

# B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

NUMBER 72

[www.thompsonb1.org](http://www.thompsonb1.org)

FEBRUARY 2012



*This photo of 61264, on the level crossing at Brayford Pool, Lincoln, was taken by Brian Sharpe, Deputy Editor of Heritage Railway magazine. The train was the 'Lincolnshire Poacher' railtour on 1<sup>st</sup> April 2006. Says Brian, "There is a bit of a story behind this picture. I had filmed the train passing Sleaford then drove to Lincoln in the hope that I might get the Lincoln departure with the stock. I drove to the level crossing and was amazed to find an empty parking space, by a private garage which was closed, being a bank holiday. The picture though is taken from a derelict footbridge over the river which had no actual floor. Two of us climbed on to the rusty girders, which was extremely precarious! The other photographer was local and said he had been trying unsuccessfully to get the picture since 1964!"*

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## Chairman's update

*Mike Cobley*

When 61264 moves under its own power again this Spring we can proudly look back on the achievement, especially the last six months of fantastic fund raising from our members and shareholders as well as members of the general public.

Back in August, Dave Fowler came up with the idea of the 'thousand pounder' and a shortlist of active members and former supporters was drawn up who were asked to make a loan of £1000 to help complete the overhaul. Offers of help came from many members and former members in the form of short-term loans, longer-term loans and several sizeable donations, which with Gift Aid are worth even more to the Trust.

A few days before the 2011 AGM, the Trust became a beneficiary in the will of Mary Standing (John's Mum), and unbelievably we received a bequest of nearly £40,000 in John's memory. We start 2012 with a healthy bank balance, enough to fund the final bills from LNWR at Crewe.

We now have to negotiate a loco agreement for running on the North Yorkshire Moors Railway and we still have their offer of £40,000 loan offset against our running fees. We hope that 61264 will be in steam for the April 'Fab Four' Gala at Barrow Hill along with the A1, A2, A3 and A4, before being moved to Grosmont.

In the current issue of Steam Railway it is reported that the Railway Touring Company is planning an East Anglia special programme of tours for 2013 with both Britannias and both B1s as motive power!

A heartfelt thank-you goes out to everyone who has supported the B1. This includes every member and shareholder who helped fund this project since 1973 as well as the many hard working volunteers. We thought 1997 was a high when the loco moved under its own power after 21 years' restoration work at Loughborough. 2012 could be quite the equal!



## Barrow Hill 'Fab Four' gala

13<sup>th</sup> – 15<sup>th</sup> April 2012

We hope to have 61264 ready and in steam for the Barrow Hill 'Fab Four' gala.

This promises to be a very special event – with four of the world's most famous steam locomotives in attendance including A4 no. 4468 Mallard.

Tickets are now on sale and can be purchased from [www.theticketfactory.com](http://www.theticketfactory.com), or by calling 0844 581 4939.

Russ Hillier is organising a Fab Four photo opportunity on 12 April. Places are limited. He can be contacted on 01530 461699.

Barrow Hill Roundhouse  
Campbell Drive  
Barrow Hill  
Chesterfield  
Derbyshire  
S43 2PR

Our 'Fab 4' line up includes A1 60163 Tornado, A2 60532 Blue Peter, A3 4472 Flying Scotsman, A4 4468 Mallard and A4 4492 Dominion of New Zealand. This event sees the return of Flying Scotsman to the Roundhouse after 38 years. It will be the first visit by Mallard, Dominion of New Zealand, N2 1744, 69023 Joem and Atlantic C1 251.

### THE FOLLOWING LOCOMOTIVES WILL BE IN STEAM:

A1 60163, A3 4472, A4 4492, B1 61264,  
H 1310, J72 69023 Joem, N2 1744,  
2000 Peckett

### ALSO PRESENT WILL BE:

C1 251, V2 60800 Green Arrow,  
Director 506 Butler Henderson J17 8217,  
Half Cab 41708, Black 5 45110

### ADMISSION PRICES\*

	FRI		SAT		SUN	
	ADVANCED	GATE	ADVANCED	GATE	ADVANCED	GATE
Adults	£17.00	£19.00	£19.00	£21.00	£17.00	£19.00
OAP	£14.00	£16.00	£16.00	£18.00	£14.00	£16.00
Children	£7.00	£8.00	£7.00	£8.00	£7.00	£8.00
Families**	£41.00	£45.00	£45.00	£49.00	£41.00	£45.00
Members	£12.00	£14.00	£12.00	£14.00	£12.00	£14.00

\* £1.00 admin fee will be charged for all bookings.

