

B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

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Appropriately bearing the headboard 'The Thompson Renaissance', the Members' Special on 24th September celebrated both the return to service of 61264 and the official launch back into traffic of Thompson coach No 1623. The train with its full rake of teak coaches waits to depart Grosmont. Photo courtesy of Alf Bousie.

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Chairman's update

Mike Cobley

As we reflect on a difficult year just passed, we can look back with some pride that when the wheel repairs were finally completed, our volunteers - led by Steve Andrews and with the excellent co-operation of Grosmont MPD staff, got the loco back up and running within 4 weeks. At the end of the running season we had some money in the bank but a sizeable invoice was due for settlement in time for Christmas. We have done it again!

There are still some sizeable loans to be repaid over the next 18 months and we do need to maximise our earning potential in 2017. With this in mind we are looking to extend our stay at NYMR for at least a further two years. There is also the possibility of a mainline railtour in the early Spring and a request for the loco to appear at the Gala event at Keighley & Worth Valley Railway.

Mainline railtours went through a very hard year in 2016 following the WCR ban and many tours were cancelled. Several of the stalwart mainline locos have been unavailable for a number of reasons, so we may not get much of a chance to be out on the big railway next year. We now have only a small number of our own support crew with a valid PTS and we have a better earnings potential based at Grosmont.

2017 will also be the loco's 70th Birthday in December. Plans are in hand to mark this milestone and requests have been made to two model loco manufacturers to produce a version of 61264 to coincide with the anniversary. There will be a bumper edition of the newsletter, maybe a return to the magazine format that we used to produce - 'Thompson Steam'. To highlight the efforts of the members throughout the last 43 years perhaps it should be renamed 'Thompson's Team'.

Best wishes for a prosperous New Year.



Waiting for its next turn of duty, 61264 stands at Grosmont during the North Yorkshire Moors Gala on 30th September 2016. Photo courtesy of Mike Cobley.

Engineering Report

Steve Andrews

61264 has run its last train of the season at the NYMR. Work is ongoing with a piston and valve exam which requires removal of the pistons and piston valves. The LHS piston valve was taken out, the rings carefully removed and the carbon scraped off. The left hand valve was then replaced using our new one ton engine crane, converted to run on 6 inch hard rubber wheels.

The AWS cable was rerouted from the curved footplating to the outside of the loco frame and securely clamped. This took two of us all day to do. Although the sanding valve had been blowing by for some time we were unable to repair it due to the NYMR using the loco. It was later repaired - the valve face being re-machined but the valve seat, being a stainless steel insert, required no attention. However the cap nut was cracked so a pair of new ones were machined from thread damaged washout plugs, one being a replacement and the other a spare. Also the reverser catch was badly worn so this was removed, welded up and machined back to the correct profile. A spare pair are also being machined.

We need a pair of piston valve stands and piston stands. We also need to stock up on white metal (50kg), bronze welding rods and other items that had run out, when most of the money was spent on repairing the wheels.

I have now found a haulage firm in Stamford Bridge who will move the tender wheelsets to Grosmont. They are able to do it in one day.

I am in the process of machining two new piston valve cotters. There is also a steam sanding pipe which needs a new cone and nut.

The support coach is having an exchange air brake distributor fitted. The coach tyres also need turning and it could do with a re-paint.

All this work brings us up to date and the loco should be ready for the new year.



NYMR staff, Owen Daniels and Charlie Wood use the calibration equipment to re-calibrate the speedometer, with TBLT member, Dave Fowler, sitting in the comfortable driver's seat in the nice warm cab recording the readings. Just an example of the tremendous help we are getting from the NYMR. Photo courtesy of Dave Fowler.

AGM report

Dave Fowler

The Annual General Meeting of the Thompson B1 Locomotive Ltd and the Thompson B1 Locomotive Trust was held on Saturday 5th November at The Brunswick Inn, Derby with 18 members present.

The meeting was opened by Chairman Mike Cobley and the Limited Company AGM commenced with the Officers Reports.

Thompson B1 Locomotive Ltd

Dave Fowler (Secretary) said it had been a quiet year for the Limited Company with no meetings held, all contact having been maintained via email and phone for routine matters. The Annual Return to Companies House had been prepared and was to be submitted after our made-up date of November 11th 2016.

