

# B1 NEWS

**Newsletter of the Thompson B1 Locomotive Trust**

NUMBER 68

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*Here is a good shot of 61264 from the archives, awaiting its next turn at Liverpool Street, circa 1950s (?). Behind is what looks to be another B1. Can anyone shed more light on this photo, e.g. the identity of the other loco, 61264's next turn, or when the photo was taken? Any details received will be published in the next newsletter.*

*I should like to make a cover-page historical shot a regular feature of this newsletter, so if anybody has any good-quality images from 61264's pre-preservation career, please do send them to me. You can either scan and e-mail them to: [dave\\_horton@btinternet.com](mailto:dave_horton@btinternet.com) (this is the preferred method) or post them to 8 Leighton Way, Belper, Derbyshire, DE56 1SX. I will scan and return them. Please credit your photos with a name, date and description if possible.*

## In this issue:

Chairman's update.....	2
Engineering update.....	3
Wanted .....	10
Secretary's report .....	10
E-mail and website .....	10
Forthcoming events at Barrow Hill Roundhouse.....	11
Financial update .....	12
150 Club .....	12

## Chairman's update

*Mike Cobley*

Since our last newsletter, we have had a good result from the initial Boiler Stay Appeal and nearly £4000 has been from our current members. We have also received a very generous donation which has boosted our funds dramatically.

At the same time that the membership application form was revised, we took the opportunity to raise our annual membership fee, but only slightly, to only £10.00 per year. This means we are still one of, if not the cheapest, mainline loco preservation groups in the country. The increase covers the rising postage costs this year. The boiler stay appeal leaflet has also been revamped, in preparation for public launch.

Preparations are in hand for the 2010 Annual General Meeting, as we are now into our new financial year, from 1st July.

I have enjoyed a few visits to preserved railways this year, something I have rarely had time for in the past and it was so refreshing to see busy railways. The main volunteers, however, all seem to be 50 plus, especially steam loco supporters. Even with locos out on the main line, the majority of enthusiasts and photographers are also of a similar age.

It is heartening to think that, mechanically, 61264 could continue for many decades. Indeed, the work currently being carried out at Crewe will mean the boiler is good for another 40-50 years. However, if 61264 is to carry on life as an operational steam locomotive, not confined to a museum, the issue of volunteer recruitment is something that we too will have to face in the not-to-distant future.

I recently spoke to Mike Sanders, after his recent hospital visits. Despite a few setbacks, he is feeling much better, so let us hope that his recovery continues. He has been able to return to driving and firing at Whipsnade Zoo on a regular basis, so is getting a beneficial supply of smoke and steam!

## Engineering update

*Chassis and tender – Steve Andrews*

A theme of the last four months has been 'bushes'. I have been continuing with refurbishment of the brake gear.

Starting with brake hangers. First of all they were mounted on the milling machine and set up square, using shims to get them level. Then, using the inverter welder and decent Murex welding rods, the brake block mountings were welded up. I also welded over the brake pin bush. Doing this ensures that after the mounting face has been milled and the bush bored out, it leaves a nice square edge. But the bushes were not bored out straight away. After it was cool enough to handle, the hanger was turned over and set up (again using shims). The other mounting face was then welded and machined. Once the bushes were split and removed, the hole was lined up for finishing off. They were quite out of round and minor adjustments were made to remove the minimum of material. This was all repeated for the other two holes per hanger. All this was quite a lot of work, but it will be worth it. Incidentally, the bushes were bored out as this tends to be easier than using the press, which is also beneficial because the press at Barrow Hill needs 2-3 people to use it.

Whilst all this was going on, the reciprocating saw was at work cutting off new brake pins from a length of EN24T. And these were then roughed out on the lathe to be finished off later. Three machines on the go at once! The amount of swarf generated doing this has been quite unbelievable – it filled a quarter of a skip at Barrow Hill.

The brake equalising cross-beams have also now been repaired. They too were re-bushed. The six brake hangers and three cross-beams were refitted to the loco, and all of the parts are now free to move without binding. The tolerances are 'just right', the brake blocks sit square on the tyres, and all of the pull-rods fit together well. My thanks to Steve Robb for boring out the pull-rod bushes.