\*\* Family tickets include 2 adults and 2 children.

Gate admission on the day may be withdrawn if pre-book numbers exceed a certain number.

## Engineering update

*Chassis – Steve Andrews*

A new pair of driver's side windows have been made by Collin Morrall in his workshop, out of American white oak. I have fitted the glass and new stainless steel trims and very nice they look too. Also missing were the bottom window runners. The brass parts were made from stock, and the oak parts costs £13. The driver's side screens were made from castings, the spare ones we had in stock and the glass from stock as well.

The boiler cladding has been repaired and painted – quite an epic job.

The superheater header was collected from Cast Iron welding at Coalville. Work is underway on the element joints and main steam pipe joints.

The curved footplating at the front of the loco has been modified. It's now in two parts, so that the front electric lights no longer have to be disconnected when doing a piston valve exam. This has been made possible by the recent introduction of 1mm slitting discs that fit the angle grinder. This is actually a modification which was carried out on the next batch of B1s built. Note: the use of Hallett 1000 grade steam oil has made the removal of piston valves very easy to do. I did make a piston valve puller from an LNER original design, but it hasn't yet been used in anger as I have always been able to pull the valves out by hand!

The Tuesday gang shovelled out the compacted slack coal in the tender so as to inspect the coal space to check for wastage. It was then needle gunned and painted. As the slack contained small lumps of coal, this was bagged up for home use to whoever wanted it, as it's not really good enough for loco use. The fine slack was dumped at the side of the coal pile, where Barrow Hill driver Dave will collect it and take it home to make into brickettes – five parts slack and one part cement, mixed up and left to set in any suitable plastic container (e.g. butter tubs) and will slowly use it up.



*The infamous 'Tuesday gang' from left to right: Steve, Roy, Mick and Oliver*



The front of the tender is being refreshed by Alf and Oliver. The inside of the lockers will be painted white.

We took off the speedometer bracket from under the cab front. The bracket was welded up in my workshop so that the remaining bolts for the speedo generator can be put in. The speedo bracket was copied and a new one made for 61306.

I have made a pair of new oil pots for the coupling rod joint pins, which should now feed a consistent supply of oil to the joints.

Over the Christmas holiday I was making stepped studs for the boiler and frame, as well as parts for a new pair of engine-to-tender flexible steam brake connectors.

For the smokebox, Dave Perkins has made a pair of shelf brackets that the superheater header rests on. He is also making a new pair of injector water troughs for the boiler. The troughs are there to direct and spread the injector water. Some of the copper pipe in the boiler has been replaced and two of the air ministry copper joints have been re-made. This is done by cutting off the old flared end, annealing the pipes and then re-flaring the ends using the flaring tools. It's a bit of a performance!

