

B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

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MERRY CHRISTMAS to all our members!



Ok so this isn't the loco looking her best, but that was the truth of her condition on 22nd August 1964, just over a year before withdrawal. Here she is pictured outside Colwick shed, Nottinghamshire, her final allocation. We are grateful to Mr A.G. Bell for taking this photo.

And thanks to everyone who has sent images in response to the appeal in our last newsletter. A steady trickle of pre- and post-preservation photos has been forthcoming. Please do keep them coming!

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Chairman's update

Mike Cobley

Time flies so quickly these days. It doesn't seem like over a year since I was asked to step back into the Trust affairs and then ten years since I thought I had retired. Next year will take us back to the heady days of 1997 when 61264 moved under her own power for the first time in 33 years. The magnificent works being carried out at Crewe were a revelation to the members attending this year's AGM. And the volunteers working at Barrow Hill have all but completed the chassis overhaul.

At the start of the wintry weather at the end of November, Dave Fowler, Stephen Harris and I travelled to Pickering to arrange a loan and future running agreement with the North Yorkshire Moors Railway. I am delighted to report that we will be based on the Railway for five years and with our main line certification we will be able to run the through trains to Whitby and Middlesborough. The Railway Trust will make a loan available this Spring, paying us in advance for our running fee earnings.

There will be a shortfall on the expected final bill for the ten year overhaul and several of the directors have also agreed to make loans to get the locomotive ready in 2011. Any other offers of financial help will be greatly appreciated.

When we are up and running on the Moors, we have been invited to hold a members' day with trains hauled by the B1 for our exclusive use. Those of you who attended Loughborough at Easter 1997 will remember what a super day that was and with the added spectacular countryside of the NYMR to run through, we should enjoy another memorable day.

Finally, it is worth mentioning that 61264 becomes an old age pensioner in December 2012 - so there are more celebrations to organise!

On behalf of the Directors of the Limited Company and the Board of the Trust may I wish you all a Merry Christmas and a Happy New Steaming Year.....

Engineering update

Chassis and tender – Steve Andrews

First, a few thank yous! Thank you to the Trust members who turned up for the AGM at the Crewe Heritage Centre (CHC) and thanks to the CHC trustees for hosting the AGM in the Crewe North Power Signal Box. Thanks also to Mike Lenz who supplied the tea, coffee and biscuits. After the meeting we went to view the boiler, where Jamie, one of the LNWR boilermasters, explained the work being carried out. Jamie then took everyone on a tour of the site, showing work being carried out on other boilers and locomotives. Thanks Jamie.

Work continues at Barrow Hill. On the left hand running plate, at first it seemed like all that was needed was a good clean, rub down of the paintwork and all would be alright. But we have found broken / loose nuts and bolts, sandbox filler tops never having been fitted with gaskets and fractured pipe brackets, so it has been a bit more involved. We have slowly worked through it all – just the right hand side to do now.

The air brake through-pipe under the buffer beam A-section had to be renewed and a new bracket made. Dave Fowler has improved the lighting conduit; now more rigid and tidy.

The Tuesday Gang still keep coming – they know who they are, and there are still a few of us on Sundays.

Dave and Yvette Horton are cleaning and scraping the loose rust/scale inside the tender tank, into the tender well, which will eventually be collected up in small buckets and passed through the man-hole. We will let you know how many wheelbarrow loads it all amounts to in the end.



Yvette Horton (left) being treated to a romantic Sunday afternoon with her husband inside the tender tank scraping 'Titanic sized' sheets of rust off every possible surface.

Neil Snuggs was cleaning up the boiler blowdown valve pull rod, when he noticed a small crack in the rod. We decided to scrap the rod and make a new one. This took 1.5 days in total – all of the parts were TIG welded, repainted and refitted.

In my workshop I have overhauled the vacuum ejector; spent 2.5 days taking it apart because of the special tools that had to be made. Two new C-nuts have been made in stainless steel with 8 slots instead of 6, to make packing these awkwardly placed glands a lot easier.

New springs, now in stainless steel, and some new gunmetal valve spindles, should make the ejector more reliable in service.

Arrangements have been made to collect the new smokebox door from its storage place at Ruddington and take it to Crewe, where we will collect the ashpan and top half of the cab. The ashpan will be dropped off at Hill and Webster, where they will manufacture a new one.

