

B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

NUMBER 91

www.thompsonb1.org

June 2020



Trains full of holidaymakers bound for the seaside may not be a sight we see much of this summer because of the restrictions caused by the Covid-19 pandemic. In happier times 61264 is seen passing Radcliffe on Trent, just east of Nottingham, on its way to one of the east coast resorts on 31st August 1963.

Photo copyright of Colour-Rail.com

In this issue:

Chairman's update.....	2
Engineering update.....	3
B1s and me.....	7
Engineering update part two.....	9
61057 The shortest lived B1.....	13
Obituary	19
New model B1	21
150 Club	22

Chairman's update

Mike Cobley

This is such a strange position that we find ourselves in with the novelty of lockdown wearing off and frustration beginning to set in. The entire railway network is running on empty; the preservation societies are helplessly idle and nothing is getting done ... in particular the NYMR remains closed down with no work possible at the present time, just as the winter maintenance work was nearing completion and coinciding with problems with cracking in the firebox and a condemned drawbar. Steve Andrews' report gives the up to date position.

As part of my lockdown therapy I have been scanning 45 years of 35mm slides and last week I hit the late 70s and relived the days of TBLS rail tours, so an article is coming together detailing the 21 tours we ran between 1976 and 1980. It was the time when the boiler problems were manifested, and it proved how good the group was at novel ways of raising the finance necessary to restore a Barry locomotive.

As the restrictions ease it will be a very different world we come back to but let's be patient as it is out of our control and it is our health that matters most. Keep healthy!

Engineering update

Steve Andrews

During January we got 61264 ready to go into the running shed, bearing in mind the loco only arrived back at Grosmont the day before it was shut for the Goathland bridges to be lifted out. Working outside I managed to disconnect some of the engine-to-tender fittings. Much to my surprise we had an offer to put the loco on the pit road and were then able to remove the cotters from the draw bar pins. The following afternoon the loco was given a squeeze and the draw bar pin lifted out. If you grease the pin before put it in it comes out with minimum entertainment. As it was now 3.45pm and it was getting dark, that was it for the day. Next day the tender was shunted into the NELPG shed so that the GSM-R batteries could be changed and as it turned out to have a digital voltmeter fitted and repairs to the front radio cover and aerial. Steve Robb also replaced the loco TPWS junction box and a broken Copex connector. The junction box wiring wasn't tagged and this cheered Steve up no end. The loco was in the running shed pit road and it was nice of Barney Casey to arrange this for the loco.

61264 was meant to come out of traffic in mid-October so that the engine-to-tender drawbar could come out. Steve had arranged for it to go to Stephenson Engineering of Atherton, Lancashire to have a new one made and load tested to be compliant for the main line but as the NYMR was short of locos, 61264 was used until January 7th and the drawbar didn't get to Stephenson's until the second week in February. To put the record straight, the drawbar failed last year's exam but following grinding and filing out some surface cracking, it passed a new test. The tester said that the drawbar should not be presented to him next year as he wouldn't be able to pass it for use. That is the reason why a new one is needed. Steve did locate a drawing but as the old drawbar was refitted in a rush, to get the loco ready for running, we were unable to measure it up. This needed doing as over the years the drawbar had stretched. Now, oddly enough, the drawing is for a generic drawbar which would normally have been bumped in the blacksmith's shop at a main works (Doncaster) to suit the various classes of loco.

Quite a lot of work has been carried out at my workshop: the repair of the safety valves, two new gunmetal screw adjusters, steam brake valve and steam brake oilers, the latter have been moved an inch and a half further away from the boiler backhead making filling it easier to do now. Parts of the GSM-R radio had holes put in for the digital voltmeter and the piston valve rings had the stop relief machined on. All this is much easier to do in the warmth and comfort of my workshop. Steve Robb's report will list his work and improvements needed for future maintenance such as the digital voltmeters which monitor the condition of the batteries and highlight any shortcomings in the charging process eg not plugging in the charger or checking that it is turned on. More training is needed for this as there is a lot relying on this to be ready for the next day's running. I have arranged for the tender to be in the NELPG Shed in exchange for work on the K1 steam heat valve and cross head splitter. The GSM-R radio could not be exposed to the weather whilst the covers are removed and holes drilled for a digital voltmeter. They have suffered from the elements and the covers have gone for shot blasting and powder coating.



As mentioned in Steve Andrews' report 1264 was involved in the Christmas specials on the NYMR this year, hauling some of the 'Northern Lights Expresses' and is seen being filmed at Pickering Station on 28th November 2019

Photo courtesy of Alf Bousie



Adorned with all the lighting cables needed for hauling the 'Northern Lights Express' 1264 waits at Pickering on 28th November 2019

Photo courtesy of Alf Bousie

In the following part is listed the work carried out at NYMR and my workshop prior to the shutdown:

Loco Winter Maintenance in February/March 2020

- Monday 3rd – Steam brake shuttle valve-shortening the lift valve only makes it worse not better.
- Tuesday 4th – Set steam brake.
- Wednesday 5th – Take off steam brake oiler.
- Thursday 6th – Safety valves-collect GM bar from D & J Hawkins and make two off screw adjusters.
- Friday 7th – Finish off screw adjuster and make new end fittings for steam heat pipe in coach's guard's compartment. Repair steam brake oiler.
- Tuesday 11th – Refit repaired steam brake oiler, anneal pipes, make pipe gaskets, help Steve to dismantle GSM-R and fit new batteries.
- Wednesday 12th – LHS injector overflow pipe-remove, clean in cleaning tank, anneal, sort correct nuts and bolts, make new gasket and refit.
- Monday 17th – Meet boiler inspector to discuss over-tooled firebox stays. Start to remove RHS piston valve.
- Tuesday 18th – Get Dan to start making piston valve rings (set of 16), first available slot Dan has. Remove piston valve, place on stand and remove valve rings, decarbonise valve heads and spindle.
- Monday 24th – Gap and machine the first 8 rings Dan has made, collect the coach fire extinguishers and start on assembly of safety valves.
- Tuesday 25th – Machine peg stops on 8 off valve rings (RHS)
- Wednesday 26th – Paper RHS valve rings in the valve heads, clean up valve bore, oil up and refit piston valve. Move valve puller to LHS, unbolt front cylinder footplate cover, take off valve front cover, uncotter piston valve, set up extractor and jack out valve, place on stand, put extractor tools away and return Hollow jack and pump.
- Thursday 27th to Saturday 29th – Repairing K1 steam heat valve and crosshead splitter in exchange for having tender in NELPG Deviation Shed. This is a great deal for the Trust as the tender is in the shed for the winter and has only cost £240. This saves us the time and money of having to buy our own tarpaulin to sheet the tender down. If it was left outside for the winter the tarpaulin would have to be removed and put back on each time it was worked on.
- Monday 2nd March – Travel to NYMR to help Steve with TPWS wiring and start on removing carbon from LHS piston valve.
- Tuesday 3rd – Paper valve rings, clean out LHS bore, oil up, put piston valve back in, refit cover and valve packing, cotter up and help shift piston ring pot for piston ring machining.

