



B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

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A rare find. In this fine yet un-dated and unattributed photo, 61264 is seen entering Breadsall station with what is thought to be a freight heading for Colwick (or maybe York). Breadsall was on the GNR Derbyshire and Staffordshire Extension, known locally as the Derby Friargate Line. Linking Nottingham and Burton-upon-Trent via Ilkeston, Derby (Friargate) and Egginton Junction stations, the line opened in 1878 and was closed in 1964. See inside this issue for further information about the line and Breadsall station today.

For those TBLT members living in and around Derby, a picture of 61264 at Friargate station would be the holy grail – if anyone has any such photos hanging about, please get in touch!

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Chairman's update

Mike Cobley

We are really nearly there now. I know, we've been saying this for almost the last two years! But ... as you will read elsewhere in this issue, there has been a lot of finishing work at Crewe that has taken a lot of time and consequently a lot of our dwindling money. This means we have started to draw down on the loan money that was made available by the North Yorkshire Moors Railway Trust.

We have already achieved so much from our own resources but we are nearly spent out. To this end we are asking members to help finance the final painting at Crewe with our Paint Appeal. We expect the painting to cost around £4000. If we can get 40 members to put in just £100 we will be there. See overleaf for the donation form.....

We also reach a few more milestones over the coming months. 61264 will be 65 years old this December and the original group that rescued the loco, the embryonic Rolling Stock Society, held their early meetings in 1973 – nearly 40 years ago. From those early days no one there could have contemplated that nearly forty years on we would have spent the best part of half a million pounds on the loco overhaul. In ten years' time many of those early members will be in their seventies. With the boiler in peak condition the locomotive is likely to still be working when it reaches 100!

A special thanks must go out this month to Steve Andrews, our Engineering Director, who continues to do a marvellous job in driving forward the locomotive's restoration. Steve's skilled Engineering work often goes unnoticed, but through his tireless efforts in making and refurbishing parts both large and small, in managing the volunteers and in helping to keep the work at LNWR Crewe moving forward, we will soon have one of the best performing and most reliable locomotives in preservation.

See you all at the A.G.M. at the end of October (more details on page 4).

Paint Appeal

We need to raise £4000 in order to have the locomotive and tender painted and lined out. This will be the final job to be completed by LNWR Crewe. So please dig deep! Your locomotive needs you.



61264 attacks the final approaches to Glenfinnan station on the West Highland Line in 2004. Photo courtesy of Ken Horan.

Donation form for Paint Appeal

Please cut off this form and return to: Stephen Harris, TBLT Treasurer, 3 The Larchlands, Hazelmere Road, Penn, Bucks, HP10 8AB. Please make cheques payable to 'TBLT'. Alternatively please phone Stephen on 01494 813551 or e-mail stephenharris@hotmail.com to make alternative payment arrangements.

I would like to help the Thompson B1 Locomotive Trust to reach their target of £4000 required to paint and line out the locomotive and tender by donating the sum of £_____

Signed _____ Date _____

Name (please print in bold capitals) _____

Address _____

_____ Postcode _____

E-mail _____

If you are a full UK taxpayer and you would like to claim Gift Aid on this donation, please tick here ☐. If you have already filled in a Gift Aid declaration form, this donation will be covered by the existing declaration and no further action is necessary. If you have not yet completed a declaration form, we will send one to you. Note: in order to claim Gift Aid, you must pay in the same tax year an amount of Income Tax and/or Capital Gains Tax at least equal to the tax that charities are to reclaim on your donations.

Annual General Meeting

Dave Fowler

***** **SATURDAY 27TH OCTOBER 2012** *****

11am (coffee on arrival from 10:30am)

Waverley Hotel
9 Pedley Street
Crewe
CW2 7AA

It's Annual General Meeting time again and after an eventful year no doubt you will have plenty of questions for the TBLT committee. The AGM this year will be held back in Crewe (a formal notice and the annual report, accounts etc. will be sent out to members / shareholders separately). By the 27th October we hope to have the completed locomotive on display at the LNWR workshops, and it may well be in steam. As a bonus the Crewe Heritage Centre has a Miniature Railway Gala and Model Railway Show on over the weekend of the 27 / 28th October. There will be plenty to see so we hope to see as many of you as possible.