The top half of the cab will be taken to Barrow Hill, where the quilting on the bottom beading of the side cab windows will be repaired. This will be done by drilling out the rivets, lifting the beading, cleaning out the rust, then it will be riveted back together. Then the quilted parts will be squeezed together with the big rack clamp.



A view of the locomotive frames and 'B1 corner' at Barrow Hill, showing the acres of fresh red paint, lovingly applied by Paul Kaufmann over many months!

Where the bottom of the top half of the cab was riveted on, over the years in BR service the rivets were burnt out, and some holes were damaged. These will need welding to tidy them up. The top half of the cab will then be reunited with the bottom half and the holes in the jointing plate will be drilled through. Dave Fowler will then sort out the broken conduit and rewire where necessary.

New LED lighting will be fitted for the gauge glasses, reverser, boiler gauges and general cab light. The lights are designed for use on lorries, are sealed, weatherproof, provide better lighting, use less power, and will hopefully involve a lot less maintenance, and will be similar to the original Stones fittings, so won't look out of place. The injector overflows will also be lit up so when 61264 is used on evening dining trains she will be lit up like a Christmas Tree!

The container at Crewe which we use as a store has now been fitted with a 14ft long bench, which has a vice and pillar drill. We will now start work on the boiler crinolines and get them repaired before the loco frames return to Crewe. The bench has also been designed to accommodate boiler tubes, so they won't have to be stored outside.

We will also buy another 20ft container jointly with the Railway Carriage Company (who own and maintain our support coach), fit it out with racking, cupboards and a 14ft long bench.

The way forward

Once back in steam, the loco will return to the North Yorkshire Moors Railway to earn enough money to repay loans, members' loans, and build up a reserve for the next overhaul. We will also be available for mainline running, and we have a commitment to Barrow Hill to attend a couple of galas.

At the next overhaul we will need a new tender tank, which will be made with the modifications we made to the original, e.g. coal space, shovel plate, oil locker, toolboxes etc.

One of my aims is to reduce costs through improvements in the locomotive's spares, so 61264 isn't out of traffic waiting for parts. I also want to maintain and expand the volunteer input, and keep 61264 cleaner. I shall also continue to convert the boiler fittings to stainless steel valve seats, with floating gunmetal valves, and use stainless steel where it will improve reliability. In other words, continue as we are!

Donations

Thank you to everyone who donated books, magazines, DVDs, videos etc for the model railway show and Tornado event. Thanks also to Edward Carver who donated a limited edition model of Tornado, which was sold for £120.

At Sheffield Railwayana Auctions, an enamel sign from Stretton station raised £65, along with a totem from Greys, which sold for £350. We have some more items for auction, which will be in March 2011.

So do please keep the donations coming for the next event, which will be the Barrow Hill Beer Festival in May.

Boiler – John Whitfield and Dave Fowler

The boiler is now at the stage where all the preparatory work is complete and the copper firebox has been inserted into the outer steel wrapper. It has been aligned and secured at each corner, marking out has been completed and drilling of the outer steel sheets has commenced. After this will come the job of fitting 1070 stays.



At LNWR Crewe, the inner and outer fireboxes have been reunited, marking out is complete and drilling for the stays has commenced.

AGM report

Dave Fowler

The 28th Annual General Meeting of the Thompson B1 Locomotive Group was held on Saturday 30th October 2010 at the Crewe Heritage Centre, Vernon Way, Crewe, with 26 members present.

Thompson B1 Locomotive Ltd

The meeting commenced with the Limited Company AGM and the Secretary (Dave Fowler) reported that The Annual Return to Companies House had been prepared and awaited submission after our 'made up date' of 11th November 2010. Only two meetings of the Limited Company were held during the year, mainly to approve grants totalling £10000 to the Trust to assist with the Locomotive overhaul.

The twice-yearly share issue was carried out with her usual efficiency by Helen Aylett, 564 x £10 shares were issued and all routine paperwork associated with the share issue submitted to Companies House on time.

It was reported that we still have a number of small shareholders who have held a £10 share for 30 years or more. It is a legal requirement that we send out AGM notices every year and this means we are running a deficit on these shares. Mike Cobley stated that he will again contact the small shareholders and ask them to increase their holding or donate the shares to the Trust.