The annual updating of the TBLT Share List held at Companies House had also been carried out. Helen Aylett had done a superb job as usual in distributing the share certificates and deserved our thanks as did Stephen Harris who collects all the monthly payments and sorts out how many shares Helen has to issue and record.

Stephen Harris (Treasurer) was unable to attend the meeting, but sent in his report. This stated that shares continued to be sold at a steady rate with 565 being sold this year. This brought the total shares issued to 32401 out of the authorised 35000 shares. The capital raised enabled the Company to support TBLT with a grant of £8000 towards the wheel crack repairs.

This year saw the 67th Share issue and last year Steve Andrews suggested that there should be a minimum share purchase of 10 shares (£100) to facilitate the administration. The meeting generally accepted this suggestion last year and the Directors have now agreed its implementation.

Overheads costs were again kept low as Barry Benveniste carried out the annual accounts check at a nominal cost of £110 and the AGM printing costs were helped using email. The reports and accounts were accepted and Barry Benviste was reappointed as the Limited Company Accountant. The meeting of the Thompson B1 Locomotive Ltd then closed and the Trust AGM commenced with Officers Reports.

Thompson B1 Locomotive Trust

Steve Andrews (Engineering Manager) said that even though there had been no news at last year's AGM about the progress on the repair of the wheelsets at Riley's, work still carried on at Grosmont on the locomotive frames.

The fitting of the two new axlebox crowns into the trailing axleboxes was achieved. They were then white metallised and rough machined. The four remaining axleboxes were then looked at and found to need bronze welding of the bearing faces. To carry this out we first had to purchase a new inverter welder, order the special welding rods from Bohler and then find a welder to carry out the welding. This proved to be a complete waste of time and effort so I decided to do it myself, but although my welding was good it was going to take time. In my weekly visits to Riley's, I spoke to their ace welder, Nick Bartle, for advice on

bronze welding who then offered to come and do it. Nick can weld very neatly and in a straight line so he came and got on with it and finished it in three days. I then assisted the shed staff with white metalling the four boxes which took another week to do.

Work carried on with the coupling rods, new joint pins being made, bearings rough machined and white metallised ready for final machining and new crankpins made for the trailing wheelsets. Work also continued on the brakegear and sanders. The curved footplating at the front of the cylinders was also modified so that it could be unbolted during piston and valve examinations. This took a week to do.

The reassembly of the locomotive just took off with the return of the wheelsets. They were shot blasted and painted immediately by NYMR workforce. The axle diameters were measured and the axleboxes machined to fit and the wheels were then assembled under the locomotive. With the driving wheels back in, the front bogie was dropped out, the wheelsets dismantled and sent to Riley's for tyre turning to bring them back into the correct thickness. The coupling rods were then put back on and the connecting rods fitted. The piston valves were then fitted and Keith Pardy re-timed the valves.

Along with a lot of other work the locomotive was reconnected to the tender and made ready for a steam test, which it passed. 61264 entered traffic at the end of July and has run on nearly every day since. It hauled the last train over the NYMR operating season at the end of October. We still have a number of jobs to do, mainly running repairs, but they will be carried out over the winter months when the railway is closed.

Mark O'Brien (Operations Manager) reported that after re-entering traffic on 30 July the loco had racked up the miles. Up to date the figures stood at approximately 6000 miles, bringing us in around £49,500.

The loco had been running almost every day it could, and apart from an issue with the AWS batteries failing, the loco had run without fault. The batteries have been in since 2004, so we have probably had our monies worth out of them.

Looking forward we expect the loco to be available for the NYMR Santa Specials, then on February 18th 2017 we are provisionally booked on a tour with 76084 from York to Whitby and back. Discussions are currently in place to take the loco to visit the KWVR for a few weeks to run at their winter gala at the start of March. The loco will then return to the NYMR to take part in the *Royal Scot* visit at the end of March. We intend to stay at the NYMR for the remainder of the year, as at present the only trips that have been offered are in the middle of the summer time.

At the end of 2017, the five-year contract we have with the NYMR runs out although talks are in progress to extend this for at least another year to make up for the lost season in 2015. They have already indicated that they would be interested in keeping the loco past 2017 anyway.

We have also recently had installed at no cost the new RETB GPS system to allow the loco to work in Scotland should we so wish.