Restoration update

Dave Fowler / John Whitfield / Steve Andrews

After much discussion with LNWR we have agreed a fixed sum for completion of the project. The final invoice of £28000 will deliver us a finished and steaming locomotive, including a full repaint and lining out of the locomotive and tender which itself will cost £4000.

When fully assembled the locomotive will be given another steam test at Crewe and it is hoped that this will be completed by the middle of October. The tender will be moved from Barrow Hill as soon as possible.

Work remaining to be done in the next 2 weeks before painting can be started includes:

- External/internal work on smokebox (rivet smokebox to barrel etc)
- Backhead pipework
- Fit superheater header
- Clean and fit superheater elements
- Fit main steam pipes
- Fit chimney / snifting valve
- Fit smokebox door and supply rope
- Modify ashpan and connect damper control rods
- Carry out steam test

Since the June Newsflash it may have been apparent that work on the boiler has been slower than previously estimated. This has been in part due to a problem experienced with the studs used to secure the expansion brackets. These were found to be of incorrect material and had to be replaced, which delayed the boiler being positioned in the frames. However this was achieved successfully in late August, as shown in the photos overleaf.



The completed boiler is lowered into the frames (August 23rd)



Work progresses on the cladding inside the workshop at LNWR Crewe. Since this photo was taken (August 23rd) the cab roof and windows have been refitted, the cladding has been completed and many of the boiler backhead fittings have been installed.

Work is now ongoing to drill and rivet the smokebox to the boiler and the frames. In tandem with this work has been the locating and fixing of the crinolines, allowing lagging and cladding to take place. This has been a particularly laborious task, with Steve Andrews having to spend at least 5 weeks working on this with the Cladding Contractor, resulting in another large bill of £9000. One of the problems was that the mudhole door pockets had to be cut out and re-positioned, and some of the washout plugs were in new 'as drawing' positions rather than 'as original boiler'. This is perhaps a salient lesson in how mechanical things shaped by craftsmen are not always true to the drawing. Sir James Martin, of Martin-Baker ejection seats fame, knew about this. He was once tasked with fitting one of his seats to a Lockheed T-33 being built under licence by Canadair for the Royal Canadian Air Force. When asked to be shown one of the aircraft so that he could work out the modifications necessary to fit the seat, representatives from Canadair instead sent him a pile of drawings. Sir James told them that he did not understand drawings very well, "...it was like looking at a good-looking woman in a photograph; the photo was alright but you want to see them in the flesh"!

Meanwhile Steve Andrews has continued to make progress on the 'small jobs', none of which are small! At Eggleston's Steel in Derby, a pair of back firegrate section support bars have been made. This takes Steve back to the time when he had the original ones made. Back then he cycled into Derby city centre after work on a Friday afternoon (they finished at 3:30pm). He had the three lengths of bar cut, then tied them to the crossbar of his bicycle. Next day he cycled the 18 miles to the GCR at Loughborough and spent the day welding the bars together, then cycled home again. This time round, it took about half an hour to draw up the new bar. The drawing was dropped into Eggleston's on Steve's way to Barrow Hill. The CNC gas profiler was programmed in about 10 minutes and each bar took about 4 minutes to do. Why struggle?!

