

B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

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www.thompsonb1.org

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Another great shot of 61264 leaving Liverpool Street, probably taken at the same time as the photo on the cover of our August 2010 newsletter (c. 1950s). An unidentified Britannia waits in the background – very apt for this issue given that the two preserved examples (70000 Britannia and 70013 Oliver Cromwell) have recently returned to steam. Both locos, like 61264, have undergone boiler repairs at LNWR Crewe in the last few years. Now that they are completed, it is hoped that repairs to our boiler will move on apace, with the promised completion date of August 2011 looming large (see reports in this issue).

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Chairman's update – FUNDRAISING, any way we can!

Mike Cobley

As you will see from the Treasurer's Report, the ten-year overhaul has depleted our bank balance, but we remain in credit - just! From reports on other locomotive overhauls, some costing in excess of £1 million, we have done exceedingly well to have spent our hard earned funds as sparingly as we have so far.

We have received several sizeable donations to the funds recently, and five members have offered loans to ensure that the work can continue without further delay. The revived sales team worked hard at the Brambleton Model Railway Exhibition in Harpenden in January. We had received a collection of books and railway literature from the late Peter Bland's family, a collection of model railway equipment from John Smith of Brentwood and the entire stock from Mike Rudd to sell on a 50/50 shared basis. In just the one day we took in excess of £2,500. As the items were donated we are able to claim Gift Aid as well. Many thanks to John & Mike and to the sales team's efforts. The Boiler Stay appeal still gets donations and that fund has raised so far £6500. Thanks again to Robin Aylett for his continuing efforts.

On a personal note I am pleased to announce that my working career has ceased, with effect from 21st April, having been made redundant. As I approach 65 it does mean that I can enjoy summer 2011, and having spent half of my life involved with the B1, I can now make myself available for the rest of my life keeping the loco going! I have washed the old overalls and polished the steel toe caps of my boots and hope to be invited to the Tuesday Old Boys' Club at Barrow Hill.

Engineering update

Chassis and tender – Steve Andrews

On Sunday 8th January, Paul Kaufman, with his son's trailer, picked me up, and we journeyed to GCR(N) at Ruddington. Here the new smokebox door was being stored. It was then loaded on to the trailer for onward transport to Crewe. We had a good look around the site at Ruddington. The Model Engineer's track and facilities are most impressive and put many full-size preserved railways to shame. With their new platform now fenced, the lighting installed and the track layout nearly finished, it is looking very good. Well worth a visit.

The new smokebox door has a bit of history behind it. In the early 1980s, four loco boilers were discovered at Boulton and Paul joinery in Maldon, Essex. Hoping that one of them was a B1 boiler, I went down to look. Unfortunately they were 2 off GNR Ivatt Atlantic boilers, 1 off GCR and 1 off M&GN. Nonetheless, one of the GNR boilers had a very good smokebox door, so a working party was duly arranged and we brought the door to the GCR at Loughborough. However, at that time we didn't realise that 61264 was fitted with a 52" door and the Ivatt door was a 57". Around the same time, Alan Grice, the GCR loco fitter, had ordered a new door for the N2 tank. He offered to swap doors, as the Ivatt door would fit straight on to the N2. And so, the N2 has run with the Ivatt door ever since.

In 2003, we fitted a new 52" door at the GCR(N) (MkII). Bill Owen purchased the very thin and worn out old door (MkI, ex-N2 tank), filled in the holes, made some new door straps, fitted a smokebox numberplate and shed code plate, and sold it to a Model Engineering society near Aldershot. It is now mounted on their clubroom wall.

The new 57" door of 2011 (MkIII), which we are having made, will be fitted to a brand new door ring and smokebox. It will have a deeper lip, making a stronger door, and less likely to pull away from the bottom of the smokebox. Don't worry Ken, you'll have the old door (MkII) later this year!

To return to the story, Paul suggested that we take the new smokebox door to LNWR Crewe. So on the Monday, Alan Scott with myself and Paul delivered the door to Crewe, then we picked up the old ashpan and delivered it to Hill and Webster in Ashbourne. Here it will be used as the pattern for a new one in 8mm Corten plate [*This has now been completed – Ed*]. We then returned to Crewe to pick up the top half of the cab, intending to take it straight to Barrow Hill. But we only made it as far as Paul's back garden. Of course it rained all day. The mileage was 200!