Mike Cobley (Chairman) started off by saying that there were no fireworks from me and not much to report. He wanted to thank everyone for their help over the last 12 months, the continued support from members and shareholders and the officers of the Trust: Dave and Yvette for getting our updated website established, Dave Fowler for keeping the

paperwork up to date, Alan Camp for controlling our finances in what had been a difficult time with our drastically reduced income in the previous financial year and of course Steve Andrews with his dedication to detail of getting the loco back together and his search for constant improvements to keep it in tip top condition along with his band of volunteer engineers. Things could only get better and the loco had performed well for the latter part of the summer.

Mike had made approaches to both Bachmann and Hornby to consider an anniversary model of 61264/1264 but as yet no replies. Heritage Railway magazine had previously offered an in-depth article on the B1 before the wheel problem occurred.

Was it time to put a name on the locomotive? Back in the mists of time we contemplated naming the loco *Edward Thompson* and over the years we have run with several identities for photo charters, galas and railtours. Mike had recently carried out a 'straw poll' on a Facebook page - Railway Photographer Group - and from 40 replies two thirds were in favour, but a few were adamantly against naming locos that didn't originally carry one e.g. 75014 *Braveheart*. The Mixed Traffic Locomotive exchanges are due to be celebrated in 2018 at the GCR, so as we have been invited we may as well sport the *Oliver Bury* identity as a start.

Dave Fowler (Secretary) stated that the Trust Annual Return and Report and Accounts will be submitted electronically to Companies House after our made up date of November 11th and approval at this meeting. The returns to the Charity Commission had already been submitted electronically and accepted, giving the Trust a substantial saving.

Approximately half of this year's AGM Notices and Minutes were sent out by email to members who have agreed to receive it electronically which saved around half of the printing and postage costs. Dave said that one committee meeting had been held this year mainly due to the distances that committee members have to travel to attend, however, all members of the committee had been kept informed by phone and email.

When the locomotive was under repair, the insurance was changed to static only. When it became operational again a decision had to be made whether to go with the full main line insurance or just rely on the NYMR insurance covering us on the branch and to Whitby and Battersby. After much deliberation, it was decided to take out the main line insurance, meaning we were then free to go anywhere in the country.

An increase in the mileage fee was also discussed but it was thought to leave it until the locomotive was fully proved. However, the additional cost we incur in obtaining our main Line Certificate allowing us to go to Whitby etc. should be refundable. OTMR/TPWS all must be paid for and tested so we need to take this into account during future financial negotiations.

The Members' Day in conjunction with the LNERCA was a great success and we hope to repeat it again next year.

The new NYMR website is also a great success with an individual daily timetable for each locomotive running being published along with the Webcam at Grosmont station. This is being extended to other stations on the line next year.

Brian Rich (Membership Secretary) was unable to attend the meeting but sent in his report.

This stated that in the last year he had been informed of the deaths of two long standing members, namely Iain Jamieson and George Phelon.

As at November 1st 2016 there were now 259 members. In November 2014, there were 271 members and in November 2015 there were 268 members.

Recruitment of new members is therefore insufficient to balance members who have died or have resigned from the Trust. Mark O' Brien does succeed in recruiting young members, though the tendency is for many of them to stay with us for just one year.

The new leaflets have been circulating around the NYMR and on trains hauled by 61264 since she returned to service, so no more could have been done to publicise 61264 in the last few months. However, many of the leaflets will be read and we should remember that education is one of the remits of being a Charitable Trust.

Dave Wellington (Press and Publicity) said that the model railway layout that goes out in the Trust's name enjoyed one outing in 2015 – the huge three-day model event at the GCR where some interest in the loco was observed. Next outing for this publicity machine will be in Manchester during February.

The effort to produce the new leaflet and enhanced website is appreciated, and many leaflets were taken up during a leaflet drop on a Whitby train in September.

Many magazines were circulated with photos and a press release following the engine's return to traffic. Steam Railway produced half a page but resisted the opportunity to print shots of the repaired wheels, preferring to use a shot of the loco in action from 2014.

An article on the Society's history in time for the loco's 70th birthday is a possibility for a Steam Railway feature next year.

Good contact remains with Sheffield photographer Michael Anderson, whose photo of 7822 on the NYMR appears on the cover of this month's Heritage Railway. Recent shots by Michael of 61264 since its return to action have been forwarded to Alf for inclusion in the newsletter.

The effort to keep up the loco's profile goes on: - adopting another antelope name for next year following *Impala* and *Chiru* will be a boost. Welcome *Gnu*?