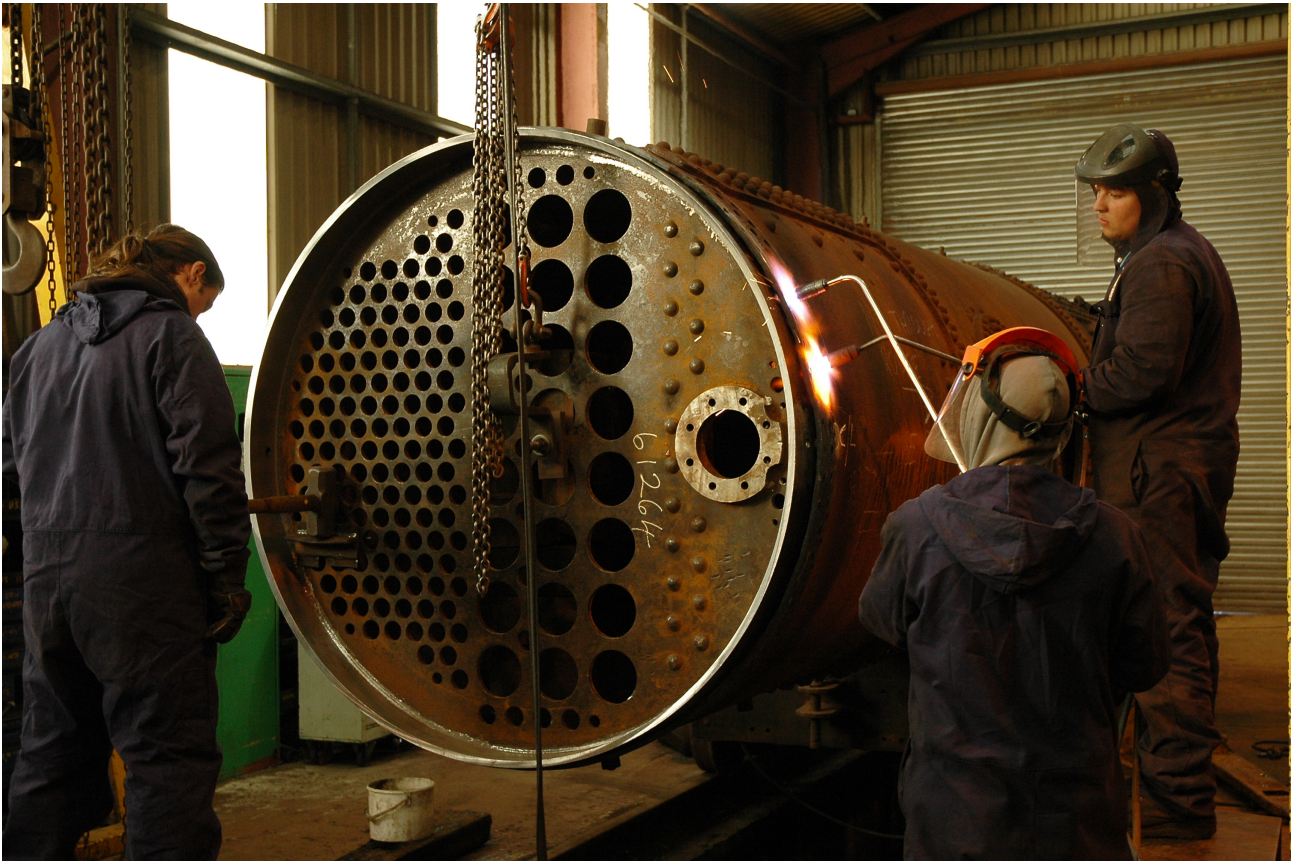
The sales stand is still doing well, by putting out a table of magazines, videos etc and letting visitors help themselves and make a donation. Recently donated have been a collection of BR oil cans in good condition; these will be put into stock for future use. Also donated have been nuts and bolts, taps and dies and various tools. All have been put into stock and will be used. Please keep it coming – thanks!

#### *Boiler – John Whitfield*

Work is still ongoing at LNWR Crewe with all the major components of the boiler now assembled, including new copper firebox with its 1000+ copper stays, new steel sling stays and refurbished palm stays. This should give a minimum 20 years life without further repair other than re-tubing.

The front tube plate is now in its correct location after it had been found that the original tube plate was slightly under size. BR workshops had pulled the boiler barrel in by riveting. This meant that LNWR had to heat the barrel plates to locate the new tube plate. Therefore we now have an LNER parallel boiler, not a slightly tapered LMS type!

The last job which has to be completed before the boiler is finished is the installation of the internal steam pipes and then the small tubes and flue tubes. Work is progressing on this with access into the boiler via the dome (a tight squeeze). The latest estimated completion date is the end of February.



*Fitting the tubeplate (13<sup>th</sup> December 2011)*



*Caulking the foundation ring (13<sup>th</sup> December 2011)*



## **AGM report**

*Dave Fowler*

The Annual General Meeting was held at Barrow Hill Roundhouse on Saturday 29th October 2011, attended by 25 members and shareholders.

After inspecting the newly restored locomotive frames and cab, all enjoying a complementary tea and 'wad' in the Roundhouse canteen, the meeting started at 11.00.