On the following Sunday, Paul delivered the cab to Barrow Hill. Mervyn Alcock was going to forklift the cab and place it by the shed doors, but his slinger suggested we place the cab on to a spare P-Way trolley. Thus we started the 03 shunter, pulled the Class 40 off the turntable road, rolled the P-Way trolley with cab on to the turntable, turned and pushed it on to 61264's shed road, right up to her buffers. It was a lot of excitement compressed into a short time, but it rolled perfectly into place, just in time for lunch.

The cold weather both before and after Christmas slowed work right down, Barrow Hill being a place where you open the shed doors to let the heat *in*.

When work re-commenced, Dave and Yvette finished off scraping the loose rust from inside the tender; a rather horrible job but somebody has to do it. The large electric fan placed under the manhole at the bottom of the tender was of great benefit, by keeping a

good air flow going through the tank. Five wheelbarrow-loads of scrapings were carried away. The tank has only got to last another 10 years, which it should do. The new tank will have two manholes in the sump, one at each end, both of which will be big enough to get through. It will incorporate all of the modifications carried out over the years on the existing tank.

Work continues on the right-hand side foot plating where loose rivets have been drilled out. The metal around the rivet holes was repaired by welding.

A slight change of plan will see us returning as many of the boiler crinolines as possible from Crewe, whence we can repair them in comfort at Barrow Hill, with access to tea, biscuits and a good lunch.

The top half of the cab has also had rivets drilled out, where the bottom beadings around the side windows were quilted by rust. Some sections of the cab have been cut out and flattened, and are now welded back in place. Eyebolts have been fitted into existing holes, so that the cab can be lifted more easily in future.

The Tuesday gang re-riveted the side window beadings back together, about 40 rivets in all. Arborseal was squirted in between the beading and cab side. When clamped together, this should fill any small indents in the metal, and should stop the quilting from happening again. The cab sides are now reasonably straight, at last!

The top-side window runners, which were made out of brass strip (about 20 years ago) have suffered from the effects of smoke and soot and are corroded and embrittled. These will be replaced by stainless steel runners. We have unfortunately mislaid one set of cab windows and are planning to make a replacement set, with a modification to incorporate a second deflector window to assist the driver's view when running tender first. But if anyone has the missing window set lying in their shed, please get in contact.

The reverse sanders have been tweaked, so that they don't need to be taken off when the boiler is lifted. They are being refitted by volunteers – another job which won't now have to be carried out at Crewe.

In summary, work on all aspects of 61264 is steadily going forward. Volunteers have done 95% of the work at Barrow Hill, using very little paid labour, most of the money that has been spent going on materials and bought-in parts. The tender is now finished, apart from a lick of paint. The frames are almost there.

Paul Kaufman is fitting a new wooden cab floor and now that Dave Fowler has returned from South Africa, he will be rewiring the cab, with more conduit junction boxes fitted to simplify cab removal.

When the boiler is ready for refitting, the loco frames will be returned to Crewe for final assembly of the locomotive to full working order.

Thanks again to everyone for keeping the donations of books, magazines, videos, DVDs etc. coming, and to John Allsopp especially for delivering a Transit Van load of top quality swag to my house. The next big event at Barrow Hill will be the Beer Festival on Friday 13th and Saturday 14th May. It will be an 'everything must go' sale.

Boiler update

To ensure continuity of work, the material for the smokebox has now been sourced and LNWR will order the small tubes to meet their completion date of the end of August 2011. Some beefing up of the smokebox will be incorporated into its manufacture, in an effort to make it last for longer. A start has been made on fabricating the door ring.

We have agreed a deal with NELPG, owners of K1 no. 62005, for use of our copper tubeplate flanging block, as they need one for the K1's boiler overhaul, currently taking place at WCRC Carnforth under the supervision of John Haddow.

Andy Tranter at LNWR has repaired the internal copper pipes, long sections having been replaced. The superheater header is quite thin on the top flange which supports the snifting valve assembly, and worn at the edges. This will have to go to Cast Iron Welding for repair. The inner firebox is now in its permanent position, and preparatory work for staying is well underway, with all holes rough drilled and reaming taking place.

The throatplate has been riveted to the boiler barrel. So too have the outer wrappers, which have also been riveted to the doorplate. Soon the foundation ring will also be riveted in place, before the whole lot is rotated to gain access and install the crown stays. The longitudinal stays are also now in place.



The outer wrapper and throatplate shown riveted to the boiler barrel. Note the chalk marks on the outer wrapper – these denote areas of same-sized stays. The holes are shown rough drilled, though most of the reaming is now complete.



The doorplate, showing internal copper pipes protruding up to where the valves will be.



