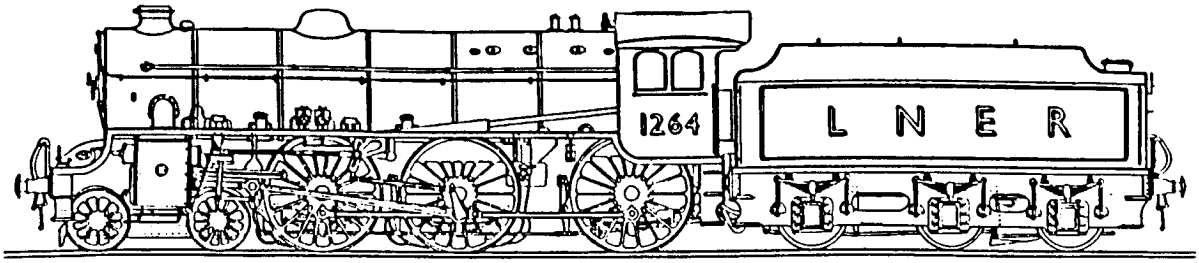


B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

NUMBER 92 **www.thompsonb1.org** **December 2022**

The start of a new chapter commenced on Tuesday 30th August 2022 when 1264 arrived at the Nottingham Heritage Centre after a long journey from Pickering. The loco is seen standing in the yard at Ruddington after being unloaded from the Reid Freight Services' lorry. The loco's tender was brought down separately the next day. Photo courtesy of Alf Bousie.

In this issue:

A reminder of past glories and hopeful of such times returning again; in the guise of 61248 'Geoffrey Gibbs', 61264 passes under the occupation bridge on Bunny Moor, on the GCR(N), in the year 2000 (photo by John Bagshaw). The line between Ruddington and Loughborough is currently closed to traffic but the Nottingham Heritage Railway are actively working towards reopening and eventually linking up with the GCR at Loughborough through the reunification project which in recent years has been making great advances, with the most recent work being the replacement of the life-expired A60 bridge. For more details go to https://www.gcrailway.co.uk/unify/.

Chairman's update

Mike Cobley

There has been a lot happening this year, as you will see in this Newsletter, albeit we have not been great at communicating it with you, and so our New Year's Resolution for 2023 is to ensure that we get back to a regular pattern of at least three Newsletters per year.

The challenge we now face is more epic than ever before. Our target, to raise £750,000 and have the loco back on the mainline in 5 years' from now, is undoubtedly the biggest mountain that we've had to climb since the loco was first restored from Barry condition.

Not only does she need expensive (and unplanned) firebox repairs, but she also needs new tyres and a new tender tank. The great thing is that we still have the skills (just about) in the UK to undertake such work, so technically we're in a good place.

We also have a good committee at the core of our efforts, supplemented by some (relatively!) young and dynamic members taking on specific portfolios; special mention is given here to Wendy Ibbotson, daughter of one of our much-missed founders, Jim Gurnett. Wendy is putting all her energies, enthusiasm and business acumen behind efforts to rebuild our social media profile, with pages on Facebook, Instagram and Twitter now receiving regular updates, extending to several thousands of 'followers' with every new post. Similarly, Engineers Alistair Leach and Tony Stockman are taking a lead with redesigning the tender tank.

This all helps to build momentum, which we are going to need by the lorryload (is that the right analogy?!). But the fundamental fact remains; once again we need to up-scale our fundraising efforts by several orders of magnitude. As a first step we need to increase the amount of giving per month so that we can plan the work efficiently around a predictable income stream.

I therefore encourage **EVERY** member, if you can afford it, to upgrade to our exciting new '6-12-64' membership scheme. If you are on e-mail then you would have received information about this already. If you don't use e-mail then you'll have recently received a letter about it. For those on the internet, a reminder that it's very easy to upgrade your membership, simply visit https://membermojo.co.uk/thompsonb1 and follow the instructions. Here you will also find the table of benefits that goes with each of the 'Bronze' (£6 per month), 'Silver' (£12 per month) and 'Gold' (£64 per month) levels. The new scheme has already achieved a 57% increase in monthly giving, but in absolute terms we need a much bigger increase

Meanwhile, we have started exploring the possibility of grant funding, and in the New Year we will launch a 'component based' fundraising scheme along the lines of the successful boiler stay appeals of the past. Other initiatives have begun to try and drum up interest in the locomotive, to attract new members, and to generally maintain a 'high profile' for the locomotive. This will never be easy for a B1 versus its more glamorous contemporaries such as A1s and A3s, but we believe that there is still a demand for authentic original Class 5 locomotives in today's mainline steam railtour scene, even more so on heritage railways.

And so it only remains for me to say, on behalf of the Directors of the Limited Company and the Board of the Trust, may I wish you all a Merry Christmas and a Happy New Year.

Minutes of the AGM 2022

Dave Horton – Secretary TBLT and TBLL

The 40th AGM of the Thompson B1 Locomotive Trust (TBLT) and Thompson B1 Locomotive Ltd (TBLL) took place on 30th October 2022 at the Nottingham Transport Heritage Centre (Ruddington). The meeting, which commenced at 1300, was the most well attended for many years, with 34 people in the room plus another 3 via Zoom videoconferencing. Another 14 sent their apologies.

Before the meeting, members were able to enjoy refreshments in the excellent 'Heritage Café' and, in between rain showers, rides on the excellent miniature railway of the Nottingham Society of Model and Experimental Engineers (NSMEE). Special thanks is due to the NSMEE for the use of their clubroom, and to those of their members who brought along a fine selection of miniature B1s.

After the meeting, several members took the opportunity to go and see 1264 in the shed.

The Minutes of the meeting hereby follow.

Attendees (37):

Dave Horton, Yvette Horton, Mike Cobley, Steve Andrews, Steve Robb, Alan Camp, Dave Wellington, Alf Bousie, Paul Hassall, Roger Northern, Anthony Naylor, Roger Goldthorpe, Irene Goldthorpe, Shaun Saltmarsh, Brenda Mitchell, Steve Kirk, Steve Blakemore, Tony Stockman, Lyall Stockman, Alan Hartford, Chris Clarke, Jordan Bailey, Derek Markee, Wendy Ibbotson, Lee Ibbotson, Julie Bruce, John Bruce, Eric Oates, Jack Sharpe, Phil Sharpe, Terence Holtby, Barry McGrory, Len Muir, William Wilson, James Tawse (on Zoom), Peter Hunt (on Zoom), Richard Kirk (on Zoom).