A welcoming speech from the chairman Mike Cobley started the meeting with the Limited Company reporting first.

### Thompson B1 Locomotive Ltd

Dave Fowler (Secretary) thanked Helen Aylett who has done her usual magnificent job in issuing the share certificates. He also stated that he intended to submit the annual returns etc. electronically now that Companies House have agreed to update their shareholder database. At the time of writing this has been done successfully and the company have saved £30.

Stephen Harris (Treasurer) reported that 759 x £10 shares were purchased during the year with the Thompson B1 Locomotive Trust holding just over 50%. Stephen also reported that administration costs have been substantially reduced by appointing Barry Benvenista to carry out and sign off the annual accounts for a nominal cost of £100.

The only other business of the Company was to approve a grant of £7000 to the Trust to continue with the restoration.

### Thompson B1 Locomotive Trust

The AGM of the Thompson B1 Locomotive Trust commenced with the report of Steve Andrews (Engineering Manager). Steve gave a resumé of the progress on the restoration over the last financial year and also up to the present day. John Whitfield (Boiler Project Manager) gave the meeting details of the current progress on the boiler at Crewe. See separate report in this newsletter for the latest on both.

Dave Fowler (Secretary) reported that all paperwork is in order and awaiting submission to Companies House. This has now been completed electronically.

Brian Rich (Membership Secretary) reported that the membership had risen from 268 to 271 but this was no reason to be complacent and we should strive to recruit more under 40s.

Mike Cobley (Chairman) reported that we had just received a bequest from founder member John Standing's mother of just under £40,000.

Stephen Harris (Treasurer) then outlined the Trust's financial position which had been swelled by £19,000 reclaimed Gift Aid from previous years, the 150 club and proceeds from the sale of model railway equipment at Barrow Hill. The Boiler Stay appeal run by Robin Aylett had raised £8050 so far with most of this being eligible for Gift Aid as well.

Directors and other members' interest free loans along with the £1000 Pounder Appeal and the bequest from Mary Standing means we should now have enough money to complete the rebuild, which has cost over £380,000 so far.

The NYMR loan agreement to borrow £40,000 has been signed but not yet drawn down due to the Trust's improved financial situation (mainly due to the 1000 Pounder Appeal having had such a magnificent response from members and shareholders).

Money was also saved by appointing Barry Benvenista to carry out the annual accounts check at a cost of £800; a considerable saving. The meeting then voted to appoint him as the Company accountant for another year.

Dave Fowler, Dave Wellington and Dave Horton were then elected as Directors.

Under Any Other Business, John Whitfield suggested in view of the excellent help we have received from Richard Watkins and Steve Latham of LNWR at Crewe, especially with the disposal of the scrap copper, we should write them a letter of thanks. This was approved from the floor.

Lawson Little asked if we had any plans to name the locomotive for publicity purposes when it returns to traffic. Mike Cobley stated that Lord Balfour would be a suitable temporary name, especially as our President has the real nameplate.

Dave Wellington stated that after moving to the NYMR we should mark the tremendous help we have received from Barrow Hill by carrying the 41E shed plate.

John Whitfield asked what colour the locomotive will be painted when completed. Steve Andrews stated that it is being finished in BR Black as a cheaper option to get it into service to start earning money to pay back the loans.

The meeting finished at 12.35 and most members then retired to the Hollingwood pub for lunch and further discussions after a very successful meeting.

## **Wanted**

*Can you help by donating to either 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: railwayana, tools, car-boot sale type items of reasonable worth (e.g. old record players, stereos, TVs).

If you can offer or source any of the above, please contact Steve Andrews (Home: 01332 774193, Mob: 07824 422029). In addition, any members with unwanted items of model railway equipment, please see Mike Cobley (Home: 01582 767782, Mob: 07803 073584).

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!



## GSM-R (Global Systems for Mobile Communication – Railway)

Steve Andrews

Dave Fowler and I went to a meeting at York where Network Rail, owner and maintainer of the UK's railway infrastructure, gave an introduction to the GSM-R radio system.