A start has been made on fabrication of the smokebox door ring.

Despite what you read in the railway press, this epic repair of 61264's boiler is far better value than buying a new steel welded one, coming in at just under half the price. 61264's boiler lasted 60 years and with careful use and clean water, should last for another 60.

Speaking of clean water, I urge all preserved railways that run seven days a week to change over to 'reverse osmosis' water treatment. Yes the set-up costs are high, but the rewards are lower boiler maintenance costs and more effective use of paid staff and volunteers. This can only go one way – a reduction in overall costs. Ask any railway already doing this if they would go back to the way they were. The answer is a firm NO! If only we could have a system that would fit on the tender and fill it overnight – I would certainly fit it.

Secretary's report

Dave Fowler

Having been in South Africa for the last 3 months I have not had the opportunity to enjoy the sub-zero delights of Barrow Hill with the 'Tuesday Gang'. Which is a pity, as I have had to spend my days lying on the beach working out how to fit the 24V LED lights in the newly refurbished cab and how the OTMR and TPWS is to be re-wired.

I have been in regular touch with John Whitfield and the rest of the committee by e-mail and John has updated me on all his frequent visits to Crewe (with photos). I know we all think that the boiler is taking an awfully long time to rebuild, but when you see the complexity of the work required at each stage you realise just how much skill is involved. The boiler is literally being hand-built, with each stage having to be carefully worked out before any work can begin. It is a one-off, which is not the same as a production line making a hundred of them. John and I are continuing to impress upon LNWR the need for an early completion date and they have informed us they will try and meet the August deadline. LNWR have also assured us that although they have a lot of work on-going we are not being pushed back down the queue.

Now I am back, on the Secretarial side I will be arranging a committee meeting soon and preparing the return to Companies House following the June Share Issue. I hope to see as many of you as possible at Barrow Hill on the 13/14th May for the Rail Ale Festival where our sales stand will once again be available for you to recycle your junk in aid of a good cause!

E-mail and website

Dave Horton

Thanks still to everyone who has agreed to receive the newsletter by e-mail, thus reducing our postage costs. The total number of e-mail addresses I now have is 55, which is a sizeable chunk of the membership, and thus a significant amount of money saved. Don't forget that one of the benefits of receiving the newsletter by e-mail is that you get all the photos in full colour and high definition (unfortunately we can't always afford to print newsletters with colour photos).

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.

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

Any members with unwanted items of model railway equipment, please contact the revitalised Sales Team - Mike Cobley, on 01582 767782.

Original works plate



What are the chances of this? Steve Robb, regular volunteer on 61264 and also 61306 'Mayflower', bought this off a trade stand at the Great Central Railwayana auction on 9th April. It is one of 61264's original North British Locomotive Company works plates.

North British News

News roundup from our friends at the North British Locomotive Preservation Group (NBLPG) www.nbloco.net

The biggest news in recent months has been the repatriation of the NBLPG's 109-year old Dubs 'A' Class Tank no. 196, with the locomotive having been loaded on to the 'Bergen Arrow' at Richards Bay docks in South Africa on Tuesday 5th April (see picture below).

Thanks to a generous offer from the Bulk Gear Shipping Line to carry the loco at a greatly reduced rate as deck cargo from Richards Bay to Portbury Docks, the locomotive should be unloaded in the UK around 4th May.

The locomotive is destined for the Mizens Railway, near Woking, where members have been working hard to prepare No. 196's future home. They have agreed to start preparation of the site for a loco shed and to lay 60 yards of track for the engine to be displayed on.

100 of the 'A' Class Tanks were built at Dubs' Glasgow Locomotive Works for the Natal Government Railway between 1888 and 1900 and they were the first engines in the world to utilise the 4-8-2 wheel arrangement. Their great success paved the way for many larger and more powerful locomotives using the 'Mountain' configuration.

The NBLPG locomotive started life as NGR No. 133 in 1899, becoming South African Railways No. 196 in 1910. It spent the last 20 years of its working life in industrial service, before being donated to the NBLPG for preservation by AMCOAL's Springfield Colliery. She was subsequently moved to Masons Mill for cosmetic restoration and secure storage whilst funds were raised for shipping home.