Dave also congratulated Dave Horton who is moving today to his new post of CME of the West Somerset Railway. Dave is still going to be involved with the B1 as record keeper and web site manager, so we wish him and Yvette well.

Mike Cobley (Sales and Donations) told the meeting that a member, Mike Shorten, had donated an amount of railwayana which was subsequently sold at auction. It raised over £2000, the highlight of the sale being a GWR miniature whisky bottle which sold for £260.

Mike is also currently involved in a house clearance which will also benefit the Trust when the 80 years' worth of magazines have been disposed of and the good stuff found.

Steve Andrews had also bought 10 brand new cab windows and sold 8 of them to NELPG who then sold 4 more on to a further group, so 3 steam locomotives have benefited from a chance find at a Lincoln auction house.

Stephen Harris (150 Club) in his written report revealed that the increase in subscription and prizes had proved a success with the net profit nearly doubling and approaching £2000. Many thanks were due to all who had continued to support the 150 Club and special thanks to those who had donated their prizes. There is room for a few more members so if you would like the opportunity to win with prizes up to £200 please contact Stephen Harris.

Alf Bousie (B1 News) thanked all the members who provided him with copy during the past year and especially the photographs. He asked members to look out for old photos of the B1 to put in the B1 News and add to the archive. New photos of the B1 were always welcome and popular with members.

He reminded all members that the deadline for the Xmas edition is 19th November.

Alan Camp (Treasurer) reported that last year had been a continuation of paying repair bills for the locomotive wheel problem. We had spent a total of £83,000 on this project but it had been worth it. This would not have been possible without the very generous donations of our members and the loans that had been arranged with some of our directors. Of course, we have had to press on with the expense without our expected income from running on the NYMR, which was the plan, so this has been a double whammy. We would normally have expected to generate anything up to £150,000 but we will now be looking to a full year of running starting in the new season.

As things stand, and looking ahead, we now have the loco running on the NYMR and have been able to make a start on our income for the current year so this is good for the 2016/17 accounts. At present we have approximately £14000 in the bank accounts and are owed £49000 by the NYMR for this year's running.

Our Lady President, Lady Balfour of Burleigh, suggested that we apply for funding from the Trusthouse Charitable Fund, who have assisted in the past. We have submitted an application and are currently awaiting their reply.

As money starts to come in we will be looking to start repaying the loans that we still have outstanding, not just for this project but historical ones. However, it is still vital that our members continue to support us in any way they can.

The Acceptance of the Accounts, the Report of the Directors and the reappointment of Barry Benveniste as the Trust's accountant was proposed, seconded and carried unanimously by members.

Under Any Other Business, Les Muir proposed a vote of thanks to the Engineering Team lead by Steve Andrews for their efforts in getting the locomotive back into service.

Steve Blakemore asked if there were any plans for a trip to East Anglia. Mark O'Brien said not at the moment as we are fully committed to the NYMR next summer which is financially more beneficial.

The meeting was then closed and members had chance to catch up over drinks and lunch.



*61264 departs Goathland on 1st October during the NYMR autumn gala.
Photo courtesy of Michael Anderson.*



*On goods duties 61264 sets off from Levisham on 2nd October on its way to Pickering.
Photo courtesy of Michael Anderson.*

The B1 Loco Names New Year Word Search

See how many loco names you can find-answers on page 19

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Impala
Puku
Alexander Reith Gray
Inyala
Ralph Assheton
Blackbuck
Jairou
Reitbok
Blacktail
Klipspinger
Roedeer
Bongo
Kudu
Sassaby
Bushbuck

Leslie Runciman
Sir Alexander Erskine Hill
Chamois
Lord Balfour of Burleigh
Sir Harold Mitchell
Chiru
Lord Burghley
Sir William Gray
Dibatag
Madoqua
Springbok
Duiker
Mayflower
Steinbok
Eland
Murray of Felibank
Stembok
Fitzherbert Wright
Nilghai
Strangsteel

Gazelle
Nyala
Topi
Gemsbok
Oliver Bury
Umseke
Geoffrey Gibbs
Oribi
Viscount Ridley
Geoffrey H Kitson
Oryx
Waterbuck
Gnu
Ourebi
Wilbeeste
Harry Hinchcliffe
Pallah
William Henton Carver
Hartebeeste

The evolution of the 'Thompson' coach

Alf Bousie

As part of this year's Members' Day the Trust joined with the LNER Coach Association to celebrate the official launch back into traffic of coach No.1623, the sole survivor of a diagram 329 coach. The first of these emerged from Doncaster Carriage Works in 1945 only a few months after the LNER's prototype standard carriage had been launched. These and subsequent builds are now collectively referred to as Thompson coaches and were very much a product of their time. In some respects, their development parallels that of the B1. This similarity was born out of a need in post war Britain for a simplicity of design, ease of maintenance and the requirement to use the minimum of scarce imported materials.