Apologies (14):

John Pearse, Roy Marshall, Andrew Murray, Michael Newman, Robin Aylett, Andrew and Elaine Green, John Davis, Jeff Price, Simon Barrington, Helen Aylett, Peter Layfield, Mark Allatt, John Glover.

Minutes of the 2021 AGM (TBLL and TBLT)

The Minutes of the 39th AGM of the TBLL and of the TBLT, which was held on 5th December 2021, were unanimously approved, with the following corrections noted: Alan Hartford was listed as an attendee twice, and Alan Camp's apologies should have been noted. The Minutes will thus be corrected on file.

Statement of Accounts (TBLL and TBLT)

The Statement of Accounts of the TBLL and the TBLT for the year ended 30th June 2022 were unanimously approved.

Re-election of Directors (TBLL)

No Directors retired and nobody stood for re-election or election. Note that the Directors of TBLL remain as follows: Mike Cobley, Alan Camp, Dave Horton.

Re-election of Trustees (TBLT)

In accordance with the Articles of Association (Rules 34 - 35), Steve Andrews and Mike Cobley retired by rotation and, being eligible, offered themselves for re-election to the Council of Management of the TBLT. This was approved.

Note that the Trustees of TBLT remain as follows: Mike Cobley, Alan Camp, Dave Horton, Steve Andrews, Dave Wellington. In addition the following sit on the Council of Management (though not formally as Trustees): Steve Robb, Alf Bousie, Yvette Horton.

Appointment of Accountant:

It was recommended that Anthony Rickman should be re-appointed as Company and Trust Accountant. Agreed unanimously.

Directors' Reports – 1) Dave Horton (Secretary)

Legal claim on NYMR:

Further to the letter sent to members in June 2022, a recap of which was made, an update on the situation regarding the NYMR claim was given.

The claim is progressing through our laywers, DAS Law, albeit slowly.

We are now waiting for Bob Meanley to answer further questions from legal counsel. Bob remains willing to act as the 'independent expert'. This will determine whether the claim is still viable going forwards.

Members agreed that it was still worth pursuing.

It was noted that NYMR had submitted their own report concerning the root cause of the firebox cracks and had also commissioned Riley and Sons to undertake an independent report. These reports had been passed to DAS Law for consideration.

It was noted that the 'Standstill Agreement' expires on 28th March 2023, so a Letter Before Claim must be issued before then, or it will be too late.

A 'without prejudice' meeting was held in August between Dave Horton and John Bailey, Chairman of the North Yorkshire Moors Railway Trust, but this had been inconclusive.

The NYMR's previous offer of an unquantified financial contribution towards the repairs in return for an unspecified period of free running at the NYMR had been re-stated, but a prolonged period of free running at the NYMR was rejected by the Trust as unacceptable. The Trust suggested a compromise of free gala appearances in exchange for a financial contribution, but this offer had gone unanswered by the NYMR.

Cost of repairs:

It was explained that a quotation had been received from Tyseley Locomotive Works to repair the firebox / overhaul the boiler, the cost of which would be £414,665 + VAT. Rounded up to £500k.

As well as this the loco needs:

- New tyres (loco and tender) – already on order, £36k
- New tender tank – c. £40k
- Bottom end overhaul – c. £70k

The subtotal of all the estimated work is £646k. If a 20% contingency is added on top, we need to raise approx. £776k to get the locomotive back in steam.

On top of this are the fees we will now be paying to Ruddington to keep a roof over our heads, at £100 per week.

We currently have £138k in the bank.

Target for overhaul

December 2027 will mark 80 years since the loco entered traffic at Parkeston Quay, a good anniversary to aim for.

We are therefore setting ourselves a target of 5 years to get the loco back in steam.

Covering the costs

Membership currently stands at 235.

£776k divided by 5 years divided by 12 months divided by 235 members = on average, £55 per member per month will be necessary in order to raise the necessary funds.

It is clearly therefore unrealistic to expect the existing membership to fund the overhaul in the timescale desired without more people giving more money on a more frequent basis, growing the membership, and supplementing with specific appeals e.g. “sponsor a tyre”, “sponsor a stay” etc.

Our membership structure of £10 per year or £40 for 5 years is far too cheap compared to other groups and will therefore be discontinued at the end of 2022, to be replaced with a new ‘6-12-64’ structure from 1st January 2023:

- £6 per month (minimum required for membership)
- £12 per month
- £64 per month

It will also be possible to give any amount per month providing it is at least £6 per month. Each level will bestow gradually increasing benefits which are still to be determined.

Existing 1 year / 5 year memberships will be honoured until expiry but people will be asked to switch to the new system voluntarily if they can.

Preference will be for regular giving via Monthly Direct Debit via the website, but other options will still be available ‘in the small print’ for one-off donations e.g. cheque or direct bank transfer.

The aim is to make giving to the Trust very easy for the donor ("just a few clicks") and as automatic as possible for the Trust to administer.

More work is also required to ensure that we claim Gift Aid and encourage people to think of the Trust in their Legacies.

Grant funding will also be investigated.

Publicity

A team consisting of Wendy Ibbotson, Yvette Horton, Alf Bousie, Dave Horton and Mark Allatt has been established to look at ways of raising the profile of the locomotive.

The group takes advantage of the experience of Mark Allatt who achieved great things for the A1 Steam Locomotive Trust.

Early successes have been:

- Revitalisation of the Facebook page
- Creation of a Twitter feed and Instagram account
- The restarting of regular website blog postings (approx. once or twice a month)

It is necessary to create and sustain interest through regular stories, no matter how small.

Written publications are not forgotten, in recent months the loco has appeared in:

- Heritage Railway
- Railway Herald
- Steam Railway
- Dave Wellington has written a good article for the GCR 'Mainline' magazine.