Members of the Thompson B1 Locomotive Trust standing in front of 6100 'Royal Scot' at the Crewe Heritage Centre, 30th October 2010

The Treasurer (Stephen Harris) reported that the Thompson B1 Locomotive Trust had received an offer of a loan from the North Yorkshire Moors Railway to assist with the completion of the locomotive overhaul. In return the Trust will sign a 5-year contract to work on the railway. The loan will attract interest at 2% above bank rate and will be paid back out of the first year's running fees. The Limited Company, as the owner of the locomotive, must agree to this and would have a charge registered against it at Companies House. Stephen Harris also recommended that the Limited Company share capital was increased to £350000 (three hundred and fifty thousand pounds). This was carried unanimously.

Thompson B1 Locomotive Trust

The meeting moved on to the AGM of the Trust with a report from the Engineering Manager (Steve Andrews) who outlined the work that had been carried out at Barrow Hill over the last year. The Boiler Project Manager (John Whitfield) also reported on the work to the boiler at Crewe *[see elsewhere in this newsletter for details – Ed.]*

Outstanding work on the boiler and locomotive, based on the original estimate, will be £128,000 to get it into service on the North Yorkshire Moors Railway. Robin Aylett reported that we have had donations of £6180 so far to the Boiler Stay Appeal.

The Secretary (Dave Fowler) reported that the Annual Return to Companies House had been prepared and awaited submission after our 'made up date' of 11th November 2010. The annual return to the Charities Commission had also been prepared and would be submitted electronically soon.

The Minutes and Accounts for last year's AGM were not sent out to members and shareholders but they were made available on e-mail and would be posted out on request. Only one request was received, to have them e-mailed. This was done to save the Trust money but this year the full accounts and minutes were sent to members and shareholders at a cost of £320. A member also complained of not enough copies being available at last year's AGM. This was addressed this year at additional cost to the Trust.

The Membership Secretary (Brian Rich) reported that this year has seen a net loss of 12 members due to different circumstances. 7 Trust members who were receiving free membership as they were purchasing at least £5 of shares each month by standing order have ceased this arrangement and so have forfeited free membership. 13 Trust members have not renewed their subscription in spite of receiving two reminders.

It was suggested that there could be at least two reasons for the loss of these 20 members. Generally most of us are more wary about our expenditure due to the financial downturn. We appear not to have any wealthy bankers, receiving large bonuses, as members. Also the fact that our locomotive has not been in operation for a lengthy period may have lead members to look at other locomotive projects. 4 members have sadly died and their families do not wish to continue to receive mailing.

On the positive side it was reported that 12 new members have been gained, often from a leaflet picked up at Barrow Hill. This leaves us with 250 ordinary members and 18 life members. Brian remarked that he was speaking to a member recently whose membership was up for renewal. The member asked if there was any concession for the over 60's. He said if we did offer concessions that it would be to try and entice *young* members to join the Trust. Seriously this must be an issue for the Board to consider, namely, what can be done to recruit the *younger* rail enthusiast.

Mike Copley (Chairman) informed the meeting that the talks service is being digitalised and is still being requested by interest parties on a regular basis.

The Treasurer (Stephen Harris) then presented his report [*see elsewhere in this newsletter for details – Ed.*]

The Acceptance of the Accounts and Report of Directors was carried unanimously.

Stephen Harris retired by rotation from the Trust and was re-elected unanimously. John Whitfield retired from the Trust and, being eligible, offered himself for re-election. He was re-elected unanimously. No further nominations had been received.

Stephen Harris proposed a vote of thanks to Dave Horton who is doing a brilliant job in producing the 'new look' B1 News. This was seconded by John Whitfield and carried unanimously.

Steve Andrews informed the meeting that £1473 had been raised at Barrow Hill from the sale of donated items at the Model Railway Exhibition and Tornado Weekend.

Dave Wellington had contacted Malcolm Root, the famous railway artist, and obtained a large slide from one of his paintings of 61264 at Liverpool Street. He has had 25 A4 prints made and they are for sale at £5 each with all proceeds going into the boiler stay appeal.

The Meeting Closed at 1300 when all members present departed for a conducted tour of

the LNWR works where the excellent work being done on the boiler was observed. This was followed by a question and answer session during a meal at the Fish and Chip Restaurant and the British Lion pub. In all an excellent day, with special thanks to Mike Lenz of the Crewe Heritage Centre who allowed us the use of the magnificent signal box.