GSM-R is an international wireless communications standard for railway communication which is being adopted as standard for all railway vehicles in the UK. It will eventually replace the old NRN radio system, with 'rollout' scheduled to be completed by the end of 2013. A sub-system of European Rail Traffic Management System (ERTMS), it is used for communication between train and control centres. In recent years, GSM-R communication masts have sprung up all over the UK.

At the meeting, not only were steam loco owners present but also Freight Operating Companies (FOCs). The good news is that, unlike with the TPWS and OTMR systems, Network Rail have this time accepted responsibility for paying for this 'network change', including everything from design to compliance and installation. The total cost is estimated at £20-25k per locomotive. Glad we don't have to pay it!

The first installation of GSM-R on a steam locomotive was recently completed on West Coast Railway Company's Black 5 no. 44932 at Carnforth. More details can be found on Network Rail's dedicated GSM-R website, [www.gsmronline.com](http://www.gsmronline.com).



*Above left: a typical GSM-R radio mast, now becoming increasingly common all over the UK. This one is pictured at Abergavenny (photo: Wikipedia). Above right: part of the GSM-R equipment fitted to WCRC's Black 5 no. 44932. The equipment is fitted into a converted tool cupboard and is powered by a rechargeable 'gel-cell' battery. Unlike a wet-cell battery, a gel-cell offers greater resistance to extreme temperatures, shocks and vibration.*



## Thompson in OO gauge

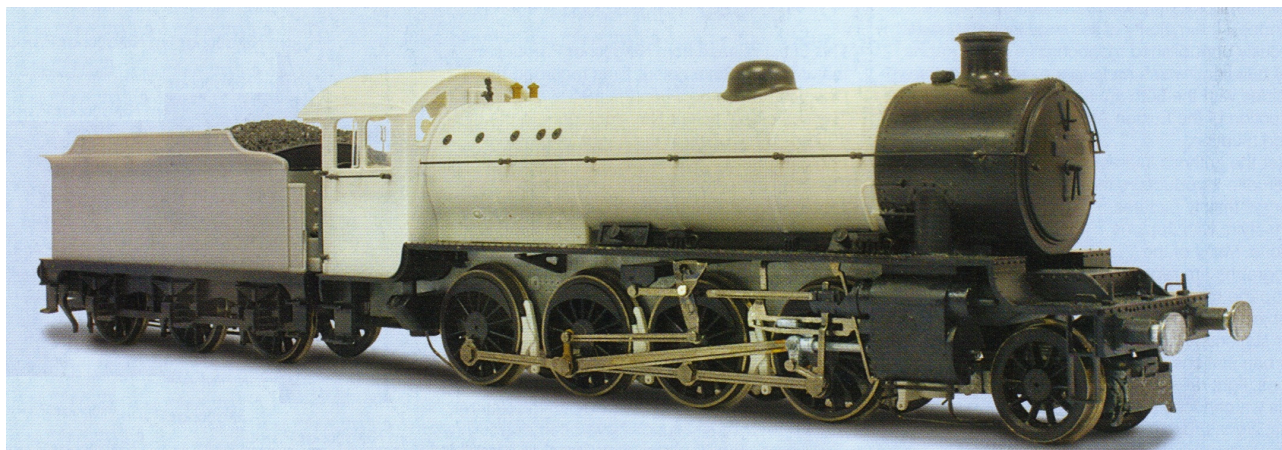
Hornby have produced two new OO gauge models of Thompson B1s, no. 1040 *Roedeer* (in LNER lined black livery) and no. 61138 of 35A Peterborough New England shed (in BR black livery with early lion and wheel symbol).

Notable on these models is the high level of detail which has now come to be expected from the Margate-based company, including sprung buffers, superbly detailed brake rodding, front steps, cylinder drain cocks and cab controls.

Both models are locomotive driven with the loco and tender permanently coupled together (although they have an adjustable drawbar). With five-pole, skew-wound motors, *"Performance is excellent straight from the box. The loco/tender combination weighs just over 350g. DCC users will find the eight-pole socket and blanking plug inside the tender body; there is ample provision for a decoder, even a sound-equipped one. The moulded coal is removable, revealing a fully-detailed coal space"* (according to February's *Railway Modeller*).



Also look out in 2012 for Hornby's new Thompson O1 2-8-0, which was recently revealed as a development sample for inspection. Models will be available in LNER, early and late BR finishes. In common with current Hornby thinking, the loco and tender will be permanently coupled together.