Directors' Reports – 2) Steve Andrews (Engineering)

Not a lot to add on top of what was already said.

We are purchasing two new 20ft containers and moving them plus one existing to Ruddington, so we will end up with three 20ft containers, two for storage of components and one for use as a workshop.

We'll be having a new tender tank, to be manufactured by Hill & Webster of Ashbourne, who have done tender tanks for other locos and have the skills to make nice flat sides.

The tender tank will have design modifications to accommodate future fitment of ETCS.

It is intended to start having organised monthly working parties at Ruddington after Christmas. Volunteer help will also be needed to sort out the containers at Grosmont. Dave Horton will alert the membership to planned dates once agreed with Steve.

Tender wheelsets and flanging blocks will also need to be brought down to Ruddington from Grosmont.

Tyres for the loco and tender have been ordered, we have gone in with Chris Beet / West Coast Railways on a 'bulk order' of loco and carriage tyres from a company in Germany in order to take advantage of better prices.

Directors' Reports – 3) Alan Camp (Finances)

£138k in the bank, of which £36k is earmarked for tyres, and the Trustees have agreed to spend a further £64.5k for supply of copper plate for the new tubeplate and wrapper that will be required (as a result of the cracks).

The year just passed has seen expenditure on insurance, and moving the loco down to Ruddington.

The support coach has temporarily gone on hire to the Chasewater Railway, which will generate £75 per day income.

Tender modification project – Dave Horton

A detailed presentation was given concerning the design modifications which will be required to the tender in order to accommodate future fitment of European Train Control System (ETCS) equipment.

ETCS, a form of in-cab signalling, will eventually become mandatory for all rolling stock operating on the mainline and so if we want the loco to remain registered as such, then it is imperative to make provision for it in the design of the new tender tank, or risk expensive modifications at a later stage.

The equipment to be fitted involves, amongst others things;

- computer 'racks'
- various antennae and tachometers
- a 'Driver Machine Interface' (DMI)
- upgrading of existing TPWS
- lot of conduits and wiring
- batteries to power it all

A team consisting of Alistair Leach, Tony Stockman, Steve Robb, Steve Andrews and Dave Horton has been formed to progress the design work.

Alistair Leach is acting as voluntary Project Engineer and in his professional life is a rolling stock engineer with Ricardo Rail in Derby, directly involved with the trial project to fit ETCS to 60163 'Tornado'. There is also another project, which Alistair is not involved with, to fit ETCS to Black 5 no. 45231 'The Sherwood Forester'. Both are being funded by Network Rail, so we can take advantage of the lessons learned from that.

Tony Stockman is modelling the tender in 3D CAD from original North British drawings.

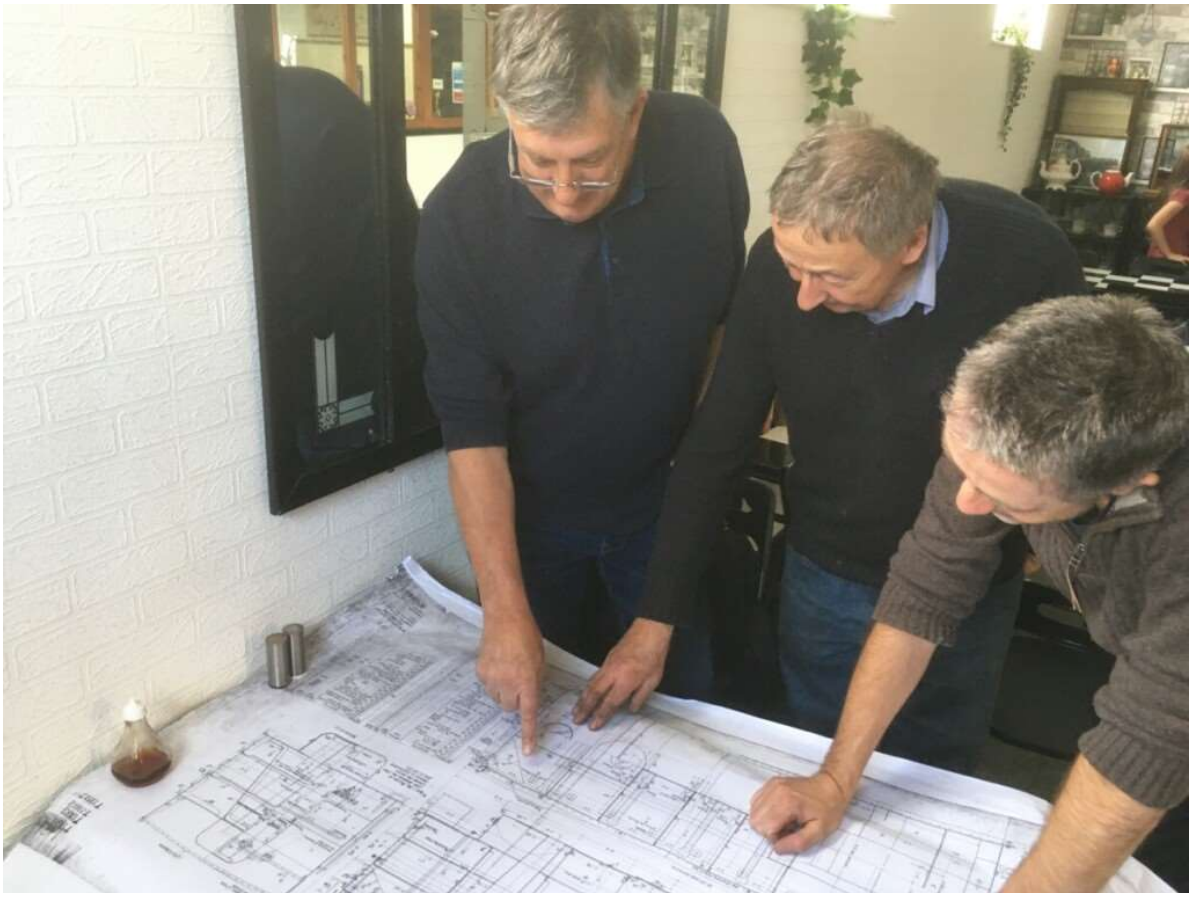
The trick will be to make it compact, rugged and reliable – not easy! Although we are doing the tender design work ourselves, it is expected that Network Rail will eventually have to pay for the equipment since it is a 'network change'.