This contrasted with how it had been in the early years of the LNER when distinctiveness and prestigious design were very much the order of the day. The design of coaches came under the remit of the Chief Mechanical Engineer who at the grouping in 1923 was the newly appointed Nigel Gresley. At this time the LNER took control of around 21,000 coaching stock vehicles of various descriptions. Of these around 4,000 were electrically lit and might be classed as reasonably up to date however a significant number of the remainder were four or six wheeled vehicles, some of which were in particularly poor condition.

There was also set up a Superintendents and Passenger Managers Committee, made up of representatives from each of the constituent Areas of the LNER. This met monthly to make recommendations affecting passenger services and passenger rolling stock. What it failed to do was to create a central control for rolling stock and consequently each area controlled its own vehicles and had a say in the carriage building programme. This encouraged doing things in the traditional and time honoured way and may to some extent explain why certain features were retained when other railway companies had already dispensed with them. A factor that must have been frustrating to the Chief Mechanical Engineer and his team later on.

Gresley and his assistant O V S Bulleid set about updating the fleet, introducing a series of standard carriage designs, but as with his locomotives on occasions introducing novel features which didn't always survive the test of time.

Detailed modifications to these designs continued all through Gresley's period of office. Some of the innovations such as hairdressing salons, restaurant cars with interior décor in the style of Louis XIV and coaches with radio receiving equipment can perhaps be considered as publicity exercises. Other changes were more fundamental such as the introduction of end door corridor vehicles. Even so the LNER along with the Southern Railway continued the construction of coaches intended for long distance journeys with outer doors to the compartments right up to the start of the Second World War.

Another feature that made LNER coaches so distinctive and marked them out from all the other British railway companies was the continuing use of teak in their construction. This was perhaps even more noteworthy as by 1939 the LNER was the only company building carriages with all wooden bodies.

Given Gresley's innovative ideas in many other areas it seems unusual that general coaching stock continued to be constructed in teak throughout his time in office.

It may have been that the LNER Board regarded teak as the trademark and defining feature of the company. The adherence to this practice was such that a simulated version was applied to the steel panelled Thompson coaches in later years. Wooden bodied vehicles though were considered to be quieter than their all steel equivalents and teak, given multiple coats of high quality varnish was felt to wear well for many years.

The construction of teak framed and panelled coaches was certainly a time consuming and expensive exercise involving teams of craftsmen. Much of the constituent parts were made on site with the works having their own sawmills to cut up the timber for the carriage bodies. Even with improvements to working methods it still took several weeks to build each carriage. The actual preparation and the application of the varnish for the teak was a particularly slow process involving around eighteen stages. Up to ten coats of varnish were applied interspersed with rubbing down with sand paper and pumice.

Bearing in mind that one day had to be left between each coat of finishing varnish the whole process probably took up to twenty days to complete.

This was not to say that Gresley was opposed to the use of all steel carriages as even as early as 1927/28 outside contractors were used to build a number of open third and passenger brake vans. Gresley did though comment that the provision of compartment outer doors to carriages did not favour all steel construction because long steel sections could not be used for body sides. They were also more expensive, as a typical teak open third in 1927 would have cost £2700 to build as opposed to the £3950 for the equivalent all steel construction. It was also found that they were more expensive to maintain and weighed one and a half tons heavier.

The most notable departure from the LNER standard teak coach was of course on their high-speed services introduced in the 1930's. The Coronation and Silver Jubilee with their articulated stock and striking appearance were dramatically different from anything previously seen on the LNER. Coach bodies were built using steel panels with teak framing, with fairings used to cover the underframe equipment. On the Coronation, asbestos was also used to sound proof the carriages, with acoustic blankets lining the roof space and body sides. Nevertheless, apart from some suburban stock no other general service vestibule coaches were built with steel panelling in Gresley's time as Chief Mechanical Engineer.