Work completed in Steve's workshop has included assembly of the vacuum ejector after re-machining of valve seats etc. The vacuum ejector was fitted to the cab on Friday 7th September after much tweaking of the support bracket the previous day. This 'little job' was a classic example of how apparently simple things can take much longer than anticipated when dealing with a practically brand new boiler. The vacuum ejector, which weighs several dozen kgs, is located in the cab on the driver's side, supported by a large bracket off the side of the firebox. Running forward from the ejector is a large diameter pipe, which must pass through a hole in the front of the cab before running the length of the locomotive and passing into the smokebox. Coming up from underneath the cab is another large diameter pipe which must engage squarely with the bottom of the ejector. Getting this ejector to sit in just the right place, such that the forward-running pipe is level and passes centrally through the existing hole in the cab front, and the pipe underneath does not require too much bending to get it into place, is like a 3D puzzle! With the help of Mark from LNWR Crewe and around a dozen iterations of heat – bend – cool - try to fit it, the bracket was eventually shaped just right and the job was completed – but it took nearly all afternoon to achieve.

Spare sliding valves for the regulator have been machined as it is easier to swap them out rather than have to re-machine them – thus reducing locomotive stoppage time. Also an automatic steam brake oiler has been fitted so that the steam brake is lubricated for an entire day's operation, not just the first 10 minutes of use.

Spare engine-to-tender steam brake connectors have also been made, but the fitting on the tender has been taken off as the thread had been damaged. This has all now been sorted out.

Model Rail Live

September 22nd – 23rd 2012,

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



The sales stand will be in action again this coming weekend at the Barrow Hill Model Rail Live event (September 22nd / 23rd). As usual we will be putting out a table of magazines, videos etc and letting visitors help themselves in return for a donation. So please keep your donations coming – it is all valuable income for the locomotive and just because the restoration is nearly finished doesn't mean we should stop fundraising – in fact quite the opposite is true! Contact Steve Andrews (Home: 01332 774193, Mobile: 07824 422029) or Mike Cobley (Home: 01582 767782, Mobile: 07803 073584) if you have anything you wish to donate to the Trust. Thanks.

About Model Rail Live.....

Sponsored by Hornby, Model Rail Live features top layouts and full-size locomotives and rolling stock in Britain's last operational roundhouse – Barrow Hill.

Oliver Cromwell will be one of the full-size star guests at Model Rail Live. The BR '7MT' will join guest and resident steam, diesel and electric locomotives, including 'USA' 0-6-0T lookalike 'No. 30075', which arrived on site during 2012.

Advance ticket prices are £10 for adults, £5 for children or £25 for 2+2 family. They can be purchased either via the Ticket Factory hotline 0844 338 0338 (open 24 hours) or via the event website: www.modelraillive.co.uk. 'On the gate' ticket prices are £12 for adults, £6 for children and £30 for family.

East Midlands Trains (EMT) will be providing a DMU shuttle operation between Chesterfield station and the Roundhouse Halt throughout the weekend. The EMT services will depart from Chesterfield Station at 09.55, 10.55, 11.55, 12.55, 14.55 and 15.55. On Sunday 23rd September ONLY the shuttle service will start at Derby, departing at 09.15, before forming the 09.55 departure from Chesterfield. The shuttle service will then follow the Saturday timetable. For the Derby departure, a standard Derby-Chesterfield fare will be payable in addition to the £5 shuttle ticket.

GNR Friargate Line

Dave Horton

The photo on the front cover shows 61264 entering Breadsall station, which was on the GNR Derbyshire and Staffordshire Extension, known locally as the Derby Friargate Line.

Linking Nottingham and Burton-upon-Trent via Ilkeston, Derby (Friargate) and Egginton Junction stations, the line was opened in 1878 after being strongly promoted by businessmen and councillors of Derby, Nottingham and the surrounding area. They wanted to exploit the coal seams around northern Nottinghamshire and Derbyshire, the rail transport of which was controlled by the Midland Railway, who dictated prices. This increased the price of coal dramatically, thus diminishing Derby's competitive position as a Midlands industrial town.