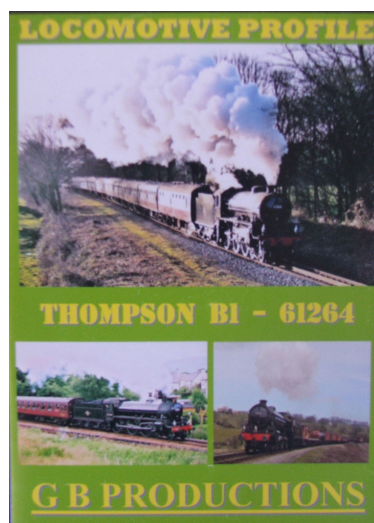
Although Dubs built more than 4,000 steam locomotives in Glasgow before becoming part of NBL in 1903, only 2 of their engines are preserved on the UK Mainland. The opportunity to return No. 196 to the UK has arisen thanks to continued teamwork between the NBLPG and the Mizens Railway and, if you are able to help in any way, please contact the NBLPG via their website www.nbloco.net or telephone NBLPG Secretary, Ken Livermore, on 01189 864706.



Dubs 'A'-class tank no. 196 pictured (left) stands outside Masons Mill shed, Pietermaritzburg, on 17th January 2009, and is then pictured (right) swinging precariously above the 'Bergen Arrow' whilst being loaded on Tuesday 5th April 2011.

DVD review

Dave Wellington



Thompson B1 - 61264

By Graham Briggs of G.B. Productions

Priced £15.00 + £2.00 P&P

Buy yours now!

£5 from every DVD sold will be donated to 61264.

Available from Graham Briggs at 25 Sandfield Road, Arnold, Nottinghamshire, NG5 6QA. Tel: 0115 9524800.

www.steamingthroughbritainshop.co.uk

From the stable of Graham Briggs (GB productions) comes his new DVD of 61264 in operation during her first period of preserved running. It covers the early days in green livery from the inaugural run light engine, followed by the first passenger-carrying outing, right up to the loco's activities prior to the current overhaul.

Trips to most of the preserved railways are covered as well as many of the main line runs. We even see 1264 on "Steam on the Met" duties in 1998 with Pannier 9466.

Much footage is based at Loughborough; easily accessed from the cameraman's Nottingham base. I especially liked the footage of 61264 storming through Quorn on the GPO drops, and also shots of her in the snow. At Loughborough we even see her paired with A2 *Blue Peter*, and crossing a red *Taw Valley* on the double track. We see her on various freights on the East Lancs; on the teak set on the NYMR, changing identity to 61238 and 61244; on Hatton Bank, the ECML, at County March summit, in the Hope Valley and in East Anglia. No commentary is provided during the sequences, allowing uninterrupted sound of the loco's movement. Descriptive captions appear instead.

This may not be the definitive album of the loco but it is pretty representative of 61264's decade of action and the creator of the DVD should be applauded for such comprehensive coverage bearing in mind it has not been the only loco on the network. Indeed Graham has also produced a similar "Loco Profile" volume featuring 6233 *Duchess of Sutherland*. This is well worth the £15, especially since a third will go directly towards the locomotive itself.

Harwich and Dovercourt - the photographs of Alfred Smith

A new book is now available which may be of interest, especially since one of its authors, Local Historian Peter Goodwin, is a member of the Trust. *Harwich and Dovercourt – the photographs of Alfred Smith* captures life in the Harwich and Dovercourt district from the 1950s to the 1980s. There are plenty of photos of the port, shipping, fisheries and the railway. The connection between this book and 61264 was of course that she was based in Harwich (Parkeston Quay) for 13 years at the start of her working life. The book is paperback, with 128 pages and 208 photographs, available for £12.95 via Old Pond Publishing, Freepost ANG4854, Ipswich, IP1 5LT. Tel: 01473 238200.

Donation from Bombardier Transportation UK Ltd

Dave Horton



Left: Colin Young, Head of Bogie Engineering for Bombardier Transportation (and former apprentice of Derby Loco Works) shakes hands with Steve Andrews in front of the loco at Barrow Hill roundhouse on March 30th. Right: brand new UK-designed, built and tested Bombardier trains line up in the yard at Derby Carriage Works, March 2011.

Bombardier Transportation, the world's largest supplier of railway equipment, and owners of the UK's only remaining train building facility, have generously donated £1800 towards the restoration of 61264. Bombardier believes that, "supporting this restoration will not only help to preserve key engineering knowledge, but help to ensure that our important railway history is maintained for future generations to enjoy".

Bombardier have inherited most of what remains of the UK's rich railway manufacturing heritage, including the last surviving parts of Crewe Works (where 61264 visited in 2005). Bombardier's UK hub is the former Derby Carriage Works, where, remarkably, state-of-the-art DMUs, EMUs and Underground trains are still being designed, built and tested by British Engineers in some of the original buildings of 1873.