On the motion, the valve rods and expansion links have been taken down, cleaned up and examined. The valve rod die blocks were worn and have been replaced. The oil reservoirs at the top of the expansion links have been tapped out to 1¼ BSP and a pair of oil caps have been fitted, the same as on the coupling rods, complete with a cork. This should reduce the wear of the die blocks, ensuring a more consistent supply of oil. Both expansion links have now been refitted and all bare metal has been coated with 'Waxoil' to stop rust from reappearing.

The piston crossheads have now been split for the pistons, rings and bores to be checked over. Hopefully we can get everything reassembled in time for the Barrow Hill Model Railway show on September 25<sup>th</sup> and 26<sup>th</sup>.

The injector pipes have been annealed, refitted and clamped back into place.

The reverser has been refurbished. The frame was mounted on my milling machine, the leadscrew inserted and lined up square with a dial test indicator, then the worn bed was machined square again. A new leadscrew nut, with a 2¼" diameter, 3-start, 1½" pitch Acme thread form, had to be made specially by Baguleys of Burton (cost: £906). A brass wear plate was fitted to the base of the nut. The reverser assembly is now refitted in the cab, and moves freely.





*Steve Andrews gently eases back the off-side crosshead after splitting it from the piston.*



*Neil Snuggs cleans up RHS piston prior to inspection of rings and re-assembly in cylinder.*



The coupling rods and crank pins were subjected to MPI and, having passed, were refitted to the loco.



*Coupling rods are refitted to the loco at Barrow Hill.*

Dave Fowler is now sorting out the conduit for the electric lights and turbogenerator. Some of it is broken where it gets trodden on and there are also some broken joints. The conduit run for the generator now enters the junction box from underneath the footplating, where a tee will run to the front lamps. For the smokebox lamp, the conduit will run from under the generator, out through the footplating and directly up the side of the smokebox to the lamp. The conduit on the tender also needs attention, although it has withstood 10 years of running on the main line without any problems.

A few years ago the electric lamps were converted back to their original specification and were fitted with new stainless steel clamp screws and wing nuts, doing away with the need for spanners just to change a bulb. I get the lightbulbs from Derby Auto Electrics (10 in a box) at about 83p each!

I am still toying with the idea of fitting the second (through) air brake pipe and take-off tees in the cab for an M8 air brake valve, just in case Boris Johnson tells London Underground to run Steam on the Met again!

The pipe connections between engine and tender will have five hooks and chains fitted so that we no longer have to tie them up when loco and tender are separated. We used to do this with rope – but you can never seem to find any when you need it.

When I get back off holiday, the vacuum ejector will be stripped. The plated strings will be replaced with stainless steel. The camshaft will be removed, the worn nuts replaced again with stainless steel ones, with six slots instead of four, and the packing material will be replaced by graphited PTFE. This should prevent drips of hot water landing on the reverser.

We are doing everything we can think of to get 61264 ready for running back out on the main line again. Behind everything we do is a desire to improve reliability, make the operation of the locomotive ever more efficient and to enable our fitters and volunteer support crews to work more effectively with less stress and strain and more time to sit back and enjoy the loco!

A big thank you to our regular volunteers: Mel and Tina, Roy, Mick, Oliver, Neal, Alan, Paul and Dave, who just keep going at it and can see the progress from week to week. It keeps us going.

A further thanks to everyone who helped out with the sales stand at the Barrow Hill Beer Festival on 21<sup>st</sup> / 22<sup>nd</sup> May. To the Tuesday gang (Roy, Mick and Oliver) for bringing the stock down from the upstairs room at Barrow Hill, not to mention taking it back up again, and then to Brenda, Dave, Yvette and Neil who ran the stand over the two days.