- Wednesday 4th – Refit RHS piston valve cover and cotter up.
- Tuesday 10th – Remove LHS crosshead cotter, bar loco to remove small end pin.
- Wednesday 11th – Lower both connecting rods, go to Deviation Shed, fit missing rib nut to front of GSM-R box, split RHS crosshead, unbolt RHS outer slide bar and remove crosshead for white metalling. Liaise with boiler inspector for annual exam.
- Thursday 12th – Unbolt both piston covers, remove LHS and RHS stuffing box assemblies, take off both covers, take out LHS and RHS piston rods, collect LHS crosshead and take to machine shop.
- Tuesday 17th – Travel to NYMR, help Steve put GSM-R door back on and start machining RHS crosshead.
- Wednesday 18th – finish off machining crosshead.
- Thursday 19th – Fit RHS crosshead and outer slide bar, clean out and check piston bores and oil up. Refit gas cooker in coach after exam. Work curtailed due to removal of front of running shed roof so finish off work in the container workshop.
- Friday 20th – Go to Nemesis Rail and pick up rib nut tool, re-gap RHS and LHS piston packing, machine stainless bracket for GSM-R radio, make parts for crosshead machining to make it quicker and easier to do.
- Saturday 21st – Finish off above.
- Monday 23rd – Travel to NYMR to meet Geoff Armstrong for main line cold exam and start cleaning/removing carbon from pistons.

At 2.30pm the NYMR tell us that the shed is to be closed until the 30th April. We start to clear everything up, all bare metal is oiled (I do this every week I am there), empty the bins in the coach and workshop, lock all tools and equipment away, do one final tidy up and leave at 5pm.

Work still to be carried out

Piston rings need gapping, pistons replaced, covers fitted and crossheads reconnected. The connecting and coupling rods need to be taken off and dye pen tested, new felts fitted and the rods put back on. Other work to be carried out will include repairs to the ashpan. This will be undertaken by the shed staff at a cost to the NYMR. Other issues are the cracking in the firebox which unfortunately was missed last year. A meeting will need to be arranged with the NYMR and the TBLT Directors to look into the maintenance and running of the loco to resolve these issues to the satisfaction of our maintenance team, shed staff and the NYMR.

The B1s and me

Dave Wellington

I've never had a favourite class of loco but I have had a favourite region - the Eastern. I think this originates from the fact that, being brought up in Leicestershire and being familiar with all things Midland, real treats occurred when my brother and I were taken to Peterborough for a day's spotting. This introduced us into a world of glamorous pacifics and named trains of the post LNER . . . plus V2s and B1s.

That said, the house where I was born in 1949 was in the Leicester suburb of Aylestone; a stone's throw from the Great Central on the Rugby side of the city. In fact, the second and third locos ever logged in my spotting book (after 92093) were B1s 61085 of Woodford Halse and 61187 of Neasden. The year - 1961.

However, the GC was largely ignored by us at first; there were bigger fish to catch at Nun-eaton, Leicester Midland and on holiday at Teignmouth. A day's spotting at Nottingham Midland netted 61258 of Lincoln and B1 cops grew further as Leicester Midland received 61096 from March. This was a regular working on the morning arrival from Peterborough. Sadly, B1s were a disappointment to the spotters of this train - ever hopeful for a March Britannia, as these often appeared on this four coach local.



One of the first B1s Dave saw, 61085 is pictured at Leicester Central shed, (15E) in August 1959

Photo copyright of Colour-Rail.com

Leicester Central did produce Eastern engines and a visit there logged V2 60842 on the *South Yorkshireman*: B16 61417 on a freight from York and yes - another Woodford '*Bongo*' 61271 on eleven coaches. Woodford Halse had quite a stud of B1s including the namers - '*Kudu*' and '*Umseke*' and though Leicester Central was better known for its A3 and V2 passenger locos, it also had a couple of B1s in the allocation. Other Eastern locos appeared on the GC, mostly originating from the Colwick depot at Nottingham. L1 2-6-4's and K3 2-6-0's turned up frequently on the Nottingham-Rugby locals.

In 1962 we moved from Leicester, 13 miles south, to Lutterworth, again, on the GC. Over the next couple of years, the notebook started to reflect the changes on the line as it became deliberately run down. Eastern engines started to be phased out in favour of Midland types but at least the diesels were more urgently required elsewhere. Britannias and Royal Scots came and went: Black Fives arrived with a vengeance. B1s became scarce.

Luckily we still had awaydays to Peterborough and Grantham and in 1963 and 1964, during the summer holidays, I was given the ultimate treat - a week's Railrover ticket, and not of the Midlands, but based at my grand-parents' house at Ilkley in Yorkshire. Suddenly, B1s were in evidence once more as the ticket gave me open access to the whole North Eastern region. 25 were captured in one day during a trip as far north as Edinburgh, with a nocturnal shed visit of York on the return. And, on the last day - 24.8.64 - best cop of the day, 61240 *Harry Hinchcliffe* of Ardsley Depot (56B).

After all this, the bread and butter spotting of the GC seemed rather mundane; even the rare appearances of Eastern engines such as Gateshead's 61019 *Nilghai* on a Nottingham-Marylebone caused more excitement to the other spotters as, by now, Gateshead was almost a second home.....

By now everyone was heading for the big steam centres, Crewe, Manchester, Liverpool and London. A birthday present to Doncaster Works on an Ian Allan Special put me back in the B1 heartlands. 11 B1s were spotted on this day - 7.4.64 - including 61264. The journey from Rugby Central up the GC Main via Sheffield would have taken the train close to Colwick - her home depot at that time. In fact, the next day, back at Lutterworth, I saw another Colwick B1 - 61365 - paying a visit.

The 2nd of July that year was rather special. I had never much bothered 'cabbings' locos but a group of us bunking the shed at Uttoxeter were lucky enough to be given a ride round the junction triangle. The loco? 61248 *Geoffrey Gibbs* - a visitor from Immingham.