From East to West, the line featured a number of impressive structures, including the wrought iron, lattice girder Bennerley Viaduct (still standing). There were also three tunnels, at Mapperley, Morley and Mickleover. 11 intermediate stations were provided between Nottingham and Egginton Junction, many of them built to quite substantial proportions in the standard GNR style. At Breadsall, just north of Derby, the station was very close to the village. It was provided with two platforms, a two-storey station master's house and the usual single storey offices / waiting rooms / toilets on the platforms. Latterly there was also a loading dock provided for race horses competing at the nearby Derby racecourse.

The line closed to passenger traffic in 1953 and eventually to freight in 1964. The station master's house at Breadsall survived until 1978, when it had to be demolished after an arson attack. Today the footings of the station and signalbox have been 'partially restored' as part of the Great Northern Greenway – an ongoing project to convert much of the line to a cyclepath linking Nottingham and Derby.



Now and then. Front cover: 61264 entering Breadsall station with possibly a Colwick or York-bound freight. Above left: more of less the same position today. The footings of the signalbox can be seen in the foreground and a reproduction level crossing gate has been installed beyond. Above right: the station looking towards Ilkeston in steam days.

The photo on the front cover has kindly been provided by Mark Higginson, who has written a very comprehensive book about the line. Titled 'The Friargate Line – Derby and the Great Northern Railway – A detailed history and illustrations', it was published by Golden Pingle Publishing in 1989 (ISBN 978-0951383407, 160 pages). The book appears to be now out of print, but secondhand copies are available on Amazon starting at £65.

Financial update

Stephen Harris

The final restoration of the locomotive is dependent on LNWR at Crewe completing the remaining work and the ability of the Trust to finance it (see Chairman's appeal concerning painting of the locomotive). Further finance is also required to increase the insurance cover on the fully restored locomotive up to its full value of £750k. Transport of the tender to Crewe for painting and the transport of the completed locomotive from Crewe to either Barrow Hill or the North Yorkshire Moors Railway will cost £3k. The main line certification test runs will also be required at a cost of £14k. These are small sums in comparison with the £500k we will eventually end up spending on the actual restoration, but they will have to be found. So any spare cash you have that you can donate or loan us will be of a great help at this crucial stage. Thank you as ever to everybody who has helped us to finance this restoration either through donations or loans. We couldn't have done it without you.

B1 memories

Dave Horton

TBLT member Robin Edmondson's granddad, Bill Bromley, was a top-link driver at Gorton shed (Manchester). As such, he was granted certain privileges as to favoured locomotives. B1s no. 1228 and 1156 were two of his favourite 'girls'. Robin says, "I do remember him telling me that after every turn he would pat the loco on the front buffer and say, "well done lass"". Bill could hardly read and write and his late arrival slips were completed at home by Robin's own dad. "Why were you late at Leicester, Bill?", "The boards were agin me at Syston South"!

Bill thought the world of the B1; "mighty fine lasses" he used to call the class. Robin went to primary school overlooking Gorton station (Gorton & Openshaw as it was called then). If Bill was bringing in a turn from Sheffield in the afternoon, a certain number of whistles went off as he passed through Gorton (most drivers had their own "code") and after school he would make his way to Gorton running shed and then be escorted to meet Bill bringing the loco on to shed. "I learned to drive a B1 at the age of 5!" says Robin. Bill had an elder brother, Wright Bromley, but he didn't like passengers so he drove fast freight!

If any other members have memories of B1s in BR or even LNER service, do share them with us. E-mail dave_horton@btinternet.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, together with your cheque (made payable to the 'TBLT') to: **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 ☐

Would you like to receive future membership reminders 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: _____

* If you are a full UK taxpayer and you would like to claim Gift Aid on this donation, please tick here ☐. If you have already filled in a Gift Aid declaration form, this donation will be covered by the existing declaration and no further action is necessary. If you have not yet completed a declaration form, we will send one to you. Note: in order to claim Gift Aid, you must pay in the same tax year an amount of Income Tax and/or Capital Gains Tax at least equal to the tax that charities are to reclaim on your donations.