Wanted

Can you help by donating to either of the following?

Sales stand – Barrow Hill

Videos, DVDs, books, magazines, drawings etc (particularly of a railway / transport / military theme) for selling on our sales stand. Also received gratefully: 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! If you can offer or source any of the above, please contact Steve Andrews, Home: 01332 774193, Mob: 07824 422029.

Model railway equipment

Thanks to the generosity of one of our early day members, Mike Rudd from Harpenden, we have been commissioned to sell his model railway collection including many kit-built locomotives and rolling stock items. We will share the proceeds between Mike and the Trust. To this end, we expect to attend the Brambleton Model Railway exhibition in Harpenden on 22nd January, after an absence of three years. Any members with unwanted items of model railway equipment, please contact the revitalised Sales Team - Mike Cobley, on 01582-767782.

E-mail and website

Dave Horton

Thanks to everyone who has agreed to receive the newsletter by e-mail, thus reducing our postage costs. If anyone else would be happy to receive the newsletter this way, please advise me of your e-mail address. My address is dave_horton@btinternet.com. The revamped website is now up and running at www.thompsonb1.org.uk and has slowly been increasing in popularity, with an average of 1200 page loads per month since September.

New Graham Farish B1s

Dave Horton

Members may be interested to learn that Graham Farish have recently brought out four new N-gauge B1 models, no. 1000 'Sprinkbok' in LNER green, no. 61139 in BR lined black with early emblem, no. 61251 in BR lined black with late crest, and no. 61321 in BR lined black with late crest. The first three are in 'pristine' finish whilst the latter is 'weathered'. All possess a new body design that includes options for welded or flush-riveted smokebox detail, original lamp or electric light bracket details, detailed cab interior including driver/fireman seats, see-through driving and bogie spoked wheels, steam generator / AWS battery box and air cylinder details, and last but not least a powerful tender drive mechanism with NEM 6-pin decoder socket.

North British News

News roundup from our friends at the North British Locomotive Preservation Group
<http://www.rubihorn.demon.co.uk/nblg/>

Dubs Tank

With our Dubs Tank about to set sail for the UK, we need to start preparing the track for her at the Mizens Railway. Mike Smith's team have already removed the old Sharp Stewart mock up loco and have taken up the standard gauge track it was situated on. The Dubs will be in a slightly different position so there are footings to prepare, 3 foot 6 inch gauge track to be laid and ballasting to be carried out. Work parties will take place on Sundays during January so please advise Ken Livermore on 01189 864 706 if you are able to help.

Glasgow moves

John Messner, Curator of the new Riverside Museum in Glasgow has kindly sent a link to a blog he has created to keep everyone up to date with the movement of exhibits out of the old Museum of Transport in Bunhouse Road and of course, progress on the new Museum. It is in its infancy at the moment but there are posts on 15F No. 3007, Highland Railway No. 103, G & SWR No. 9, GNoS Gordon Highlander, etc. The blog can be found at <http://riversidemuseum.wordpress.com/>

Turkish 8Fs

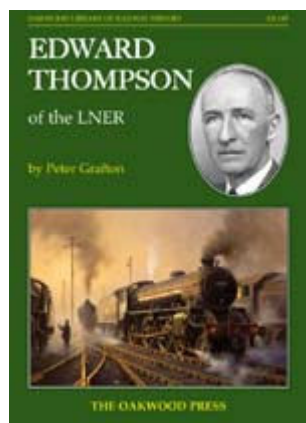
The two North British 8Fs coming back from Turkey were due to leave Port Izmir on 8th December and arrive at Portbury Docks in Bristol during the Christmas holiday week. TCDD Nos. 45166 & 45170 are expected to be taken to Totton by road where they will join ex-Turkish NBL 8F No. 45160 which has now been returned to steam.



North British-built, ex-Turkish 8F no. 45160 has recently been returned to steam at the Gloucestershire Warwickshire Railway

Book review

Brian Rich



Edward Thompson of the LNER

By Peter Grafton

Published by Oakwood Press.

ISBN 978-0-85361-672-6.

Price £12.95 (soft back with card covers), 131 pages.

