



B1 NEWS *flash*

Newsflash of the Thompson B1 Locomotive Trust

www.thompsonb1.org

June 2012

On the home straight at last.....



Thursday 14th June 2012: In the presence of two boiler inspectors, 61264's safety valves lift at 230psi, marking an important milestone in the boiler rebuild. It now awaits installation in the frames, as soon as the ashpan is fitted. The boiler barrel will then be mated with the smokebox. Not a single leak was found during the steam test – a remarkable achievement given the scale of the rebuild, and testament indeed to LNWR's boiler making skills. In total around £460,000 has been spent on the rebuild, including new ashpan and smokebox.

Chairman's update

Mike Cobley

We've nearly done it! As you have read above, the boiler passed two significant milestones in late May / early June, with the passing of its hydraulic test and steam test. The boiler now awaits refitting into the frames, with all the bottom-end chassis and cab work pretty much completed. Soon we will have a completion date in sight, so we are beginning to plan for running-in turns. Details will be posted as soon as we have them.

A loco loan agreement also has to be negotiated with the NYMR. We had provisionally accepted the offer of a loan from the NYMR Trust to expedite the overhaul, but with the generous bequest last year from the Standing family, it has not actually been necessary to draw down on this. Proudly, we have managed to finance this restoration work from our own resources, with loans and donations from many members and increased share purchases from new and existing shareholders. Thanks everyone for their superb effort.

In April 2009 the B1 came out of service, a few months earlier than originally planned. Since then, we have sadly lost our much missed colleague, Bob Mitchell, who had spearheaded the revenue earning trips and tours, as well as co-ordinating the support crews since 2000. I think he would have been very proud of what has been achieved in the last three years. Through ill health we also lost the services of former Chairman, Mike Sanders. Reflecting on this, it is perhaps time to look at the succession of the Directors and Trustees, since none of us are getting any younger. In the very near future we have to appoint a new Operations Manager to organise the revenue earning plan for the next ten years' service and subsequent overhaul. With the rebuilt firebox, boiler work should be minimal over the next twenty years, by which time many of the current membership will be in their 80s and 90s. Some younger blood will definitely be required before then!

Postage

Dave Horton

As many of you will be aware, the Royal Mail put up its postage prices at the end of April. The price of a standard First Class stamp went up from 46p to 60p (30%) and for a Second Class stamp from 36p to 50p (39%).

Currently the most significant cost of a mailshot is the postage, and with around 205 envelopes currently going out each time, with say 5 mailshots per year, that means our annual postage costs could increase by over £140. Not much in the scheme of things, you may say, but every extra pound we spend on postage is a pound we could have spent on the locomotive, and you know the old expression, "watch the pennies and the pounds will take care of themselves"!

So, if you have access to a computer and an e-mail account, and you haven't already done so, then do please consider opting for 'e-newsletters'. The quality you will receive is just as good as a hard copy, in fact it means it is actually easier for us to send out good quality, high definition, colour photos – and the cost of doing so is practically nothing. And if you don't yet do computers and e-mails, maybe now would be a good time to start!

Please contact me at **dave_horton@btinternet.com** to register your e-mail address.