Understandably the start of the second war had a severe effect on carriage construction. From a high point in 1938, when 711 vehicles were built, production fell to zero in 1944. Those coaches in service suffered from a lack of maintenance such that by 1944 the LNER emergency board received a memo from the Chief General Manager setting out the scale of the problem. This highlighted the fact that some 2,500 vehicles were being retained in traffic when they should ordinarily have been withdrawn.

At the end of the war it was recognised that there was a need for 4-5000 vehicles in the carriage building programme. Sir Charles Newton set out the main principles of how the stock was to be built. One of the notable points was that because of the shortage of suitable supplies it would not be possible to construct timber bodied stock and the LNER should opt for all steel carriages. There would also be no more compartment side doors intended for long distance stock, but the existing end door design would be replaced as it was deemed to cause congestion. Compartment side doors would though continue to be provided in vehicles intended for shorter distances as would the production of open stock.

In May 1944 the first post-war carriages were approved by the LNER emergency board and by January 1945 the prototype carriage vestibule first No. 1531 emerged.

At the time this was known as the Newton coach rather than the Thompson coach. This may be because Sir Charles Newton very much set out the principles of the design and had been the driving force behind it since its inception. Clearly at the time, Thompson's efforts must have been directed at the equally parlous state of the locomotive stock. There would have been a need to prioritise design work for the L1 and O1s and of course modifying some of Gresley's earlier designs. It may therefore have been necessary to have a lesser involvement in the detailed specification of the coaching stock. Whoever the coach should be attributed to, its inception was accompanied by a major public consultation exercise. A brochure entitled 'Design for Comfort' was distributed on LNER trains and received around 17000 replies. This sought passenger's views on such things as seat design, lighting and whether they preferred open or side corridor stock. Included in the brochure was an illustration of coach No 1531 referring to it as 'the new 1945 standard'.

Only a few months later in 1945 the prototype vestibule third No.1347 was completed at Doncaster. This was the first of the diagram 329 coaches of which nearly 500 were ultimately built and which the newly restored coach No.1623 forms a part.

In November 1946, the LNER approached the public again with a publication entitled 'Forward the LNER'. This brochure described the features of coach No.1531 and how the design had evolved. It drew attention in particular to the two transverse passages on the new coach which divided its interior into three, noting that it reduced congestion and the distance between seat and door. This design feature may have been an effort to address the demise of the compartment carriage door, a feature so typical of earlier LNER long distance coaching stock.



Restored Thompson coach No.1623 resplendent in its scumbled teak finish in New Bridge Yard on 16th August 2016. Photo courtesy of Marcus Woodcock.

Plans though to build 5500 vehicles over a three-year period had to be revised and construction changed to cover a 5-year period. This was still unacceptable to the Ministry of War Transport who intervened in the contractual negotiations between the LNER and the contractor considering the company's requirements to be in excess of its allocation of new vehicles.

The coaches that emerged retained the largely teak body framing with 16 SWG mild steel body panelling. The exterior was finished in simulated teak with a lead grey painted roof.



*The superb restoration and attention to detail is seen in the interior of the coach.
Photo courtesy Alf Bousie.*

Understandably these vehicles were a compromise given the post-war problems in manufacturing and material shortages. It could however be argued that in comparison with other companies' vehicles, the use of a simulated teak finish on steel panelled vehicles still gave them a dated appearance.

After nationalisation, the outstanding orders were eventually completed with coach E1623 being completed in York as late as 1950. Plans for all steel carriages had been in hand in 1947, but nationalisation halted this work. By 1951 British Railways had introduced the first Mark 1 coach. This took the best features from the coaches of the big four railway companies, but perhaps following more closely LMS practice. Production of the Mark 1 carriage continued through until 1963.

Carriage E1623 ran for 18 years and was only withdrawn in September 1968. It managed to avoid the scrapyard and instead was passed to the civil engineers to be used by track maintenance gangs. Internally it was heavily altered with seats, light fittings, luggage racks and one toilet taken out. Two compartments were knocked into one, a bench and store fitted, complete with chimney through the roof.

It ran in this state until 1st December 1982 when it was finally condemned at York. Two members of LNERCA managed to buy the carriage and it was moved to Grosmont via the weekly pick up freight to Whitby on 23rd March 1983.

Initial work involved removing all the rubbish from inside the carriage, some painting and spraying fungicide on the exposed framing to protect it until work could start in earnest. The coach had by then passed to LNERCA allowing grants for restoration to be accessed.