Any Other Business

It was noted that work is ongoing to review the list of Shareholders, in order to avoid sending AGM paperwork to shareholders who had passed away or were no longer contactable.

Grateful thanks was noted to the NSMEE who had very kindly lent us their clubroom free of charge on this occasion.

The meeting closed at 14:50.



Tony Stockman, Steve Andrews and Alistair Leach discuss plans for the new tender tank at Ruddington in September 2022.

Engineering report

Steve Andrews

I had been talking for some time to Craig Buxton at The Midland Railway Centre, Butterley, as he had suggested that 61264 could come there. However, Andy Fillingham, Chairman of the Friends of the Great Central Main Line, had been working at the Great Central Railway North (GCRN) at Ruddington in an effort to get trains running again, and for the A60 road bridge to be replaced. He had suggested that space in the main shed could be available for a yearly rental fee.

Steve Robb and I visited the site and were impressed by what was on offer, especially that the site is open to the public. The site is quite busy, being home to the bus museum, a nice café open seven days a week, workshops and the Nottingham Society of Model and Experimental Engineer's 5 inch and 7¼ inch gauge railway track.

We will help out where we can with the Loco Department at the centre, but our emphasis will be on restoring 61264. It will make it a lot easier for us to overhaul the loco there as it won't involve a 300 mile return journey to the NYMR.

In August it was arranged that 61264 and support coach would move to the carriage shed at New Bridge, Pickering. We went to Grosmont to make sure that the loco was fit for moving and two weeks later it was moved to New Bridge as planned.

Reid Freight moved the loco and tender to Ruddington at the end of August. The support coach was later moved to the Chasewater Railway at Brownhills as they needed a coach for their Santa Specials. They had been trying to hire or buy a decent coach but to no avail. The coach had to be emptied as some work will be necessary. This meant that we had to dispose of any old boots, overalls, sleeping bags etc. I'm having a sort out in the coach workshop with Bill Owen, a Trust member, who owns Simplex locos, brake vans and wagons at the railway. To make better use of the available space, we will be making a hydrant hose rack. We will fit new luggage rack netting, upgrade the 240v wiring, fit LED lights and install a new kitchen area.

Over the next few months, we will be moving our 20ft workshop container to Ruddington along with the spare tender wheelsets and boiler flanging blocks. We will purchase two new 20ft containers and empty out our main workshop container, fit the racks and work bench along with all of the tools, parts etc. We will sell the former workshop as it needs major work to its roof, and I need to spend my time overhauling the loco rather than mending the container.

When we settle in at Ruddington and have organised our workshop/storage, we will start on the tender. The tank will go to Hill and Webster to have a new one made with a larger manhole in the sump and modifications to accommodate the future installation of European Train Control System (ETCS). The tender frames will go to Belmont Blasting at Anslow, Burton upon Trent and will be returned in primer.

We will not dismantle the loco or tender, to give the impression of work starting, as was done previously, without secure storage being in place first. This is because, last time around, we ended up with parts going missing/stolen but we will have a new container with secure storage, racking and benches at a price which is less than the cost of replacing missing parts.

Lubricators

When 61264 was at Barry Scrapyard, the loco's original lubricators had been taken and Woodhams gave us permission to take two off a Bullied loco. I overhauled the lubricators, but the lids opened the wrong way and would have jammed against the boiler making them difficult to fill with oil. Some years later Brocklebank Line arrived at the GCR, and they had a pair of LNER type lubricators with the lids opening the correct way. I did a direct swap with Bill Owen of Brocklebank Line, whose lubricators had been purchased from NCB. That way, everyone ended up with the correct lubricators to fit the correct locos.

In the meantime, I had come across another lubricator donated to us which was stripped of the lid and quite a few parts. Over the next few years Bill and I made quite a few spare parts: pump castings and four- and five-inch ratchet wheels. Bill also supplies brake van stoves and parts.

I have almost finished overhauling the spare lubricator but noticed in the NYMR stores a lubricator with a correct type opening lid that had been stripped of parts. The NYMR wouldn't agree a sale but wanted to purchase from me an overhauled air vacuum valve, so we did a swap. Having got the lubricator, I started making parts for it, new lid, ratchet wheels, pumps etc - in all about £1750 worth of parts. The Bullied lubricator can then be sold to offset all the cost of parts and repairs. I started on the rocking arm and fitted a new 5-inch ratchet wheel, springs, new bolts etc but then noticed on the back casting an engine number: it was 1264 LNER. The loco must have been stripped of parts at Barry by supporters of the NYMR and NELPG when they visited. I've also noticed on the NYMR Standard 4 tank LNER pressure relief valves also stamped 1264.

I wonder how many more parts of 61264 are hidden away at Grosmont, lurking on shelves or hidden in cupboards. Life could have been so much easier to get 61264 running had these parts been returned. Instead, The Trust and I had to spend time and money sourcing other parts to get 61264 back into service. It would be helpful if the NYMR had a search of their stores and returned the parts belonging to 61264. In the past where parts have been donated or purchased for 61264 that didn't fit the loco, we have sold them on, normally at cost, to the correct loco owners.

New drawbar

In the last year of running our loco, the tender drawbar was inspected, as this has to be done every year. The UAT inspector said that there was some minor cracking and said that I should file it out, which I did straight away. He UAT'd the bar again and passed it for another year but said it would not be passed next year and recommended a new one was made. As it was now 5pm and the shed was being locked up we were unable to measure up the drawbar therefore we had to return the following Tuesday to do this, to refit the bar and put the engine and tender back together. When we returned on the Tuesday, we found the loco was running in service as the NYMR had no Whitby locos available. This was particularly annoying as nobody had let me know the loco was in service and I had made a special trip up there, a journey of 150 miles.

Steve Robb then managed to obtain a drawing from the National Railway Museum (NRM). It seems that drawbars were 'bumped' in the Works blacksmiths' shop to get the correct centres for that particular loco and tender. At the start of winter maintenance, we measured the gap between loco and tender and with the drawbar removed found that it needed to be 5/16ths inch shorter.

