

B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

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© T.G. Hepburn/Rail Archive Stephenson

61264 arrives at Radcliffe on Trent station with the 11.06 train from Grantham to Nottingham Victoria on 5th January 1963. The date was significant as it was the last day of steam operation, and the big freeze of 1962/63 had just started when temperatures in January fell to their lowest in nearly 150 years. Photo. T.G.Hepburn / Rail Archive Stephenson. Courtesy of & copyright of Rail-online. Visit their website for many more B1 photos and other railway images.

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Engineering update

Steve Andrews

I went to the Last Hurrah Gala at the Great Central Railway and spent two days running the sales stand in the tin shed marquee at Quorn and Woodhouse Station. All it was, was two six-foot tables covered in our donated stuff, books, mags, jigsaws, small tools etc; in fact anything. You can sell this stuff if you have self-adhesive labels and a marker pen. Punters won't ask how much something is, they will just move on but if it's priced it will sell! I got to see some great freight trains run by and drunk a couple of pints of Foundry Mild - very nice. So, if there is anything you wish to donate, let me know or bring it with you. We will be at the GCR Winter Steam Gala on Friday 24th to Sunday 26th January. If anyone is available to help me with setting up and running it over the three days, that would be great.

The sales stand on its own won't generate the money needed to get 1264 back into steam, neither will our new revamped collection box and display board, but we need to start somewhere and get out there. If we don't do anything, nothing will happen at all. It's how you engage with new supporters and spread the story of 61264 and the Trust.

At Ruddington we are still sorting out our workshop container with the tools needed to work on 61264. The days of storing stuff on pallets is over - we're not allowed. Everything has to go in the two storage containers. The working parties and sales stand need to be co-ordinated with events at the Heritage Centre as the loco tender will be on the middle road by the roller shutter door. We can then have our sales display board and collection box on show - all of it making the best of what we have. If it's raining, we don't get wet, and the café is only 20 yards away - what's not to like! It's about making the number 1 building 61264's new home, where we will meet new supporters and tell the story of the loco.

At long last Gift Aid is now sorted out which is a job well done and very worthwhile to do as we get 25% free money on all donations. We must do everything in our power to maximise our income and if that means some extra work has to be done to obtain this money then so be it. There's a lot of work to do chasing up suppliers and making sure volunteers have work to do with all the tools necessary to do the job. That's what's needed to be done to get 61264 back into service.



BR Standard 2 78019 waits to depart Quorn & Woodhouse on 16th November 2024 during the 'Last Hurrah Gala' where Steve ran the sales stand. Photo courtesy of Alf Bousie.

Over the past few months, we have made ten trips to Grosmont in the van and we have now retrieved everything. All of the springs and cast iron spares, grate etc are now stored in an ordered manner at Ruddington. All of the racking in the containers is installed so that everything we have, tools, hydraulic crosshead splitter, portable bearing press, axle box lifting frame etc is now in boxes that can be put onto a barrow. The old days of we can't afford it, borrow it, bodge it, mend it later, borrow it off another loco, are gone. Oddly enough it was also a more expensive, time-consuming way to overhaul a loco. What will be nice at Ruddington is a set of frame lifting jacks, LED lighting installed throughout, 16amp trip protected sockets installed and the boarded up top-light windows opened up again.

The workshop container was lifted from Grosmont on the 16th July. We arrived at Grosmont at 10.15am and crossed the railway. To do this you need the duty fitter to unlock both sets of gates. He then has to phone the signalman to block the line so that we can cross the yard safely. Following this, the duty fitter phones the signalman again to unblock the line. It was quite a difficult journey to the back field as the way was blocked by a portacabin that had been set on fire. This had to be removed, whilst still hot, by the loading digger. The Hiab lorry, with its eight-wheel steering, has to drive up alongside our container, the chains attached and then lifted onto the lorry. The container on its own weighs 2.25 tonnes but the total weight with contents is 8 tonnes. We then had to reverse all the way back around the yard to the coaling tower and then reverse towards the coal bunker. The duty fitter then phones the signalman to unlock the gates and cross the line as before. The lorry drives up the railway path with a slow climb of 3mph to get out of the Esk Valley. It's still a 2.5hr drive back to the lorry yard at Stamford Bridge near York. This whole process had taken all day, so we only got back to Derby at 7.30pm.