## Obituary

*John Tait*

The railway movement lost a great friend and supporter, with the death of Kenneth John Tait on September 30<sup>th</sup> 2011, aged 65, after losing a year-long battle with cancer.

As well as being a member of the TBLT for the last seven years, John was a lifelong fan and supporter of A4 no. 60007 *Sir Nigel Gresley*, as well as being a founder member of the Bahamas Locomotive Society, in which he held the post of Secretary for nearly 40 years.

John travelled on the vast majority of the railtours involving *Sir Nigel Gresley* and was always to be seen close to a window with his recording equipment – as near to the locomotive as he could get.

He was also very active as a 'hands-on' volunteer, having been a guard on internal brake van rides at the long-closed Dinting Railway Centre, and later, when the society moved to the Keighley and Worth Valley Railway at Ingrow. He was also Treasurer for the SLOA for a number of years, and a member of numerous other locomotive groups.

Much of John's career was spent in the road transport industry, but he finally realised his lifetime ambition, to work on the railway, as a revenue protection officer for Virgin Trains, up until his early retirement in 2009.

John had a great sense of humour – he could instantly brighten even the darkest of situations, with his endless supply of hilarious jokes and tales, some of which were based on characters he had met during the course of his job with Virgin Trains. John's way of telling them made his stories all the more funny, often utilising a variety of facial expressions to illustrate the point!

John's funeral was held on 12<sup>th</sup> October at the Stockport Crematorium, and was very well attended, with friends and family from throughout the country.

## Financial update

*Stephen Harris*

Thank you to all who have continued to respond to the £1000 Pounder appeal. We have closed the appeal for loans, being acutely aware that the loans will need to be repaid from net earnings, which are limited. Please keep donations coming in though; they are still needed as much as before and are worth 125% of the amount donated to the Trust, under the Gift Aid scheme.

The very substantial bequest received last year from John Standing's mother made me think about wills. Many charities ask members to consider them in members' wills. Would you like to remember TBLT in yours? Bequests to charities are exempt from Inheritance Tax.

In particular, shareholders in Thompson B1 Locomotive Limited who, perhaps, do not have heirs interested in 1264, could leave their shareholding to the Trust. This would help the Trust and the administration of the TBL Limited and also avoid possible problems for executors trying to establish a market value for shares in which no market exists.

## 150 Club

Stephen Harris

2011	Special	£30	£20	£10	£10
September	£50 141 M. Sanders		108 H. May	176 M. Sanders	111 W. Wood
October		170 G. Phelon	113 P. Eley	169 P. Scott	50 R. Kirk
November		70 C. Baines*	114 J. Whitfield*	169 P. Scott	106 C. Godliman
December	£100 98 F. Carter* £50 22 B. Mick	6 A. Lightowler	140 M. Sanders	97 P. Scott	59 D. Wellington*
<b>2012</b>					
January		141 M. Sanders	77 B. Mick	10 H. May	104 P. Morrell

\* denotes winnings donated to the Trust. The 150 Club now has a couple of numbers vacant. If you would like to subscribe or increase your subscription, 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).

## Membership / donation form

For anyone reading this newsletter who is not a member of the Thompson B1 Locomotive Trust but would like to join us, or make a donation, please fill in the form below and return it to, together with your cheque (made payable to the 'TBLT': **B. Rich, TBLT membership secretary, 11 Adams Grove, Leek, Staffs, ST13 8NX**. Tel: 01538 384713.

### Membership fees

Annual:	£10.00	Five year:	£40.00
Family:	£11.00	Five year family:	£44.00

I/we wish to apply for membership of the Thompson B1 Locomotive Trust.

Title: .....

Forename: ..... Surname: .....

Address: .....

Postcode: .....

Telephone number: .....

E-mail address: .....

Would you like to receive future newsletters by e-mail? Yes ☐ No ☐

I enclose a membership fee of: £ .....

I enclose a donation of (optional): £ .....

Total: £ .....

I authorise Thompson B1 Locomotive Trust to retain my name and address on a computer file for membership communication purposes.

Signature: ..... Date: .....