So, the old drawbar was taken to Stephenson Engineering of Manchester with the NRM drawing and the new information about the correct length. As this was at the beginning of Covid restrictions, the drawbar took a lot longer to manufacture. The new drawbar is forged from a blank to get the correct grain structure for maximum strength and life. Stephenson's were able to load test the new drawbar and provide a certificate of conformance all in one price, so it didn't have to go anywhere else for load testing.

We went to pick up the drawbar after Alan Camp had paid for it. I was amazed by the weight of the new bar as it was about a third heavier than the old one which had wasted away in LNER/BR service. The new bar is quite chunky and now needs two of us to lift it. The gap between loco and tender will now be correct; it will be harder to squeeze together to get the drawbar in, however it will have been well worth the money spent.

Brass spanners

Steve Robb came up with the idea of a full set of Whitworth BSW brass spanners. Now brass spanners aren't made of brass but are of the right type for dismantling gunmetal backhead fittings and injectors etc. They are also flat, not open ended, nor do they have a cranked neck as in a normal type of spanner. They are used to dismantle fittings no matter how tightly they have been put together, without causing any damage, as the six-sided spanner will always be a good fit on the nut or part being dismantled.

Steve drew up the spanners on his laptop and was able to send the drawings digitally to J.B. Engineering at Hatton where the spanners were profiled on the new laser. If you have never seen a machine like this in use, it's a revelation! It even marks the spanners with the Whitworth size and loco number. So, anyone out there struggling to dismantle fittings, needs to purchase a set from Steve Robb.

So don't drive another 50 miles to a preserved railway workshop, to waste your time struggling to dismantle fittings when you could have purchased the correct tools in the first place. Sets made to order so contact Steve Robb.

Life and times of the B1

Alf Bousie

Frequently when discussions take place about how tragically short the lives of some British steam locos were, the comments centre around the post-war designed Standard classes.

Many of these were introduced between 1951 and 1954 and had incredibly short lives with many lasting less than ten years. At the time the anticipated lifespan of a steam loco was generally considered to be around forty years with longevity seen as one of their particular advantages.

What is perhaps not so often considered was the similarly short lifespan of the B1s. The average life of the class was just sixteen and a half years.

Disregarding 61057 which was scrapped following the accident at Witham in 1950, the unfortunate honour for holding the title of the shortest lived B1 goes to 61380. Entering service at Colwick on 22nd August 1951, it moved to Leicester followed by Woodford Halse on 17th March 1962. A week later it was condemned and sent to Darlington to be cut up the following month giving it a lifespan of just over ten and a half years.

When Edward Thompson and the Doncaster drawing office staff witnessed the introduction of pioneer loco No 8301 *Springbok* on 19th December 1942, they could hardly have envisaged the class lasting so short a time. This view would have been confirmed by the newly created Railway Executive which, in 1951, presented the 'Report of the Committee on Types of Motive Power'. This report looked at the future of all forms of traction available to the fledgling British Railways and sought to assess the various merits of steam and other forms of traction.

The nationalisation of the railways presented the opportunity for the first time to look at the entire railway industry and to compare it with what was happening in other countries.

At the time of the report the BR loco fleet consisted of:

Steam:	19,598
Diesel:	10
Diesel electric:	124
Gas turbine:	1
Petrol:	2

This amounted to a gross book value of £104 million, with an estimated replacement cost of £200 million at December 1950 prices.

The report accepted that the life of a steam railway locomotive in this country was between 30 to 50 years and actually stated that the changeover from one form of motive power to another must be a long-term process if a waste of capital is to be avoided. It also accepted that the private car and air travel would increase and to compete there needed to be faster, more frequent services at sustained speeds of 80mph+.

The longest lived B1 in LNER/BR service, 61002 Impala catches the morning sun in the shed yard at York on 15th November 1964. Entering traffic in September 1943 it survived until June 1967. Photo copyright of Colour-Rail.com.

It was clearly conscious of public opinion and acknowledged that the general public would expect, “a service of higher quality, latest technical progress, modern and attractive in appearance ‘in keeping with the outlook and requirement of the age”. Telling was the acknowledgement in the report that, “there is in no doubt that many of the public sincerely believe that the steam locomotive is being rapidly seen as outmoded” with, “smoke and dust being and will be frowned upon”. The writing was therefore on the wall for the steam locomotive. The problem was that in post-war Britain, with balance of payment problems, shortages of materials and labour, and still fighting the Korean War, using foreign currency to import oil to power diesel locos was a problem.

The British economy had been built on, and to a large extent continued to be dependent on relatively cheap, domestically-produced coal. It had always been assumed that 'large coal' particularly suited to British locos, with their narrow fireboxes dictated by the restricted loading gauge, would always be available. Unfortunately, this sort of coal was also in demand by others, such as gas works, domestic homes and especially for export where it would earn valuable and much needed foreign currency. This coupled with all the added infrastructure costs of supplying and distributing coal to all the country's steam depots started to make coal a less attractive option.

The report did accept that practically all the oil the country used had to be imported so BR would have to be assured of the security of supply before it could embark on wholesale dieselisation. Such a major change would have to be spread over a long period and it was anticipated that in the first stage, a period of ten years, possibly 25% of motive power could be turned over to diesel traction. This was felt to be the maximum rate that was achievable on practical and economic grounds.

The report was being very cautious, no doubt understandably, as Britain had been particularly vulnerable when importing critical supplies in the recent world war.

For a time 1264 took on the identity of long serving B1 61002 Impala and is seen running round its train at Pickering on 22nd June 2013. Photo courtesy of Mark Higginson.

The change over from steam would also have a profound effect on the locomotive construction industry as BR was almost unique among railways throughout the world in that they both constructed and repaired their steam locomotives and rolling stock.

Elsewhere, the majority of railways purchased motive power from private manufacturers and railway workshops were smaller affairs concentrating on routine maintenance and repairs. The committee thought this system would continue to be the case and that new diesels and electric locos could be built 'in house'. To do this the existing railway workshops would have to be re-equipped to build diesel locos and again this required, "good long-term planning".

