

B1 NEWS *flash*

Newsflash of the Thompson B1 Locomotive Trust

www.thompsonb1.org

April 2012

We apologise for the late running.....



Tuesday 3rd April: the chassis on a low-loader prior to leaving Barrow Hill for Crewe, where final assembly will take place.

Despite our optimism earlier this year, the boiler is a few weeks behind schedule. This was mostly because we were awaiting the delivery of the small tubes from the manufacturer in Germany. Until the tubeplates were rivetted into place and final accurate measurements were available the tubes, which are machined to size, could not be ordered. However, all large tubes have now been fitted and expanded. The small tubes will be complete within the next week or so. The smokebox will then be trial fitted (with bolts) before being final assembled with rivets. Two mudhole doors also need to be replaced.

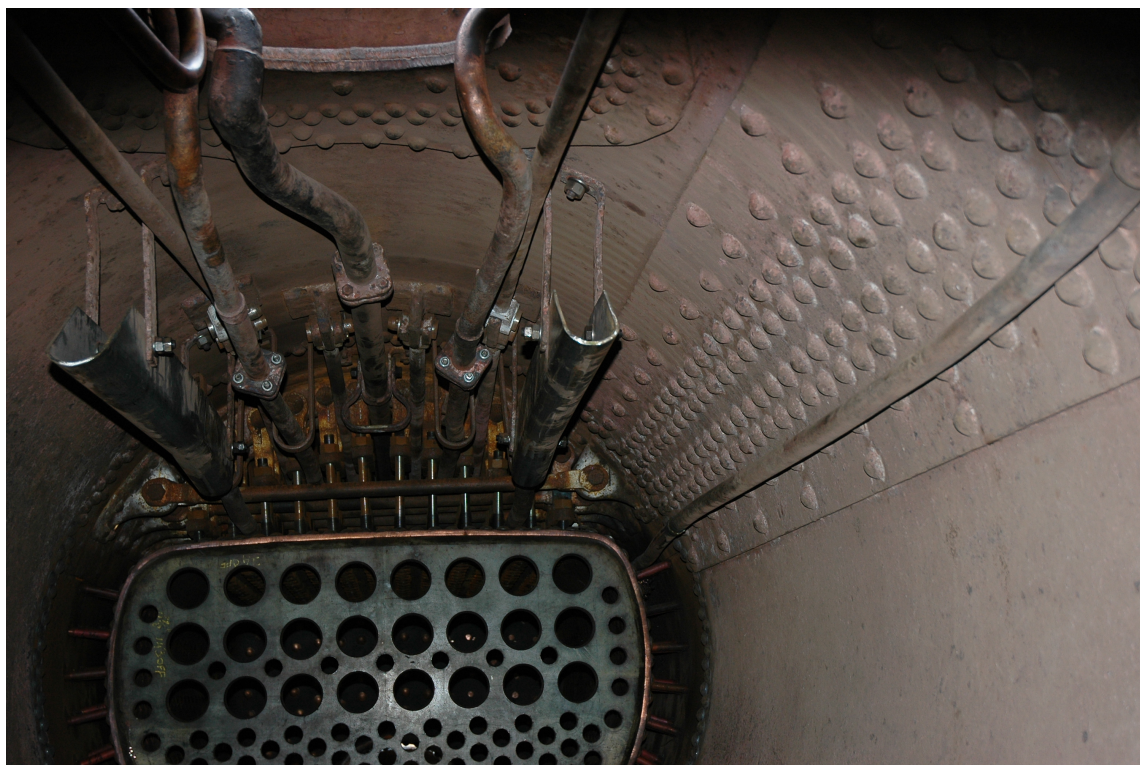
Because of this delay we regret to say that the B1 is not going to make its return-from-overhaul debut at the Barrow Hill 'Fab Four' gala on April 13th – 15th. The return of *Flying Scotsman* has also been postponed, for the second time, so it will not appear either.

But don't let that put you off! The 'Fab Four' gala still promises to be a treat, and to make up for the loss of *Flying Scotsman*, the NRM is now making *Mallard*, Great Northern Atlantic no. 251 and V2 *Green Arrow* available as alternative attractions. Tickets can still be purchased by visiting www.theticketfactory.com or by calling 0844 581 4939.

Our loco's chassis is now virtually finished and on Tuesday April 3rd it was transported by Reid Freight from Barrow Hill to Crewe. The boiler will be re-fitted, once the static steam tests have been completed, then the insulation and cladding will be installed, the cab fittings reinstated and more steam tests carried out. When we have a confirmed completion date, we can then arrange for transportation to the North Yorkshire Moors Railway, where running-in trials will commence, leading eventually to mainline re-certification runs. We will then begin regular passenger operations on the NYMR and start earning some money.

As you are now well aware, the overhaul has been expensive. So far we have spent around £400,000 with LNWR and £35,000 on mechanical repairs at Barrow Hill. With the assistance of our members we have loans outstanding of just over £100,000, so we are very keen to get the locomotive working in order that the loans can be repaid on schedule. Of the £100K in loans, over 50% is owed to the Directors.

Since the last newsletter we have received many donations of books, magazines and videos for the sales stand. If you are coming to Barrow Hill for the Fab Four Gala, please do bring along your unwanted items as our sales team will be pleased to recycle them for you – and maybe even sell you something in return! If you have anything you would like to donate in advance, as ever please contact Steve Andrews (Home: 01332 774193, Mob: 07824 422029) or Mike Cobley (Home: 01582 767782, Mob: 07803 073584).



A view inside the boiler barrel as of 29th February, prior to fitting of the flue tubes. The two large troughs you can see are designed to distribute the incoming water (from the injectors) to the cooler part of the boiler, thus reducing thermal stresses.