To replenish the sales stand in time for the Model Railway show and the Tornado weekend (see details elsewhere in this newsletter), 61264 needs your donations of videos, DVDs, books, magazines, model railway equipment, military books, drawings etc. If you have anything that you would like to donate, please call me on 01332 774193 or 07824 422029 or call in at Barrow Hill and leave them on the work benches in the 'B1 corner', by the duty supervisor's office, in the corner of the roundhouse.

Finally, I should like to remind you that 61264 still needs your financial support. We are still raising money through the stay appeal, so please tell your friends, family etc.! As I have said before, it is no good hoping for a multi-millionaire benefactor to come along or a win on the lottery or a Heritage Lottery fund grant. The chances of such good luck coming along are very slim indeed. 61264 will only steam again with our own money from the members and from our sales stand. Please give generously! Thank you.



*Just a little reminder – what it's all about!*



## *Boiler – John Whitfield and Dave Fowler*

Work on the boiler at the LNWR at Crewe is progressing slowly but steadily. The repair is going to plan and it is being done so that the boiler will be good for another 20 years' service.

The standard of work from the LNWR dedicated workforce is truly amazing and is all being done under the close supervision of two of the most experienced boilersmiths in the country, namely Richard Watkins and Steve Latham.

The level of expertise is very evident in the work being done on the new outer firebox steel wrapper. Although the steel sides were pre-formed at the suppliers, they have to be hand-fitted to the exact profile of the backhead and front throatplate. This is being done by ace welder Andy Tranter who heats up the steel wrapper and then beats it into shape with big hammers.

At an inspection visit to LNWR Crewe on Thursday 5th August, we heard that Andy would shortly be welding the outer steel sides together, having got the fit to the backhead and front throatplate bolted up and tight. That work should have been completed by the time you read this.

Andy then explained the sequence of events to get the copper firebox into the outer steel firebox and ready for the stay work to commence:

1. Weld up the steel sides and rivet the steel firebox to the boiler barrel.
2. Remove the backhead and throatplate to allow the copper firebox to be slid into the steel firebox from the backhead end, then move it as far forward as possible to allow the backhead to be refitted and riveted up.
3. Move the copper firebox as close to the backhead as possible, refit the throatplate and rivet it up.
4. Position the copper firebox in the correct position for the stays and rivet up the foundation ring.
5. Have a cup of tea.

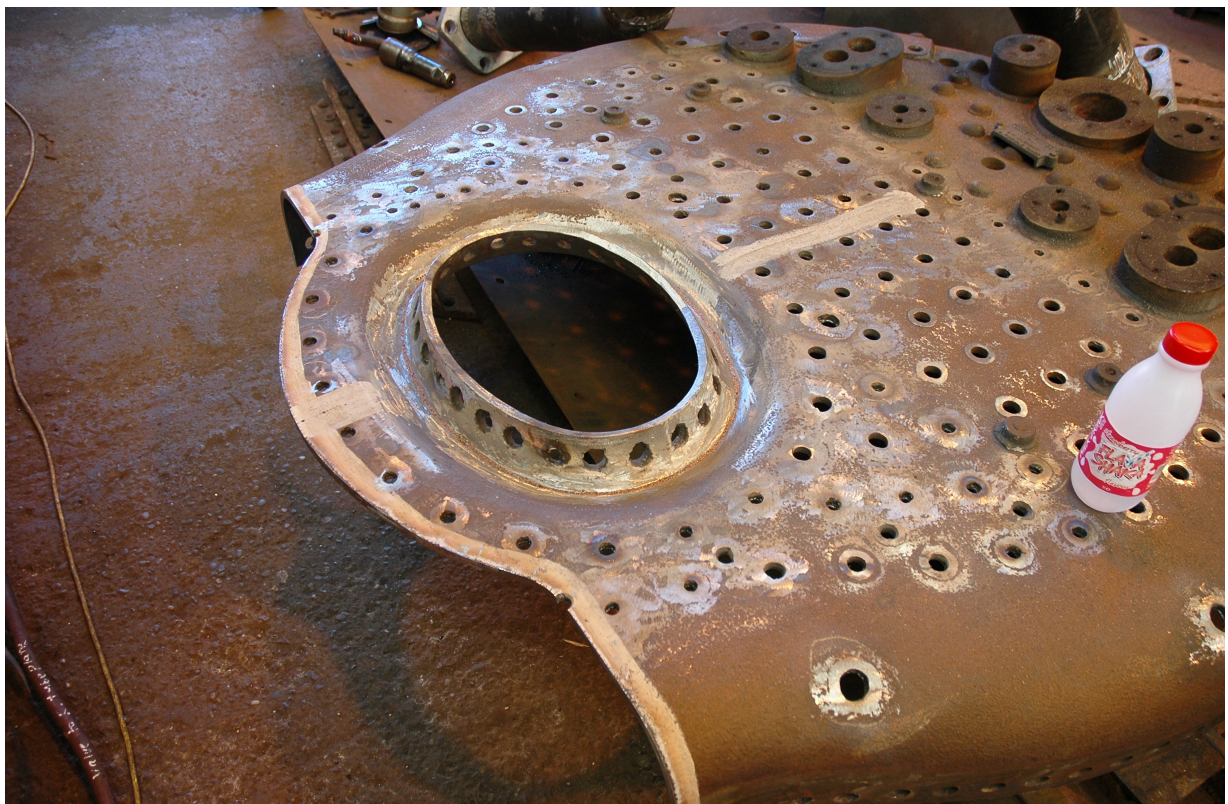
As Winston Churchill was reputed to have said after the battle of Alamein, we are now at the end of the beginning and with the start of the stay work, we will be at the beginning of the end.