Again sporting its Impala guise, 1264 returned to Barrow Hill for its open day and is seen in the shed yard on 27th September 2013. Photo courtesy of Alf Bousie.

The committee still seemed firmly wedded to continuing to use steam traction acknowledging that its simplicity of design, reliability, and ability to withstand rough treatment made it still a good source of motive power.

As Edward Thompson had concluded, a key issue was standardisation of components and fittings and the interchangeability of parts. It was accepted that there were still improvements that could be made to steam locos such as advances in boiler design, the use of manganese steel for wearing surfaces, roller bearings, better water treatment, rocking grates, self-cleaning ash pans and smoke boxes.

Diesel traction was being investigated but there was only limited experience of mainline locos. This was confined to the two ex-LMS 1600hp units completed in 1947/48 and the two similar SR units rated at 1750hp and built in 1950/51.There were teething difficulties with these locos and it was accepted they hadn't been in service long enough to make a fair assessment of their performance.

The problem the committee was confronted with was how to build a diesel loco in excess of 1600 hp within the British loading gauge. The need was for a single unit capable of exerting more than 2000hp to work long distance express trains with loads and schedules equal to what was in force prior to the outbreak of the Second World War. As it stood, two 1600hp diesel locos were needed to operate express trains routinely hauled by a Class 7 steam loco. This increased both initial and operating costs.

To show the comparative costs an example was given for the running costs of the 10.00am Glasgow-Euston and the 9.5pm Euston-Glasgow express in August 1950:

- Class 7 steam loco 4-6-2: 50.39d per mile
- 2 x 1600hp diesel electric locos: 122.84d per mile

This excludes maintenance, renewals and workshop costs but nevertheless equates to a cost difference of 72.45d per mile.

At the time, English Electric were developing a 2000hp unit within the British loading gauge but this would still be below the maximum power exerted under certain conditions of a modern 4-6-2 express steam locomotive. However, the cost differences for freight working and in particular the use of diesel railcars on branch lines was significantly less and it was here that the committee felt there was scope for further development.

In summary, the committee concluded that steam would provide a considerable proportion of the traction required for many years to come. They anticipated that further improvements could be made to steam engines with research and design policies but accepted, even with these, that they still wouldn't overcome the steam loco's inherent limitations. They would though continue large scale experiments with electric and diesel traction and if a 2000hp single unit diesel was successful, they would try relatively large-scale tests on mainline and secondary routes. In addition, it was proposed that there should be detailed planning and costing for the electrification of the East Coast Mainline from King's Cross to Grantham and Nottingham.

The report of 1951 suggests a measured approach in terms of the transition from steam to other forms of traction. It accepted the need to retain steam traction until a suitable replacement could be provided in terms of more powerful single unit diesels and ultimately the widespread electrification of the network. At the time the report was published, B1s were continuing to be built and it was six months afterwards that the last B1 produced, 61399, left the North British Works in Glasgow and entered service.

By 1954 the financial situation of British Railways had not improved, and the British Transport Commission admitted that the railways were not working to their full efficiency and needed to attract more capital investment to keep equipment up to date. It therefore undertook another review culminating in the 'Modernisation and Re-Equipment of British Railways' report, now commonly referred to as the 'Modernisation Plan'. The government White Paper produced in 1956 from this plan stated that it would help eliminate BR's financial deficit. The plan was to start within five years and be completed within fifteen and to spend £1200 million modernising the railway system. The principal ways this was to be done was by:

1. Improving track and signalling to enable higher speeds.

2. Eliminating steam as a form of motive power, to be replaced by electric or diesel.

3. Replacing steam-drawn passenger stock, largely by multiple units.

4. Remodelling freight by use of continuous braking, modern marshalling yards, larger wagons and better loading and unloading facilities.

Foremost in their strategy was the elimination of steam as the main form of traction and the need to change to diesel or electric. It recognised that steam locos were cheap to build, simple, robust and had a long life but the shortage of coal, the need to reduce air pollution and for greater cleanliness in trains and stations meant steam locos had to go.

The British Transport Commission therefore proposed to build no new express passenger or suburban steam locos after the 1956 programme and to eliminate building of all steam locos within a few years.

The ideal was seen as the electrification of the system but accepted this would be capital expensive, so diesel traction was seen as a halfway house. By the end of the plan period, it envisaged 2500 mainline diesels would be in use and steam would be eliminated beyond Newton Abbot on the Western Region and the Southern Region would be employing diesels between Exeter and Waterloo, Southampton, Bournemouth, and Weymouth.

The total cost of the transition to mainline diesels in the plan was put at £125 million. It was expected that by these measures, 200 diesels could replace 300 steam locos. Even though only a handful of prototypes had still been produced it felt useful experience had been gained such as to implement this change. The report was still measured in its approach to this transition stating that it intended to standardise designs as much as possible and with respect to the elimination of steam it stated that, “careful planning will be required to ensure that, as the existing stock is gradually replaced by diesel or electric power it is still used to its best advantage”.

Sadly, we know from hindsight that this careful transition, particularly from steam to diesel traction, was not followed. Whether the timescales for this move were too optimistic or too large in scale is open for debate but what occurred was the introduction of locomotive types that had not been properly evaluated or tested. Orders were placed with numerous manufacturers, some with little or no experience of mainline diesel locomotive construction. The end result was not the careful transition to a limited number of standardised designs envisaged by the report but a multiplicity of untested diesels replacing steam engines some less than ten years old.

So it was that the B1s, a class of locos that, given the reported expected lifespan of a steam loco, could potentially have still been in operation into the 1970s, were all gone by 1967. Instead, 90% of the class lasted less than 20 years, with the last batch of locos built post-1950 having an average lifespan of just slightly over 13 years. The early 1960s saw significant numbers scrapped with the withdrawal programme as follows:

B1 locos withdrawn per year and as a percentage of the class

1961	**1962**	**1963**	**1964**	**1965**	**1966**	**1967**
1	120	62	54	80	64	27
>1%	29%	15%	13%	20%	16%	7%

61030 Nyala seen here at Ardsley shed in April 1964, along with 61337, were the last remaining B1s in BR revenue earning service. Their final allocation was to 56F Low Moor from where they were condemned on 30th September 1967. Photo copyright of RailOnline.