This is a new edition of a book which the author completed in 1970 and was first published by Kestrel Books in 1971. It has long been out of print, so a new edition is most welcome.

It should be emphasised that this *is* a new edition and *not* simply a reprint. The author states in his preface that over the years he has been able to assemble much more information about Edward Thompson, so here he presents a more rounded view of Thompson's locomotive design and his character. The author points out that he has also benefited from collaboration with Richard Hardy and Geoffrey Hughes, in addition to further help from the ex-shedmaster of Kings Cross, Peter Townend.

Over the years Edward Thompson has received unjustified bad press from many railway authors and has been ignored by others. In the Epilogue to this new edition there is a section from an article that Richard Hardy wrote in issue No. 110 of "The Gresley Observer". He reminds us that we should judge Thompson for his successes as we would judge Gresley. He adds, "He may have been obstinate at times but so was Gresley, for they were powerful men and were none the worse for that."

The main section of the book is concerned with Thompson's years in office between 1941 and 1946. In addition to a section on the B1 locomotives, there are sections on J11 rebuilds, the P2 conversions, the B3/3, the O1, the A2/1, A2/2 and A2/3, the B16/3, the L1, the K5 and the K1. There is also a short section on the influence that Thompson had on carriage and wagon design.

At the end of the book the author reminds us that, in addition to the preservation of 61264 and 61306, we are fortunate that 62005 has been preserved. Even though this locomotive was built after Thompson's retirement, it is officially listed as a Peppercorn development of a Thompson design.

As with many Oakwood Press books this is excellent value at £12.95. The high quality finish of this book is typical of books produced by The Oakwood Press. All the pages have a gloss finish and the author has been able to add substantially to the number of photographs in the first edition. The reproduction of the black and white images is excellent. The quality of the book is enhanced on its front and rear covers by colour copies of two paintings by the famous railway artist, Philip D. Hawkins.

In summary, the author has shown in this new edition that the research he has done since the first has been thorough and worthwhile. I am certain that all Thompson B1 Locomotive Trust members will enjoy this book. It is well worth buying even if you have already got a copy of the first, if only for the many additional high quality photographs that it contains.

Financial update

Stephen Harris

Expenditure on the 10 year overhaul now stands at £267,000, of which about £247,000 has been on the boiler and firebox, including nearly £227,000 for the work done to date by LNWR. The costs of the boiler work seem to have been ever increasing; each new discovery added cost. Nothing ever seems to be easier than expected. However, we should now be past any more unexpected surprises. This expenditure uses nearly all our 'free' resources and further expenditure will need to be funded largely from loans. A loan contract has been drawn up and I will shortly be sending copies to the Members who have shown an interest in offering loans.

Mike Cobley has covered what the Directors are doing and if you have any cash reserves and would be prepared to offer a 5-year loan to the Trust, please telephone, write or email me as below. Loans will be repaid as early as possible but are unlikely to be repaid in less than two years. You may ask how the loans will be repaid. This is mostly by means of the earnings from the NYMR Hire Agreement, whereby the railway pays for the routine maintenance and spares thus drastically reducing the cost to the Trust. We are guaranteed a minimum of 6000 miles per year, which we expect to be worth nearly £50000

Although I have concentrated on loans, donations or contributions to the Stay Appeal are as welcome as ever and at the last AGM the authorized capital of Thompson B1 Locomotive Limited was increased, allowing the company to sell an additional £50,000 in shares. So we have widened the number of ways you can contribute.

And to finish with some good news, there is a Gift Aid claim for over £7000 being processed and another for nearly £10,000 about to be presented. It is great to have Government support and to see that your donations are still producing results. Thank you again to all those who completed Gift Aid forms and donated in this way.

150 Club

Stephen Harris

2010					
	Special	£30	£20	£10	£10
August		120 P Morrell	97 P Scott	125 S Ackley	138 P Slater
September	£50	14 K Goodall	2 G Mead	114 J Whitfield	146 M Rodgers
October		15 K Goodall	23 A Franklin	192 G Brothers	115 P Slater
November		155 H May	5 A Franklin	140 M Sanders	8 R Barnes
December	£100 2: G Mead £50 134 M Sanders	149 N Snuggs	56 C Clarke	29 D Wellington	86 P Morrell

Some 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.