In the summer of 1965, summer Saturdays on the GC produced a flurry of interest for about six weeks. Cross-country holiday specials brought visitors - including B1s - to the line. A Bournemouth-Bradford produced a Holbeck Jubilee: the Eastbourne-Manchester, Ramsgate-Derby and Leeds-Poole produced local Black Fives, but the Hastings-Sheffield always produced a Canklow B1 - rare enough engines for the local spotters to blow the dust off their ABCs.

This was the swansong of the GC. Only three Marylebone-Nottinghams were left - one of those a DMU. The Bournemouth-York still operated but had been dieselised since 1963. On September 3rd 1966 the line closed - honoured by a visit from a steam special hauled by Southern Pacific 35030 to Nottingham, then - most appropriately - onwards to Sheffield behind a pair of B1s off Wakefield. Intriguingly during the last week Marylebone had been visited one last time by a B1 when 61306 of Hull turned up with one of the ex-Nottingham semi-fasts. Sadly, she failed on arrival and was later towed to Banbury then eventually north in a convoy of three other dead locos.

After the GC's demise most of the spotting trips were to the North West, but I had one more Ilkley-based holiday between September 3-16th 1967 and managed one more foray to depots in Yorkshire. This yielded B1s 61012/123/189 at Wakefield, 61002/255/289 at Goole and 61030/306/337/388 at Low Moor, Bradford. This was the time I copped a B1. At the end of this 'tour' I copped my last Eastern engine - J94 0-6-0T 68006 at Buxton.

A few years later, in 1975 and settled in Market Harborough, I joined a railway society that used to meet at the Station Hotel in Woodford Halse. Many ex-Woodford drivers were members and the first Wednesday of the month prompted a gathering of enthusiasts from far and wide. After later becoming Secretary and noticing we had a healthy bank balance, I suggested we 'adopted a loco' to give it financial help. A loco was put forward from each region and a vote held. With Woodford's old connections to B1s, 61264 won by a mile and I've been a fan of the loco ever since; an interest boosted when she was painted BR black. Better still, she is now completing a decade of performing on my local preserved line; an area with a fine B1 pedigree. Indeed, when the present health crisis is finally dealt with, I hope another NYMR gala can take place allowing another trip from Whitby to Battersby - with a B1 in charge . . .

Engineering update part two

Steve Robb

Up until the current nationwide lockdown prevented access to the NYMR shed and hence the loco and support coach, most of my time at Grosmont has been devoted to working on M14007, our support coach. There have been several improvements to both 24-volt and 240-volt electrical systems with a small amount of electrical work being undertaken on the loco and tender.

All the work undertaken on the loco last year to revise and upgrade the electrical supply to the TPWS, AWS and OTMR has been a success. All three systems worked faultlessly throughout the year; the only minor issue being a split flexible conduit swivel connector that allowed water to run into the engine to tender junction box for the TPWS. As we now have spares on the shelf it didn't turn into the 2018 crisis of having no spare parts and having to go on the scrounge for parts. The problem was solved with a new length of flexible conduit, a new swivel connector and a new junction box, all fitted and connected up in an afternoon. There were a few reports of flat batteries on both the TPWS/AWS and the GSM-R radio set. However, judging by the entries on the repair cards, these could be attributable to the battery

charger not being unplugged before moving the loco or just pulling the plug out via the cable, which eventually pulls wires out of the terminals. Due to one or both of these issues, a new GSM-R charger has been purchased as the charger supplied by Interfleet with the radio set had been irreparably damaged. A voltmeter has also been fitted into the GSM-R battery box panel on the tender front. The GSM-R locker door, battery box panel and aerial stand were removed for shot blasting and powder coating as they were starting to suffer a bit with corrosion. These were refitted to the tender and a new pair of batteries were also fitted to the GSM-R before the restrictions on travel were put in place. Another small, but time-consuming job, that remains half-finished is making a new pipe for the boiler pressure gauge due to the old one being more silver solder than copper because of the number of splits and holes in it. The new pipe has been routed differently and doesn't have the sharp bends that the old one had, which was always a cause for annoyance when swapping over a pressure gauge.

Once again both the hopper ashpan and ashpan water spray have been seriously damaged by fires in the ashpan. This has resulted in the back hopper being severely distorted to the point that the hopper door no longer seals properly. The ashpan water spray has also been damaged beyond repair and will need replacing. This is a stainless-steel pipe that delivers a controlled amount of water into the ashpan and which now has a definite 'U' shape in both the left and right-hand sides. If it were to be used in this condition the loco would fail a mainline fitness to run test, be it running to Whitby or a charter train, as it would not meet the mandatory requirements for ashpan fire suppression. To add to this there is also extensive cracking in the left and right-hand radii in the firebox crown sheet which appears to have gone unnoticed and been present for some time. These issues, combined with the overall workload, have put considerably more pressure than expected on me and Steve Andrews, however, there is a plan and a process to hopefully carry out a repair. There is also a process of post repair monitoring that will be put into place to ensure that in future any cracking is picked up before it runs out of control or causes any unpleasant surprises.

Thus far, the very level headed help and assistance provided by the new NYMR boiler foreman, Chris Kelly in arranging the initial NDT work and offering his thoughts in conjunction with those of Steve Andrews and myself regarding a repair process has been most welcome as has the assistance provided by one of the new younger members, Jack Johnson. Although not of an engineering background, as such, Jack has the ability to proof read a document looking at it from a different perspective to myself, as the person who's written it, and suggest amendments and revisions to the content. This has been a great help, as two heads, irrespective of the age gap, are better than one. Unfortunately, due to the current restrictions on travel and the closure of the NYMR site this damage awaits being repaired and the causes of these issues will have to be revisited again at a later date.



The GSM-R battery box cover after powder coating and fitting of the voltmeter.



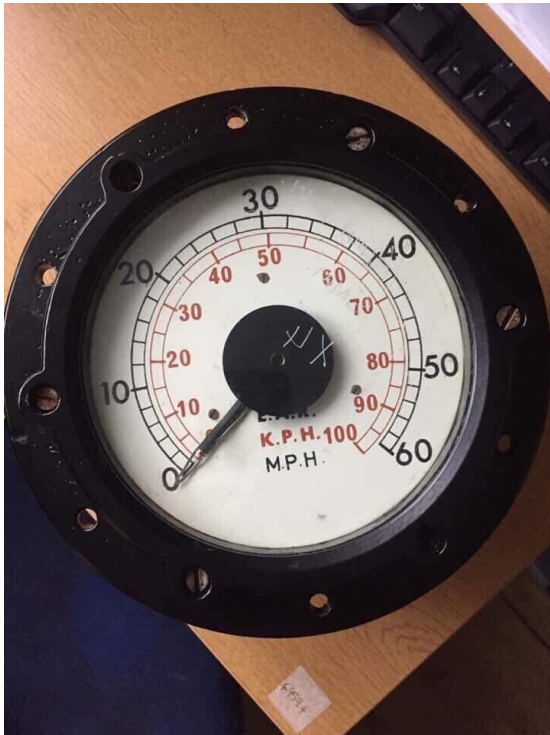
The new GSM-R batteries fitted in the tender battery compartment.