One of the major jobs was to replace the bottom rail which sits on the underframe. This was achieved whilst the roof was still in place, held up at times by Acrow Props and the remaining partitions. This work, believed to be a first in railway preservation, was undertaken by LNERCA's joiner, Andrew Daniel. The steel panelling was attached with 2,500 stainless steel screws, each pre-drilled, counter sunk, filled and sanded. Finally, using the technique of scumbling, the coach was given its simulated teak effect, complete with grain and knots.

It will now run with its Gresley counterparts in a rake of coaches which will fittingly represent a cross section of LNER coach development.



*Thompson meets Thompson as 61264 passes coach No.1623 at Grosmont.
Photo courtesy Alf Bousie.*



Although maligned, Edward Thompson gave his name to some highly distinctive carriages, featuring the trademark oval window and the unusual practice of placing doors a third and two-thirds along the body. Here Tom Walters, Thompson's great nephew, stands alongside coach No.1623. Photo courtesy of Murray Brown.

Members' Day 24th September

Alf Bousie

This year's members' day was advertised as a particularly special event and it certainly lived up to that billing. For many it was the first time they had seen the loco operating for well over eighteen months, so it was especially important. Memories of the long saga with the wheels were dispelled with the sight of the loco at the head of the 12.30 ex Grosmont. It also gave members the opportunity to express their thanks to the Trust's engineering team and those from the NYMR who made the repairs possible.

61264 ran with two headboards, the lower one, the 'NYMR loco department' acknowledged their involvement with the loco. The upper one, 'The Thompson Renaissance,' was particularly appropriate as the special event marked not just the return to traffic for 61264, but the completion of the restoration of Thompson Coach No. 1623. After 48 years out of regular commercial traffic, this vehicle formed part of the teak set of carriages. We therefore had an LNER loco hauling a rake of LNER-designed coaches. After 34 years of work the coach is now back to its original condition thanks to the dedicated work by LNERCA members. On arrival at Pickering the event was celebrated by LNERCA's Nick Stringer and Murray Brown and an assembled crowd as Tom Walters, Edward Thompson's great nephew, cut the ribbon to officially launch the carriage.

Members of the B1 Trust and LNERCA were able to enjoy a superb buffet laid on for the event and which was served up in the 1937 Gresley restaurant buffet en-route. It was a time for members, their families and friends to catch up and renew old acquaintances whilst travelling through glorious Yorkshire countryside hauled by 61264. Our thanks go to both the B1 Trust and the LNERCA teams for organising the event.



Seen enjoying the delights of travelling in a Gresley Tourist Third Open on the Members' Day Special are on the left facing, John Whitfield and Sue Gregory and with her back to the camera, John's wife, Jean. On the right facing is Neil Snuggs and with his back to the camera Brian Walker, Sue's partner. Photo courtesy of Alf Bousie.

150 Club

Stephen Harris

Prizewinners up to November 2016

2016	Special	£50.00	£30.00	£20.00	£10.00
July		118 G Brothers*	19 K Parkes	135 A Camp	30 D Wellington*
August		121 S Ackley	103 P Morrell	83 C Steward	59 D Wellington*
September	£100 104 P Morrell	-----	175 A Lightowler	2 G Mead	136 A Camp
October		42 A Hartford*	124 S Ackley	126 A Bates	51 J Whitfield
November	£100 16 A Bousie	153 Mrs R King	129 A Hartford*	3 L Little	60 R Kirk

*denotes prize donated to TBLT

If you would like to subscribe or increase your subscription, please contact Stephen Harris at:

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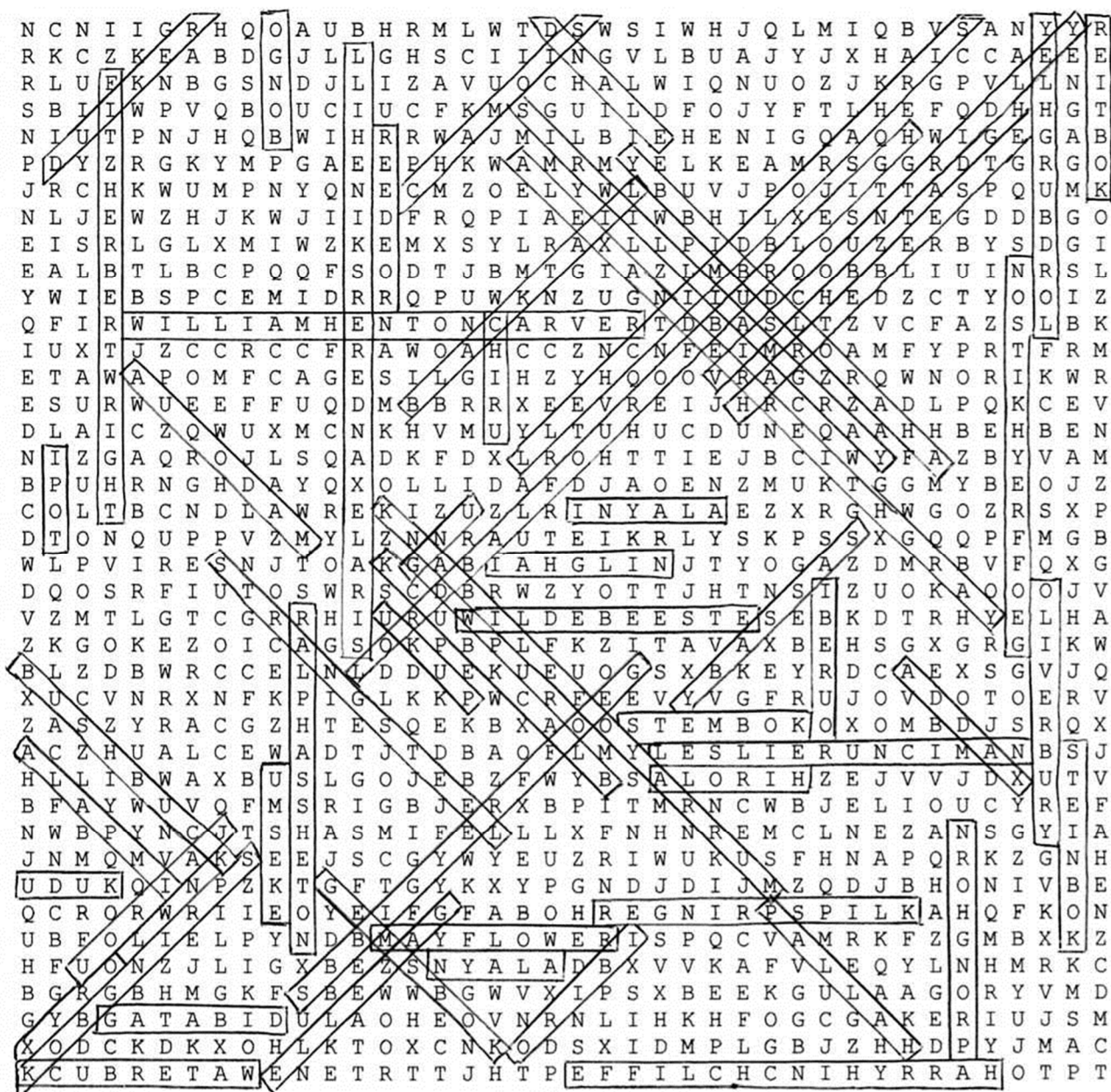
Alf Bousie

As members will hopefully know our own website was updated in 2016 thanks to the efforts of Dave Horton and can be visited at www.thompsonb1.org. With many new features it enables members to keep up to date with all the latest news about 61264.

One or two other sites are also well worth visiting. Brian Rich has recommended Chris Ward's Annesley website, at <http://bigkris21.tripod.com>. This recalls the last days of steam at Annesley shed and the surrounding area. It includes some evocative photos including a shot of 61264 at Nottingham Victoria as well as plenty of anecdotes and reminiscences about working at the shed in the 1950s and 60s.

The North Yorkshire Moors Railway has also updated their website www.nymr.co.uk. Of particular interest is the live webcam which has now been installed at Grosmont which gives views of the arrivals and departures from the station. So, you can watch 61264 in action in real time. Be warned though - it can become addictive!

Word search solution





*61264 runs round its train at Pickering on Members' Day, 24th September.
Photo courtesy of Mark Higginson.*



*With its mixed train 61264 passes through Newton Dale.
Photo courtesy of Michael Anderson.*



*On 29th October 61264 runs round its train at Whitby.
Photo courtesy of Dave Wellington.*