The last B1 loco ever to be built was 61399, entering traffic on 22nd April 1952. After spending most of its working life on the Great Eastern section it moved to Sheffield in January 1960, remaining there until 1962, when it moved to Canklow.

Less than a year later it was condemned and scrapped at Marples & Gillott in Sheffield so lasting less than eleven and a half years.

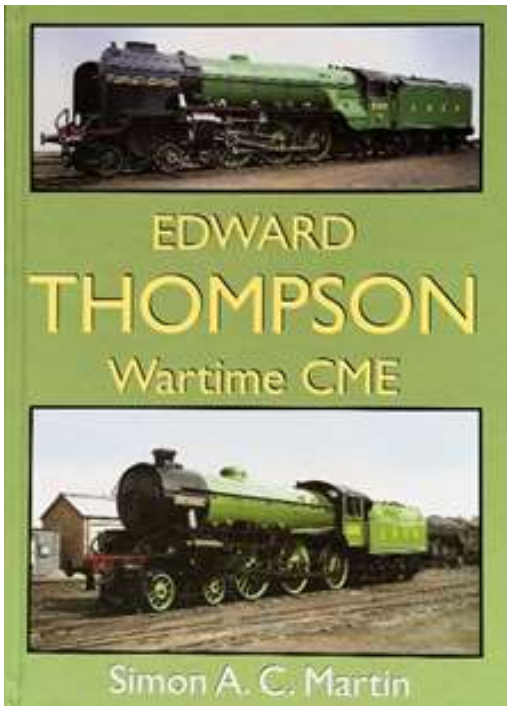
Remarkably the longest surviving B1 in normal service was 61002 *Impala.* Although it was the third B1 to be built, entering service in September 1943, it outlived many of its classmates and wasn't condemned until June 1967. Spending most of its time in the North East, its final shed being Hull Dairycoates; it lasted twenty-three and a half years.

By 1967 just 27 B1s survived, mostly shedded in the North East or in Scotland. The last to go were 61337 and 61030, both withdrawn from Low Moor on 30th September 1967. The latter *Nyala* was again one of the longest surviving members of the class, having lasted over twenty years. Their withdrawal and scrapping meant the end of the B1s on regular BR service and the end of an era.

Some B1s survived a little longer as stationary boilers with 61264 being used for this purpose at Colwick shed. Thankfully it, along with 61306, were saved and have now been running in preservation longer than most of the rest of the class did in BR service.

Book review – Edward Thompson Wartime CME

Alf Bousie



By Simon A.C. Martin
Strathwood Publishing
Description: Hardback, 301mm x 216mm,184pp
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Many books have been written about Edward Thompson and Sir Nigel Gresley and most have followed the convention of denigrating the work of Thompson, characterising it as a campaign against all things Gresley and depicting most of Thompson's engines as ungainly, useless and unloved. This book questions this viewpoint and seeks to go beyond the frequently repeated and often unsubstantiated anecdotes to try and get a more objective view.

The author highlights that many of these comments were based on second or third hand interviews and nobody had really looked at what primary source documents were available.

Looking into this he found that the National Archive at Kew held minutes of various LNER committees which provided much background material. Also, the 'Use of Engine Power' document held there provided a record of statistics of every locomotive class owned by the LNER during the Second World War. Using this and the LNER Engine Record Cards held at the National Railway Museum at York, he was able to look forensically at how locos were actually performing and put together a much more objective examination of the facts. He sets out all this information in an overview of each year interspersed with chapters on various locos, their manufacture, or rebuilding.

For those wanting to get closer to the truth about Edward Thompson's tenure as CME of the LNER, this well illustrated book is both absorbing and well researched, providing a lot of fascinating background information.

GWR 2800 Class 2-8-0 No. 3802
Steve Andrews

On the way home from a visit to my mum in Dorset I made a detour to the Northampton and Lamport Railway. I went to see Nick Gilbert to see how he was getting on with the restoration of GWR Hall No.5967 Bickmarsh Hall.

Whilst sat with a cuppa, Nick mentioned that a loco was for sale at the Llangollen Railway, so I said I'd give Dave Owen a call to find out which one. The first thing Dave said when I rang him was, "Hello Steve are you calling about the loco that's for sale?" When I replied, "it was" he said, "it was the GWR 2800 Class 2-8-0" and, "would you like to come and have a look at it" as he was organising the sale at the railway on behalf of the owners.

So, Nick Gilbert, Steve Robb and I went to have a look. The loco had been stopped from running because the tender tyres needed turning and some parts had been taken off to keep other locos working. Steve measured the tyres on the tender and there was enough thickness for a tyre turn and then after turning, enough metal for another tyre turn.

A lot of money had been spent on the boiler and after a chat to Graham Beddows, the boilersmith, he gave an account of the work carried out on the boiler. On the journey home, Nick said he would like to buy the loco but couldn't afford to buy it on his own so I said, "if I could get a small group together, maybe we could make an offer". In the end 3802 was purchased by me and Nick. The Torbay and Dartmouth Railway had looked at 3802 so I was surprised they hadn't bought the loco as I thought it would have been perfect for their railway.

Nick owns Sawford Engineering of Corby. I wouldn't have purchased 3802 unless there was some kind of engineering support. Sawford have overhauled the loco and tender brake rigging and have provided large benches and vices to form a workstation in the loco shed.

We have helped out with the reorganisation of the shed at Llangollen and have provided tools and equipment to get the Motive Power Department back on its feet again, just as they have helped 3802. The loco now has a permanent space in the loco shed with access to all facilities which are quite amazing. The mess room with its kitchen and outdoor patio puts other railways' facilities to shame.

In 2023 we're thinking of having a TBLT members' weekend at the Llangollen Railway, and you're all invited to attend. If you shut your eyes, you could imagine you are being hauled by an LNER class 04 2-8-0, so I look forward to seeing you there.

By the way, the railway might be running to Corwen where there is ample parking. Both the railway and the Dee Valley are wonderful places to visit. Also 3802 attended the GCR Autumn Gala in 2021 and was the star of the show, with more footage on the internet and Facebook than other locos attending. At one stage 3802 was a Banbury loco so would probably have run on the GCR at least to Woodford Halse.