Engine to tender drawbar

Due to cracking discovered last year, a new engine to tender drawbar is on order from Arthur Stephenson Engineering, a heavy engineering company based in Atherton, near Manchester. This was initially on the cards for around early November last year however, due to a shortage of motive power at the NYMR, 1264 was still being used on Christmas Eve so the engine wasn't split from the tender until late January meaning the drawbar didn't arrive with Stephenson Engineering until around late February - early March this year. It was put in the boot of my car and delivered personally by myself and Steve Andrews in what proved to be an entertaining journey to Atherton via the world. At the moment the current restrictions on social distancing mean that manufacturing of the new drawbar hasn't been started. To forge such an item requires two or three people working in close proximity to each other which, quite understandably, in the current situation is seen as being too great a risk to take. It isn't just our job that is on hold, there are parts for a number of locos awaiting forging, so we aren't the only owning group on the waiting list so to speak. There are only a few forging companies who have the demonstrable track record of Stephenson Engineering for manufacturing new loco components. This was quite obvious from the outset when dealing with the works manager Robert Stephenson. His knowledge and understanding of materials and their uses, twinned with an openness about the processes of manufacture and subsequent testing, instilled complete confidence from the outset. At some point the loco will require two new drawhooks and screw couplings, the groundwork for which has already being undertaken, so when the time comes all the information is there and the way forward agreed prior to manufacture.

Six-inch face Smiths speedometer

An East African Railways, six-inch face Smiths speedometer, identical to ones British Railways fitted to steam locos, has been acquired by me and Steve Andrews for a reasonable price. At the moment it is away being overhauled and having a BR type, 0-100mph face fitted instead of the, 0-60mph / 0-100kph face it came with. The speedometer was fitted to an EAR Garratt locomotive. These utilised an axle driven speedometer generator which is very similar to the type fitted to 1264 and gives the same 4-volt per 100rpm rather than the 8-volt per 100rpm output from a crank mounted speedo generator making it compatible with 1264's system. The case has been sent away for powder coating and a number of new glasses will be purchased in due course. The mounting bracket for the cab has also been drawn out and manufactured.



The six-inch face Smiths speedometer which is currently away having a BR type 0-100mph face fitted as well as being overhauled and calibrated

Steam Locomotive AWS Sunflower

Another small project that has been ongoing and has subsequently reached completion has been the overhaul of a 1950's type steam locomotive AWS sunflower and cancellation switch unit. These were the original type fitted by British Railways and even though they are now, in most cases, over 50 years old they are still much better than the diesel loco equivalent. Ones such as that currently fitted to 1264, require a cancellation button due to them being a totally sealed unit. A start has also been made on the mounting bracket for the unit so it can be fitted in its original position, rather than the current position near the steam brake valve, which for a number of reasons is less than ideal.



The overhauled 'sunflower' box roughly positioned on the newly made cab mounting bracket.

All photos in this article courtesy of the author, Steve Robb.

61057 The shortest lived B1

Alf Bousie

This year marks the 70th anniversary of one of the most tragic accidents involving a B1 loco. It sadly resulted in the deaths of two railwaymen, Goods Guard A S Bales and Fireman W Hagger. The loco involved, 61057, was so severely damaged it was deemed beyond economic repair and therefore acquired the unfortunate epithet of being the shortest lived B1, having been less than 5 years old.

1057 was built, as part of the first order placed by the LNER with the North British Loco Company for the construction of B1s. It was part of a hundred strong order built at their Queens Park works between 1946 and 1947, the first loco of that order being 1040 *Roedeer*. 1057 was subsequently allocated to Ipswich depot and entered service on 8th July 1946 where it remained until its sad demise.

The accident occurred just north of Witham in Essex, on the main line from Colchester to London in the early hours of Tuesday 7th March 1950. Patchy fog had started to form on what had been a fine and relatively mild night. A Class A goods train had set off from Whitmoor Yard at 7.45pm the previous evening. The loco, only recorded as a 2-8-0, was heading for Witham hauling 34 loose coupled open and closed goods wagons, many of which were loaded with seed potatoes. The freight train passed Marks Tey at about 2.45am travelling at about 20mph and passed Hill House and Kelvedon with clear signals. However

about a mile further down the line the driver failed to see the Rivenhall distant, owing to the gathering fog, so he reduced speed and on reaching the signal box asked his fireman to find out the aspect of the starter signal. When the signalman replied that it was off, he proceeded on his way slowing down to 8mph when he passed Witham Junction Up Distant at caution



*Barely two years old, 61057 is pictured at Ipswich on 22nd August 1948
Photo copyright of Transport Library, Neville Stead Collection*

On the night of the crash there did seem to be some difference in opinion regarding the density of the fog notably between signalmen and loco crews. Three signalmen gave evidence at the enquiry that was held into the accident. The one at Kelvedon, the most northerly box of the three, reported that it was a little misty when he came on duty at 10pm. From then onwards the fog became patchy and by 2.30am, just shortly before the crash, he could no longer see the Down Starter 332 yards from the box. He therefore consulted the next signalman down the line at Rivenhall who agreed that the fog had got thicker so warranted calling out the fogmen. However, as he said he could still see his Down Siding ground disc, some 195 yards away, he did not see the need to instigate double block working.

The signalman at Rivenhall reported ground mist of up to five feet high when he came on duty at 10pm and that the fog got thicker by 2.30am. He used the electricity poles adjacent to his box to judge the density of the fog and was able to see the one opposite his box, 39 yards away all night, however the bottom half of the one on the Witham side, 117 yards away, became shrouded in mist later on. Interestingly, it was established after the accident that he had misjudged the distances of the poles in the field and that they were actually closer than he thought.