For anyone that thinks that train building in the UK is dead – think again! Bombardier recently announced that the Derby site had hit a new production record, building more trains per week than it has ever achieved in its history. By the end of March, over 100 cars had been manufactured, on five active production lines. If all these cars were placed nose to tail the trains would cover a distance of 2km.

The Derby site is currently producing trains for Transport for London's Underground system: MOVIA metro cars for the Victoria and SubSurface Lines, Class 379 Electrostars for National Express East Anglia (in some way a descendant of the B1s!) and Class 172 Turbostar diesel units for Chiltern and London Midland.

Whilst production is currently at a peak, all but the SubSurface Lines contract will be complete by the end of 2011. Bombardier is seeking to secure new work for the site and says it is "eagerly awaiting announcements to be made about key UK rail projects". The Department for Transport is expected to name the preferred bidder for Thameslink rolling stock shortly. The company is also in discussions with potential customers outside the UK. Most of South Africa's Gautrain Electrostar trains were assembled locally from kits produced in Derby.

Tribute to Gerald Boden



B1s together at Barrow Hill, 10th November 2007. Photo courtesy of Dave Enefer.

It is with great sadness that we report the passing of locomotive owner Gerald Boden, who died on 17th February, following a 15-month battle against cancer, aged 69.

Gerald was born in Birmingham and built up an electrical wholesale business. He had an extensive collection of locomotives, both steam and diesel. The star of the fleet was of course the 'other' LNER B1 no. 1306 *Mayflower* as well as Class 40 diesel D306 *Atlantic Conveyor*. He also owned several other locomotives and items of rolling stock.

Mayflower was purchased by Gerald from its previous owner at Carnforth and moved to the Great Central Railway in 1978 where it ran together with the Class 40 for several years until it moved to Hull Dairycoates for an overhaul. 1306 is not actually a number she carried in traffic, having been built by the North British Locomotive Company in 1948, just after nationalisation. However, this would have been her LNER number. Likewise, the name *Mayflower* is not authentic, having come from a scrapped sister, No. 61379.

Later moving to the Nene Valley Railway as a kit of parts, 1306 returned to steam in 2003 and was a regular performer until she moved to the Battlefield line at Shackerstone, nearer to Gerald's home. *Mayflower* was always renowned for being immaculately kept and is set to return to steam on the Battlefield Line at Easter following a mechanical overhaul at Gerald son Neil's railway engineering workshops in the West Midlands.

Gerald was always a good friend of the Trust and gave help and advice whenever called upon. Our thoughts go out to his family and friends.

Financial update

Stephen Harris

Expenditure on the 10-year overhaul now stands at £285,000, of which about £259,000 has been on the boiler and firebox, including nearly £239,000 for the work done to date by LNWR. Expenditure has been less than hoped with Christmas Holidays and other work slowing progress at Crewe.

A new source of income has been sponsorship from Bombardier Transportation. Many thanks to Dave Horton for obtaining the sponsorship and Bombardier Transportation for offering it.

Sales of donated model railway items and books and magazines have also been very worthwhile and thanks are due to Mike Cobley and his team for turning the “donations in kind” to useful cash and to Steve Andrews and his helpers on his stand at Barrow Hill. Many thanks to all of you who have donated items for sale; it is making a difference.

With this additional income, and the receipt of the final instalment of Gift Aid repayments and members’ loans, we have been able to defer the draw-down of the NYMR loan.

But we will still need more - I am sorry if I am starting to sound like an old record being repeated in each Newsletter, but loans, donations or contributions to the Stay Appeal are still needed to ensure that we have no delays due to lack of finance. However, for the first time I am pleased to write that we can see a glimmer of light at the end of the fund-raising tunnel!

150 Club

Stephen Harris

2011					
	Special	£30	£20	£10	£10
January		81 R. Goldthorpe	62 E. Wright	133 H. May	139 T Davis
February		77 B. Mick	114 J. Whitfield	128 P. Bates	174 G. Phelon
March	£50 A. Gregory		173 G. Phelon	157 C. Ellis	137 P. Slater

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.

B1s in the press

Steve Andrews

There hasn’t been much news on B1s in the historical railway press lately. But walking through the market hall in Derby around Christmas time, I saw on the newsagent’s shelf a copy of Steam Days number 256, featuring Thompson B1 Class 4-6-0s on Lincolnshire Duties, an article by A.J. Ludlam, who is a known supporter of the Trust [see Brian Rich’s write-up, below - Ed.]. 61264 even gets a mention.