The end is really in sight. The stay appeal is being widened to the general public but we hope that you will be sufficiently encouraged by the progress on the boiler at Crewe and the frames/tender at Barrow Hill to contribute even more and ensure that we complete the project early next year in time for the summer season on the North Yorkshire Moors Railway.

A selection of photos from the boiler work follows below.



*Copper firebox being drilled for stays.*



*The firebox lower doorplate was cut away. This photo shows the remaining upper section.*





*The existing upper doorplate and new bottom section are welded back together again.*



*Trial fitting of the steel doorplate and steel side sheets. After this comes more drilling and then the insertion of the firebox, prior to the start of the final build and staying.*

## Wanted

*Can you help by donating any of the following?*

- Videos, DVDs, books, magazines, drawings etc (particularly of a railway / transport / military theme) for selling on our **sales stand**. Also received gratefully: model railway equipment, railwayana, tools, car-boot sale type items of reasonable worth (e.g. old record players, stereos, TVs). The sales stand is a valuable source of income for the loco, and you'd be surprised what sells working simply on the 'make us an offer' principle! And remember when we sell all this stuff it is **PURE PROFIT** for the loco!
- A decent railway-type toolbox to put on the tender of the loco for the new spring-changing spanners and screw lift, so that they are always with the loco.

If you can offer or source any of the above, please contact Steve Andrews, Home: 01332 774193, Mob: 07824 422029.

Furthermore, Dave Horton would like to hear from you if you have **good quality photos of the loco in preservation or pre-preservation**.

I am intending to use these for creating a photo-archive via the revamped website and inclusion in the newsletter. Please credit your photos with a name, date and description if possible. Send photos to me at 8 Leighton Way, Belper, Derbyshire, DE56 1SX (I will scan them in and return them to you by post) or e-mail them to [dave\\_horton@btinternet.com](mailto:dave_horton@btinternet.com). I can be contacted on 01773 829598 (evenings) or 07739 023316 (daytime). Many thanks.

## Secretary's report

*Dave Fowler*

It has been a quiet time for my secretarial duties over the last couple of months but the Treasurer and Assistant Secretary (Helen Aylett) have been hard at work finalising the Limited Company 2009/2010 Share Issue. You should be getting your Share Certificates shortly, as our financial year ends in June. My work then starts as soon as the Accountants sign off the accounts and I can make the annual returns to the Charities Commission and Companies House.