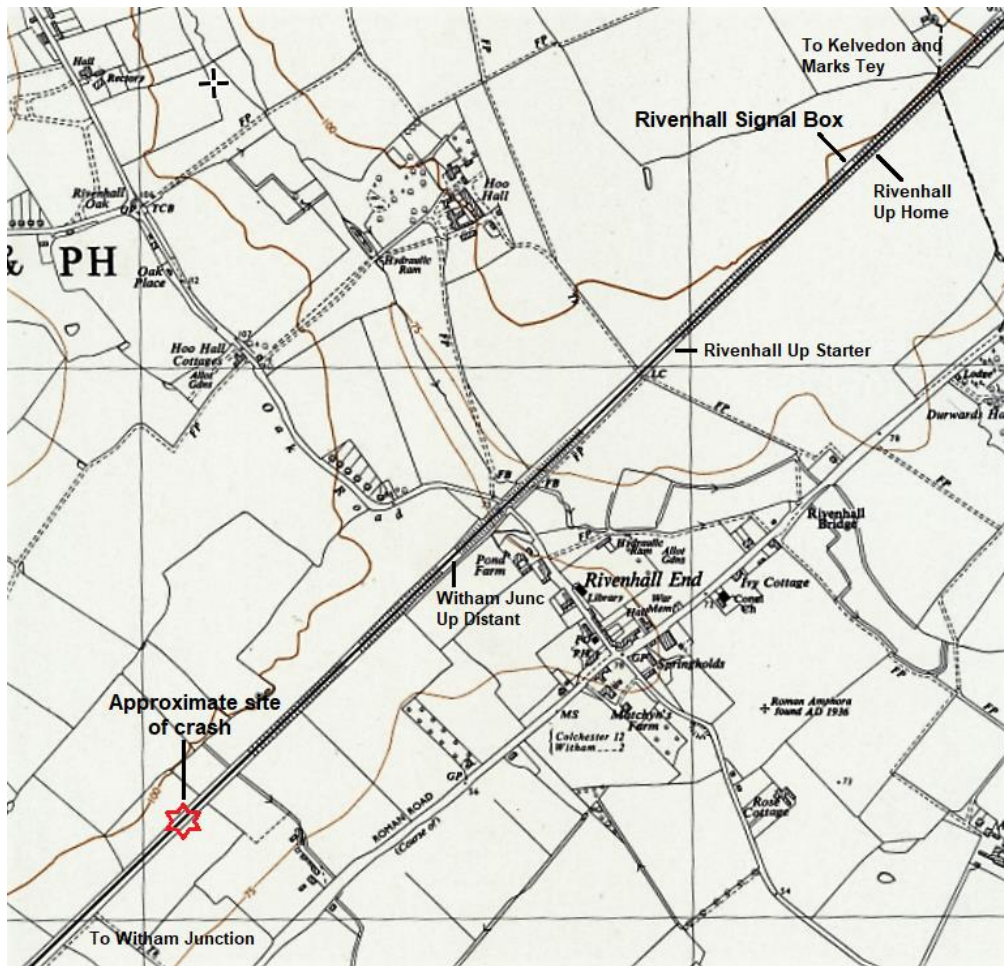
The signalman in the third box, at Witham Junction, said that conditions were a little foggy when he came on duty at 10pm. At 2.20am he reported that conditions were worse, but he could still see the back lights of his Inner Home some 165 yards from the box. Nevertheless

the driver and fireman of the freight train said the fog had been getting progressively worse after they left Bury St Edmunds and could only see the signal barely 10 to 15 yards beyond the engine when approaching Rivenhall, hence the need to consult the signalman.

By the time the fog was forming 61057 was well on its way with the night mail train to London. It had left Peterborough East Station at 11pm and was due into London Liverpool Street at 3.56am. It consisted of 10 vehicles: a four-wheeled van immediately behind the loco, three passenger coaches, two brake and two mail vans and finally two more passenger coaches at the rear.

At Ipswich, a new driver took charge of the train but because of station delays, the train was now running late. By Colchester, the train was 21 minutes late and the driver endeavoured to keep section time. He passed through the junction at Marks Tey at 45mph and then increased his speed to about 60mph as he reached Hill House about four miles north of the accident site.