Obituary - Murray Pearson

Mike Cobley

Sadly, we have to report the death of one of our very early members, going back to the days of the Rolling Stock Society. Murray Pearson passed away on Sunday 1st May at the grand age of 93.

He joined the group on the strength of our fund raising railtours and was happy to offer his help taking on the role of Treasurer and a Director in the early days of the B1 Trust.

He is fondly remembered for the sponsored bike rides he organised with epic trips from Leicester to Peterborough, Woodford Halse to Quorn, and the 'Hilly Fifty' starting and finishing at Quainton, now the Bucks Railway Centre. The cyclists' efforts raised many hundreds of pounds towards the initial restoration of the B1. He and John Kiefer took on the painting of the tender in 1992.

Above left: Murray in healthier times and, above right, sporting inappropriate headgear – joking to the end on his 93rd birthday.

He had made his lifelong career in the world of banking, joining Barclays at the age of 16, with a short break when he undertook his National Service in the Army. Private Pearson re-joined Barclays and worked there for another 40 years, retiring in his late fifties.

Following his retirement he moved with his first wife Betty, to Gillingham in Dorset, but Betty's illness progressed, and she died a short time later.

He was married a few years later to Lucy. He was an avid cyclist, regularly cycling up to about the age of 80, played a mean game of hockey into his 60s and was a member of many photographic clubs, wherever he lived. He loved classical music and sang regularly in his church choir.

He is mourned by Murray's two sons and two daughters David, Sally, Hilary and William, his four granddaughters and of course Lucy. The funeral was held on 26th May at St Mary's Church, Gillingham.

REST IN PEACE DEAR FRIEND

TBLT 150 Club

Stephen Harris

HSBC, in common with most other banks, is now charging charities for processing cheques. Unfortunately, this means that the administration cost for the monthly prize of £10 becomes a significant proportion of the prize and so is no longer viable.

Therefore, from July 2022, the monthly £10 prize was dropped. In order to maintain the total prize money, the third prize was increased from £20 to £30. The new prize arrangement for each month will be a first prize of £50, increasing to £100 each quarter. There will then be two second prizes of £30 each.

Prize winners 2021/2022

	Special	£50	£30	£20	£10
July		61 F Carter	47 S Barrington	14 C Baines	141 M Rogers
August		116 G Brothers*	8 R Barnes	30 D Wellington*	73 Mr J Whitfield
September	£100 157 C Ellis		135 A Camp	75 T Davis	154 R Morris*
October		130 D Wellington*	129 A Hartford*	116 G Brothers*	50 R Kirk
November		58 C Baines	47 S Barrington	104 P Morrell	59 D Wellington*
December	£200 30 D Wellington £100 55 J Whitfield Ex £50 104 P Morrell	49 S Barrington	27 M Lloyd	76 M Shorten	38 R Morris*
2022					
January		27 M Lloyd	29 D Wellington*	117 G Brothers*	176 A Bousie
February		166 G Brothers*	38 R Morris*	177 N Snuggs	128 P Bates
March	£100 171 W Wilson*		69 D McKercher	47 S Barrington	63 R Goldthorpe*
April		117 G Brothers*	95 J Whitfield	129 A Hartford*	100 R Flintoft
May		79 J Whitfield	132 N Snuggs	8 R Barnes	42 A Hartford*
June	£100 84 R Castling		174 Mrs F Morrell	99 Mrs R King	36 P Hunt
		£50	**£30**	**£30**	
July		173 P Kaufman	82 R Kirk	30 D Wellington*	n/a
August		111 C Steward*	157 C Ellis	33 F Dixon	n/a
September	£100 20 C Steward*		69 D McKercher	14 C Baines	n/a

* Denotes prize donated to TBLT

We are sadly losing some of our older members so why not consider having a flutter or increasing the numbers you hold. In doing this you can also help The Trust at the same time.

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

7 Church Lea
Tavistock
Devon
PL19 9PS

Phone: 01822 618395
E-mail: stephencharris@hotmail.com

A quick apology!

Dave Horton

To those who had to go and collect the AGM 'document pack' from your local Royal Mail sorting office, and in some cases pay the excess postage, I can only apologise!

I think this happened because of confusion over the new format of stamps. Asking for 'Large Letter' stamps from the Post Office, I was given what looked like large 2nd class stamps, but as it turns out, 'normal' stamps are now the same size as the old 'large' stamps. In fact, a 'Large Letter' stamp these days has to have 'Large Letter' written on it. Clear as mud….

Anyway, my apologies for the inconvenience and it won't happen again!

Legacies

Dave Horton

If you are thinking of leaving anything to the Thompson B1 Locomotive Trust in your will, I'd be grateful if you could get in touch with me so that we can make the necessary arrangements.

Please e-mail me on **secretary@thompsonb1.org** or write to me at: Green Cottage Tysoe Road, Lower Tysoe, Warwickshire, CV35 0BY.

Regular presence at Ruddington

Dave Horton

From Spring 2023 we would like to have a monthly 'presence' at Ruddington in the form of an information / sales stand. The idea would be to do these one Sunday a month, to coincide with the centre being open to the public. This is to raise the profile of the Trust, to show people around the locomotive, to explain what we're hoping to achieve (restoration to mainline condition by December 2027) and most importantly of all to try and raise much-needed funds and recruit new members.

If you'd be interested in joining a roster for this, please get in touch by e-mailing me on **secretary@thompsonb1.org** or by writing to me at: Green Cottage, Tysoe Road, Lower Tysoe, Warwickshire, CV35 0BY.

Model Railways - Ace Locomotive Kits

Members who are keen railway modelers may be interested in a range of locomotive kits produced by Ace Products. One of our members, William Ascough, through whom the kits can be ordered, has kindly offered to make a small donation to the Trust for anyone buying a kit provided they make themselves known as a Trust member when ordering. Kits are brass and nickel silver and a wide range of LNER and SR locos are available in O Gauge, Gauge 1 and 00 Gauge.

For further information please go to the website: www.aceproducts.org

The quality of the kits and finished product can be seen from the photos below.