The Annual General Meeting with its resulting paperwork will be coming around in October/ November time and it has been suggested that we hold it at Crewe this year. The boiler should be well on the way to being completed and the locomotive will have also been moved back to Crewe ready for the boiler to be fitted.

## E-mail and website

*Dave Horton*

In an attempt to reduce the cost of postage, we would, perhaps belatedly, like to compile a list of members' e-mail addresses, so that we can send future newsletters out by e-mail to those that are willing. If you would be happy to receive the newsletter electronically, please advise me of your e-mail address. My address is [dave\\_horton@btinternet.com](mailto:dave_horton@btinternet.com). Those who prefer to receive the newsletter by post, fear not, that facility will remain available! Also look out for a revamped website in the coming months at [www.thompsonb1.org.uk](http://www.thompsonb1.org.uk).



## Forthcoming events at Barrow Hill Roundhouse

*Your chance to see the progress on 61264 and meet some of the restoration team*

We will be present, with the sales stand, at both events detailed below. Any offers of help, if only for a few hours, to set up / take down and / or man the stand will be gratefully received. Please contact Steve Andrews (details above). Thank you!

### 1. MODEL RAIL LIVE



*“Model Rail Live is a unique family event combining the best in British model railways with the opportunity to see, hear and even ride on real trains. Barrow Hill Roundhouse is the country's most atmospheric railway museum; home to a superb collection of restored steam, diesel and electric locomotives. For one weekend only it will also host some of the country's best model railways and guest locomotives.”*

Featuring:

- Special appearances from guest locos
- Trade stands
- Designated Hornby area
- Train rides
- ‘Family interactive fun’

For DISCOUNTED ADVANCED TICKETS:

1. Call 0844 581 1383 quoting MRL01
2. Or visit <http://www.modelraillive.co.uk/>

### 2. TORNADO - BACK AT THE ROUNDHOUSE



## Financial update

*Stephen Harris*

Thanks to a very generous donation from a member who “brought forward” an intended bequest and to those who contributed to the Stay Appeal. As a result, we were able to authorise LNWR to purchase the flue tubes at the same time as continuing the firebox work.

Expenditure on the 10 year overhaul now stands at £234 000, of which about £217 000 has been on the boiler and firebox, including nearly £197 000 for the work done to date by LNWR. The Stay Appeal is being extended beyond our members and we hope for a good response from the wider enthusiast community even though the Directors appreciate how difficult finding spare finance is at present. If you can help by distributing some Stay Appeal leaflets, please contact Steve Andrews for a supply.

We are having loan contracts legally checked and will shortly need to draw down the loans mentioned in the last newsletter.

Finally, for the first time in very many years, we will be increasing the membership fee. However, it will only be £10. This is still substantially less than most other similar groups. The increase is necessary because of the increased cost of Newsletters and we have to pay VAT from the portion of the subscription which pays for the Newsletter.

## 150 Club

*Stephen Harris*

2010					
	Special	£30	£20	£10	£10
January		2 G Mead	102 A Hartford*	166 D Redmond*	138 P Slater
February		79 Mrs J Whitfield	150 M Sanders	4 A Hartford*	12 K Goodall
March	£50 9 R Barnes	=====	65 N Snuggs	123 S Ackley	137 P Slater
April		159 D Redmond	98 F Carter	141 M Sanders	139 T Davis
May		81 R Goldthorpe	102 A Hartford*	118 G Brothers	148 N Snuggs
June	£50 64 R Flintoff	===== =	161 G Thorpe	63 E Wright	127 P Bates
July		67 R Goldthorpe	54 G Thorpe	138 P Slater	105 C Godliman
August		120 P Morrell	97 P Scott	125 S Ackley	138 P Slater

\* These 150 Club members have donated their winnings to the Trust. If you would like to do the same, please let me know in writing. E-mail and post addresses as below. The 150 Club is now virtually full but if you would like to subscribe you can be put on the ‘waiting list’. Please contact Stephen Harris at 3, The Larchlands, Penn, Bucks, HP10 8AB or on 01494 813551 or by email at [stephenharris@hotmail.com](mailto:stephenharris@hotmail.com).