Table 3—		YARMOUTH, LOWESTOFT, BECCLES, NORWICH, IPSWICH, HARBOR, CLACTON-ON-SEA, COLCHESTER, and LONDON (Liverpool Street)																							
continued		Week Days—continued												Sundays											
		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
33 GORLESTON-ON-SEA dep		5.35	6.51											8.11	8.11	8.11	8.11	8.11	8.11	8.11	8.11	8.11	8.11	8.11	8.11
Yarmouth (St. Town) dep		5.30	6.24	7.2	8.15	9.30	10.45	12.00	1.15	2.30	3.45	5.00	6.15	7.30	8.45	10.00	11.15	12.30	1.45	3.00	4.15	5.30	6.45	8.00	9.15
Belton and Burch		5.39	7.11											10.10	10.10	10.10	10.10	10.10	10.10	10.10	10.10	10.10	10.10	10.10	10.10
St. Olaves		5.45	7.18											9.25	9.25	9.25	9.25	9.25	9.25	9.25	9.25	9.25	9.25	9.25	9.25
Haddiscoe	arr	5.48	7.21											9.35	9.35	9.35	9.35	9.35	9.35	9.35	9.35	9.35	9.35	9.35	9.35
54 Norwich (Thorpe) dep		5.12	6.5	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.45	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45
54 REEDHAM dep		5.35	6.58	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.45	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45
Haddiscoe	dep	5.48	7.22	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53	11.03	11.13	11.23	11.33	11.43	11.53
Aldeby	dep	5.48	7.27	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53	11.03	11.13	11.23	11.33	11.43	11.53
Beccles	arr	5.48	7.35	8.23	8.33	8.43	8.53	9.03	9.13	9.23	9.33	9.43	9.53	10.03	10.13	10.23	10.33	10.43	10.53	11.03	11.13	11.23	11.33	11.43	11.53
Lowestoft (Gen.) dep		6.20	7.15	8.25	9.35	10.45	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55
Oulton Broad South	dep	6.27	7.22	8.32	9.42	10.52	12.02	1.02	2.02	3.02	4.02	5.02	6.02	7.02	8.02	9.02	10.02	11.02	12.02	1.02	2.02	3.02	4.02	5.02	6.02
Beccles	arr	6.37	7.32	8.42	9.52	11.02	12.12	1.12	2.12	3.12	4.12	5.12	6.12	7.12	8.12	9.12	10.12	11.12	12.12	1.12	2.12	3.12	4.12	5.12	6.12
Beccles	dep	6.50	7.45	8.55	10.05	11.15	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25
Brampton (Suffolk)	dep	7.8	7.52	9.02	10.12	11.22	12.32	1.32	2.32	3.32	4.32	5.32	6.32	7.32	8.32	9.32	10.32	11.32	12.32	1.32	2.32	3.32	4.32	5.32	6.32
Halesworth	dep	7.18	8.14	9.24	10.34	11.44	12.54	1.54	2.54	3.54	4.54	5.54	6.54	7.54	8.54	9.54	10.54	11.54	12.54	1.54	2.54	3.54	4.54	5.54	6.54
Darsham, for Yoxford	dep	7.18	8.14	9.24	10.34	11.44	12.54	1.54	2.54	3.54	4.54	5.54	6.54	7.54	8.54	9.54	10.54	11.54	12.54	1.54	2.54	3.54	4.54	5.54	6.54
Saxmundham	dep	7.30	8.25	9.35	10.45	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55
Wickham Market	dep	7.41	8.37	9.47	10.57	12.07	1.07	2.07	3.07	4.07	5.07	6.07	7.07	8.07	9.07	10.07	11.07	12.07	1.07	2.07	3.07	4.07	5.07	6.07	7.07
Melton	dep	7.45	8.45	9.55	11.05	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15
Woodbridge	dep	7.58	8.50	10.00	11.10	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20
Bealings	dep	8.55	9.55	11.05	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15
Westfield	dep	9.7	9.7	10.7	11.7	12.7	1.7	2.7	3.7	4.7	5.7	6.7	7.7	8.7	9.7	10.7	11.7	12.7	1.7	2.7	3.7	4.7	5.7	6.7	7.7
Ipswich	dep	9.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15
51 SHARNBOROUGH dep		9.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55
51 Cromer (High)	dep	10.44	10.44	11.44	12.44	1.44	2.44	3.44	4.44	5.44	6.44	7.44	8.44	9.44	10.44	11.44	12.44	1.44	2.44	3.44	4.44	5.44	6.44	7.44	8.44
Norwich (Thorpe) dep		7.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50
Swainsthorpe	dep	7.51	7.51	8.51	9.51	10.51	11.51	12.51	1.51	2.51	3.51	4.51	5.51	6.51	7.51	8.51	9.51	10.51	11.51	12.51	1.51	2.51	3.51	4.51	5.51
Flordon	dep	7.59	7.59	8.59	9.59	10.59	11.59	12.59	1.59	2.59	3.59	4.59	5.59	6.59	7.59	8.59	9.59	10.59	11.59	12.59	1.59	2.59	3.59	4.59	5.59
Fornett	dep	7.59	7.59	8.59	9.59	10.59	11.59	12.59	1.59	2.59	3.59	4.59	5.59	6.59	7.59	8.59	9.59	10.59	11.59	12.59	1.59	2.59	3.59	4.59	5.59
Tivetshall	dep	8.4	8.4	9.4	10.4	11.4	12.4	1.4	2.4	3.4	4.4	5.4	6.4	7.4	8.4	9.4	10.4	11.4	12.4	1.4	2.4	3.4	4.4	5.4	6.4
Burston	dep	8.13	8.13	9.13	10.13	11.13	12.13	1.13	2.13	3.13	4.13	5.13	6.13	7.13	8.13	9.13	10.13	11.13	12.13	1.13	2.13	3.13	4.13	5.13	6.13
Diss	dep	8.21	8.21	9.21	10.21	11.21	12.21	1.21	2.21	3.21	4.21	5.21	6.21	7.21	8.21	9.21	10.21	11.21	12.21	1.21	2.21	3.21	4.21	5.21	6.21
Mells	dep	8.31	8.31	9.31	10.31	11.31	12.31	1.31	2.31	3.31	4.31	5.31	6.31	7.31	8.31	9.31	10.31	11.31	12.31	1.31	2.31	3.31	4.31	5.31	6.31
Pinningham	dep	8.31	8.31	9.31	10.31	11.31	12.31	1.31	2.31	3.31	4.31	5.31	6.31	7.31	8.31	9.31	10.31	11.31	12.31	1.31	2.31	3.31	4.31	5.31	6.31
Haughley	dep	8.39	8.39	9.39	10.39	11.39	12.39	1.39	2.39	3.39	4.39	5.39	6.39	7.39	8.39	9.39	10.39	11.39	12.39	1.39	2.39	3.39	4.39	5.39	6.39
Stowmarket	dep	8.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.45	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.45
Needham	dep	8.53	8.53	9.53	10.53	11.53	12.53	1.53	2.53	3.53	4.53	5.53	6.53	7.53	8.53	9.53	10.53	11.53	12.53	1.53	2.53	3.53	4.53	5.53	6.53
Claydon	dep	9.0	9.0	10.0	11.0	12.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0
Bratford	dep	9.4	9.4	10.4	11.4	12.4	1.4	2.4	3.4	4.4	5.4	6.4	7.4	8.4	9.4	10.4	11.4	12.4	1.4	2.4	3.4	4.4	5.4	6.4	7.4
Ipswich	dep	9.52	9.52	10.52	11.52	12.52	1.52	2.52	3.52	4.52	5.52	6.52	7.52	8.52	9.52	10.52	11.52	12.52	1.52	2.52	3.52	4.52	5.52	6.52	7.52
Ipswich	dep	9.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15
Bentley	dep	9.47	9.47	10.47	11.47	12.47	1.47	2.47	3.47	4.47	5.47	6.47	7.47	8.47	9.47	10.47	11.47	12.47	1.47	2.47	3.47	4.47	5.47	6.47	7.47
Manningtree	arr	9.53	9.53	10.53	11.53	12.53	1.53	2.53	3.53	4.53	5.53	6.53	7.53	8.53	9.53	10.53	11.53	12.53	1.53	2.53	3.53	4.53	5.53	6.53	7.53
27 HARBOR TOWN dep		7.47	9.12	10.12	11.12	12.12	1.12	2.12	3.12	4.12	5.12	6.12	7.12	8.12	9.12	10.12	11.12	12.12	1.12	2.12	3.12	4.12	5.12	6.12	7.12
27 u PARK Q. u		7.57	9.21	10.21	11.21	12.21	1.21	2.21	3.21	4.21	5.21	6.21	7.21	8.21	9.21	10.21	11.21	12.21	1.21	2.21	3.21	4.21	5.21	6.21	7.21
Manningtree	dep	9.34	9.55	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10
Ardleigh	dep	9.47	10.11	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25
Colchester	arr	9.47	10.11	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25
25 CLACTON-ON-SEA dep		7.45	8.55											9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	
25 WALDON-ON-NAZE u		7.53	9.03											9.38.											



A map of the surrounding area showing the position of Rivenhall Signal Box, signals and the approximate site of the crash

By this time, the fog was getting progressively worse. The guard of the mail train estimated visibility at about 100 yards but another driver, who was a passenger on the train, said he could only see 15 to 20 yards. Reports from the drivers of seven trains that passed through Witham between 12.30am and the time of the accident confirmed this and that the fog was very thick between Witham and Rivenhall.