Also in the same magazine is an item on Redhill depot, and there are two pictures of the shed with Darnall's B1 no. 61313 being repaired, having failed with a hot box. Now Roy who works on 61264 at Barrow Hill every Tuesday was a fitter at Darnall, and worked on 61313. He said that 61313 was double jinxed and that there was always something wrong with it, poor thing.

Yet more delights in the same magazine were to be found on pages 729 to 737, with an article about the Ballachulish Branch (in colour). In going to Fort William to look after 61264, I often popped in on Ballachulish station as the road to the Loch Leven bridge runs alongside the old line. The station is now a doctor's surgery. If following the line to Oban, you will find a lot of the stations still survive and some of the bridges have been converted to road use including of course the cantilevered Connell Bridge.

Reading this edition of Steam Days was like trying to eat two cream cakes at once – just too much in one go. Get this edition for great colour photos and reading; so much better are these proper articles than the second-hand rubbish gleaned from internet forums and other people's websites that now litter some railway magazines!

B1s on Lincolnshire duties

Brian Rich

A review of Steam Days. No.256. December 2010. pp709-722

The immediate appeal of this article was to the variety of the 24 photographs of B1s, mainly taken in East Lincolnshire. The reproduction of the majority of these is excellent and they cover the period from 1947 to 1964.

The East Lincolnshire section of the Great Northern Railway from Cleethorpes to Kings Cross via Grimsby, Louth, Firsby, Boston, Spalding and Peterborough was closed for through trains between Grimsby and Peterborough in October 1970, though the section from Spalding to Peterborough was re-opened in 1971. This meant also that the seaside resorts of Sutton-on Sea and Mablethorpe lost their through holiday trains from the East Midlands. The section from Boston to Firsby remained open and currently sees East Midlands Trains running passenger trains from Nottingham to Skegness.

A section of the text deals with the working diagrams of the early 1950s for the through trains from Cleethorpes to Kings Cross, which used the route via Louth. A well turned-out 61027 *Madoqua* is seen leaving Louth on 24 August 1949, with a train for Peterborough. In contrast 61174, in neglected external condition typical of many B1s in the 1960s, is seen in March 1963 passing through Willoughby station with a train from Grimsby to Peterborough.

The Butlin's Holiday Camp at Skegness attracted visitors for one- or two-week holidays. 61179, of 34A, is seen at Kings Cross awaiting departure with the aptly named "Butlin's Express". Skegness has also long been a favourite seaside resort for day visitors from the East Midlands. This is well illustrated by a photograph of 61110, 61112, 61136 and J39 no. 64827 at Skegness, awaiting their return to the East Midlands, full of seaside day trippers.

61379 *Mayflower* was given its name at a ceremony at Kings Cross on 13 July 1951. A photograph, taken later in the day at Boston, from where the Pilgrim Fathers set sail for America in 1620 on board the ship *Mayflower*, shows the locomotive in immaculate condition resting in a bay platform after hauling its special train from London.

For those admirers of GNR signal boxes, there is a photograph of no. 1175 about to pass the Maud Foster signal box near Boston on 12 June 1948, with a train to Skegness. The box, with its ornate barge-boards and finials, dates back to 1877 and closed in 1985. It took its name from the nearby large five-sailed windmill. In Boston itself, a photograph shows 61073, on 30 July 1952, on a down passenger, with the famous Boston Stump (tower of the church of St. Botolph) in the background.

Train enthusiasts of the East Midlands in the 1950s enjoyed the sight of Immingham B1s, sometimes named, at the head of fish trains from Grimsby. 61075 is shown climbing up to Stoke Tunnel from Grantham on a London-bound fish train in August 1962 and 61098 is shown leaving Grimsby Town Station with the 4:48pm fish train for Nottingham on 17 April 1964.

There are no photographs of 61264 in the article but, at the same time, the author does remind his readers of the successful preservation of both 61264 and 61306.

The excellent book "Power of the B1s" does not show any examples of B1s at work in East Lincolnshire, so this article from Steam Days provides a collection of photographs, many of which Trust members will not have seen previously.

Those members who would like to receive an electronic copy of the article should e-mail me at brianrich457@btinternet.com.



A picture from the Steam Days article 'B1s in Lincolnshire' – 61211 departs Retford for Lincoln or Grimsby on a short, mixed vintage, all-maroon train of stock, c. 1958. Photo by Derek Penney. This is typical of the many high quality photos in this article.