	54 E Blair	168 A Lightowler
August		95 J Whitfield	126 P Bates	143 M Rogers	44 Mrs J Whitfield
September	£100 93 P Kaufman		112 Mrs J Whitfield	134 A Camp	101 A Naylor*
October		4 K Parkes	165 D Markee	8 R Barnes	48 S Barrington
November		65 N Snuggs	90 D McKercher	57 C Clarke	49 S Barrington
December					

- Denotes prize donated to TBLT

There are always a few numbers available, so if you would like to subscribe or increase your subscription please contact Stephen Harris at 7 Church Lea, Tavistock, Devon PL19 9PS or

Tel: 01822 618395 or by email – [stephencharris@hotmail.com](mailto:stephencharris@hotmail.com)

***And finally.....***



*For the final Whitby departure of the 2019 season 1264 had an all-female footplate crew  
Pictured on the left is Alexandra Jolly and on the right is Beth Furness.*

*Photo courtesy of Peter Fisher*