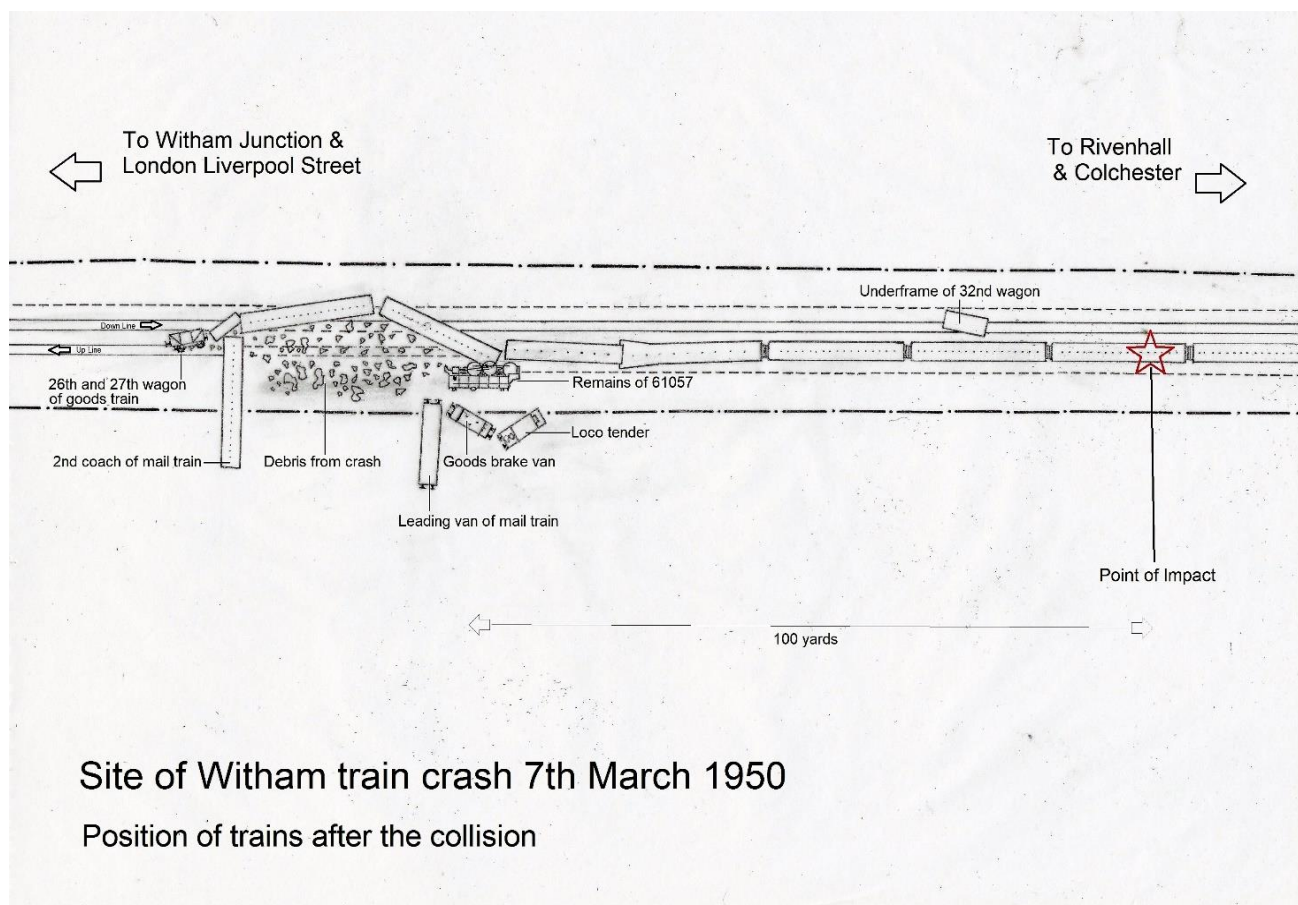
Meanwhile the preceding freight train had by this time reached Witham Junction and the signalman at Rivenhall box had set his signals back to normal. The signalman at Kelvedon accepted the mail train from Hill House box at 3.03am however he was alarmed at the speed of the train as it passed his box given the weather conditions and immediately telephoned the Rivenhall signalman saying "The Peterborough was going like mad" and to pull his emergency detonator. The signalman at Rivenhall went to his window and heard the train coming but it did not appear to shut off steam as it approached the distant signal set at caution. He pulled his emergency detonator and went back to his window to wave a red light but before he could do so, the train had passed at high speed. He sent "Train Running Away on Right Line" (4-5-5) followed by "Obstruction Danger" to Witham Junction box, but it was too late. At 3.11am the Peterborough mail train, hauled by 61057, crashed into the rear of the stationary Whitemoor Yard to Witham freight train.

The B1 hit the guards van of the freight train, veering to the left and ploughing through a shallow cutting to come to rest on its side, 100 yards from the point of impact. The tender separated from the loco, staying upright but facing the opposite direction. 61057 was

severely damaged: the main frame was buckled, the cylinders were broken, the motion twisted, the front buffer beam and bogey wheels torn off, the smokebox door driven in and the cab destroyed. Sadly, the fireman, W Hagger of Ipswich depot was killed along with goods guard A F Balls. The driver, although seriously injured, survived and of the 20 passengers and postal staff on the train, only seven sustained minor injuries.

The first four vehicles overran the engine and the 4-wheel van was wrecked. The second vehicle was left at right angles to the train and the whole of its bodywork torn away. Even so the passengers in this coach escaped with minor injuries. The third and fourth coaches overrode the debris of the goods train but stayed upright as did the rest of the train with the last four vehicles remaining on the track.

The loco was so severely damaged that it was deemed uneconomical to repair and was cut up at Stratford a month later along with its tender. The boiler however was salvageable and was fitted to B1 61119 at the end of May 1950.



An enquiry into the accident was held and the results published on 31st July 1950. This concluded that the probable cause of the accident was the failure of the driver of the B1 to observe the Rivenhall signals. By his own admission he was driving fast, at least 60mph, through fog and only just saw the Kelvedon signals. It was concluded that he passed the Rivenhall Distant and Home signals at caution and danger respectively and failed to make any brake application at the Witham Junction Distant. In the opinion of the inspector, he was "travelling too fast for the proper observance of signals under the prevailing weather conditions and he is primarily responsible for the collision."



*The remains of 61057 stand in Stratford Yard on 18th March 1950
Photograph copyright of the Transport Library, Neville Stead Collection*

Both signalmen at Rivenhall and Kelvedon came in for some criticism, mainly for not instituting double block working when the fog got worse, especially after the freight train fireman queried the aspect of the signals due to the deteriorating visibility. The Rivenhall signalman, in particular, was criticised for his failure to operate the Up detonator in time. This might, if deployed, have alerted the B1 driver to the danger allowing him to stop before colliding with the freight train.

In the closing comments of the enquiry the inspector drew attention once again to “the desirability of providing the warning type of Automatic Train Control (ATC) at the Distant signal, so that an audible indication of its aspect is given to the driver in the cab, and the brake is automatically applied if the signal is at “caution”. At that time, a system of ATC was confined to the Western Region and to the Eastern Region’s London to Southend line.

In the British Transport Commission Annual Report for 1948 it accepted its wider extension ‘as an ideal at which to aim’. It was acknowledged that preparations were nearly complete for large scale experiments with improved apparatus on the East Coast Main Line between New Barnet and Huntingdon and trials would begin soon with 65 locos. It was then hoped that ‘a high priority in terms of the allocation of available resources’ would be given so that all important lines in the country could be progressively equipped.

Unfortunately, the implementation of ATC/AWS did not come rapidly enough to avert one of the worst railway accidents in Britain when only two years later, on the 8th October 1952, 112 people were killed and 340 injured at Harrow and Wealdstone in not dissimilar circumstances. The report into that incident investigated the collision of the overnight express from Perth with a local passenger train when in patchy fog the driver of the express failed to see a distant signal with tragic results. The report also considered the fact that if some form of automatic train control had been instigated, 10% of accidents and 28% of deaths in the previous 41 years could have been avoided, saving 399 lives including the 112 lost at Harrow and Wealdstone and of course the two at Witham.

Around a fortnight after the accident at Harrow and Wealdstone and possibly to show the public that something was being done about ATC the first locomotive fitted with the experimental apparatus, Peppercorn A1 No 60130 *Kestrel*, worked the initial Kings Cross-Huntingdon ATC test train. Even so it was not until 1957 that the railway authorities were completely satisfied with the system and were prepared to adopt it for standard use across all regions of British Railways. Following this in September 1958 a start was made on equipping B1 locos with ATC/AWS equipment with 61189 being the first recipient. Even so only 168 of the whole class of 410 were recorded in Yeadon's Register as being fitted with the equipment. 61264 was one of those locos selected, being equipped with ATC during a general overhaul at Stratford in the summer of 1959. By this time though the days of steam were numbered and the need to equip further locos was presumably deemed unnecessary.

Today we tend to take travelling by train in foggy weather for granted but 70 years ago such conditions were much more hazardous and needed many safety measures to be followed by signalmen and loco crews. Failure to adhere to these precautions could and sadly did, as in the case of 61057 on that foggy March night, end in tragic circumstances.

Obituary- Ken Snowdon 1952-2020

Alf Bousie

We sadly have to report the death of Ken Snowdon.

Ken was a keen and very accomplished photographer who never seemed to fail to provide regular and excellent photos of 1264 for both our newsletter and the NYMR's Moors Line magazine.

He was born in Easington Village in 1952 and spent his whole life there. After leaving school he trained as an electrician and later became a TV engineer for Radio Rentals. He enjoyed landscape as well as railway photography and travelled round the country in pursuit of his hobby. Ken joined the Trust in 2006 and would regularly photograph 1264 through the seasons and when it was undertaking raitours in the North East, many of which graced the front page of the B1 News. He developed an illness last September and sadly died on 26th February.

RIP Ken

1264 seen through the lens of the late Ken Snowdon



Commemorating the 1948 Loco Exchanges 1264 briefly ran in the guise of fellow class member 1251 Oliver Bury and was captured by Ken at Beckhole on 28th September 2018.

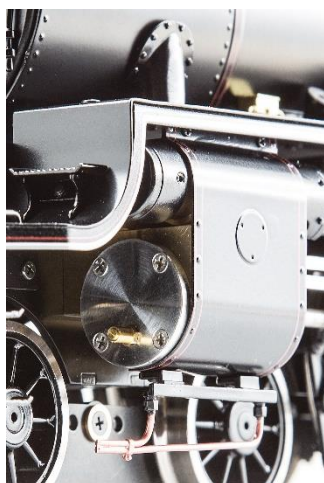


On the 18th March 2017, 1264 operated the 'Whitby Flyer' in conjunction with BR Standard Class 4 No 76084 and the pair were photographed by Ken from off Larpool Viaduct.

New Gauge 1 B1 Model

Modellers may be interested to learn that Accucraft UK Ltd have launched a new model of a B1 with a sample on display at the Warley Model Railway Show last November. The model is 1:32 scale (Gauge1), live steam, alcohol fired and of brass and stainless-steel construction. As can be seen from the accompanying sample photographs it will be finished to an extremely high level of detail complete with Walshaerts valve gear, two cylinders with piston valves, regulator valve, pressure and water gauges and a number of other realistic features.

The model will be available as 'ready to run' and in kit form with a range of versions proposed including 1264 in LNER Black and BR Black. At the time of going to press there were no mock-ups of 1264 available but an idea of the quality of the model can be seen in these images of 61306 in late BR Livery. More information can be found at – accucraft.uk.com and our thanks go to Graham Langer for supplying the images.



TBLT 150 CLUB

Stephen Harris

Prizewinners 2019/2020

2019	Special	£50	£30	£20	£10
December	£200 91 J Moore £100 153 R King Extra £100 31 D Wellington	152 N Suggs	175 A Lightowler	41 K Parkes	55 Mrs J Whitfield
2020					
January		63 R Goldthorpe	28 M Lloyd	32 A Naylor	103 P Morrell*
February		102 A Hartford	40 C Godliman	166 G Brothers	15 C Baines
March	£100 59 D Wellington*		60 R Kirk	22 S Saltmarsh	16 A Bousie
April		141 D Westbury	14 C Baines	129 A Hartford	97 B Limb
May		22 S Saltmarsh	20 C Steward*	12 Mrs J Whitfield	187 P Morrell*

*Denotes prize donated to TBLT

We are sadly losing some of our older members so if you are considering having a flutter or increasing the numbers you hold and wish to help the Trust at the same time, the new Club Year starting on 1st July would be a great time to do it.

If you would like to subscribe or increase your subscription please contact Stephen Harris at 7 Church Lea, Tavistock, Devon PL19 9PS, phone on 01822 618395 or email - stephenharris@hotmail.com



Finally, a sight we hope to see in the not too distant future as 61264 waits to run round its train at Whitby in October 2017.

Photo courtesy of Andrew Murray