The next day I'm at Ruddington to unlock the gates to the container park and be ready to unload. Paul Chambers and his team had already levelled the ballast and put concrete sleepers in place so that the container can be off the ground to prevent it sweating. We will now start to reconfigure this container to increase the racking space and fit the four tool cupboards in.

We have sold the 30 foot container, with bench and racking, that was at Grosmont, to Peter Robinson, who is the owner of GWR 38xx no. 3814. The NYMR is clearing the site for a new training building, and they will move the container to a new location on site. The reason we're selling this container is that its 30ft roof is leaking. It also contains a 14ft bench and industrial racking that is too long to put in the van. We bought racking for our containers at Ruddington, second hand from a racking supplier in Nottingham. It just isn't worth dismantling and moving and there is no place for it at Ruddington (we tried!). It would need a road crane to lift it and a lorry to move it - a cost of £4000 plus. For that money you could have a brand new 20ft, one journey only container delivered to site. You also wouldn't have to fix the roof which would take about three days to do. I was thinking of buying the 30ft container myself for use at Llangollen on 3802 but I don't have space for it yet and would still have to fix the roof - it's not worth it!

The following week Simon Brown came with me to Grosmont and after crossing the yard, we brought all the heavy stuff from the back of the 30ft container - two ashpan hopper doors, smoke box petticoat, spare chimney, two piston head castings and one piston cover casting. The first thing we had to do was to load the chimney and then the pistons and cover. This took the van to its load limit as we err on the side of safety. The hard work lifting was done with a fork lift truck. Next week I'll load the rest plus two filing cabinets full of tools and our nut/bolt collection.

I went to Kidderminster in the van to buy a two door, 6ft tall cupboard. This took most of the day. I then went on holiday to Afon Wen farm for two weeks. When I got back, I unloaded the cupboard and worked out where to put it in the workshop container as two of the rack shelves needed to be moved to form a new shelf above the cupboard. This will be used for the power tools, extension cables and PPE etc so it's all in one place.

Finally, things to do: Collection box, display boards, get tender moved to a better position in the shed ready to start work on it and carry on sorting out workshop container.

New tender tank

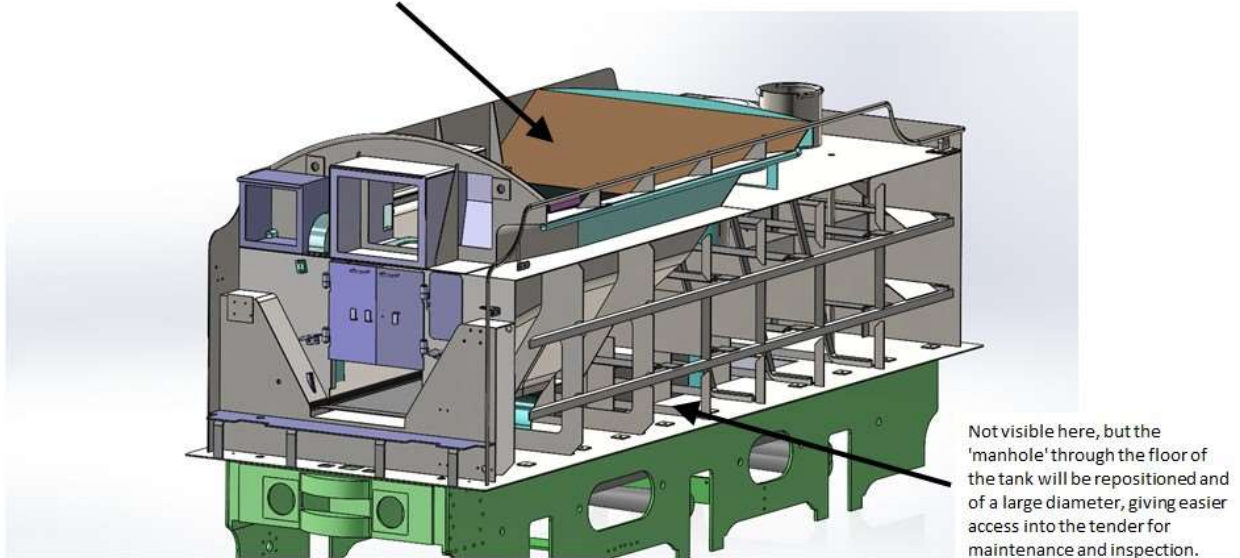
Dave Horton

The design work for the new tender tank, being progressed with great skill and tenacity by Tony Stockman, is nearly finished, barring some minor details.

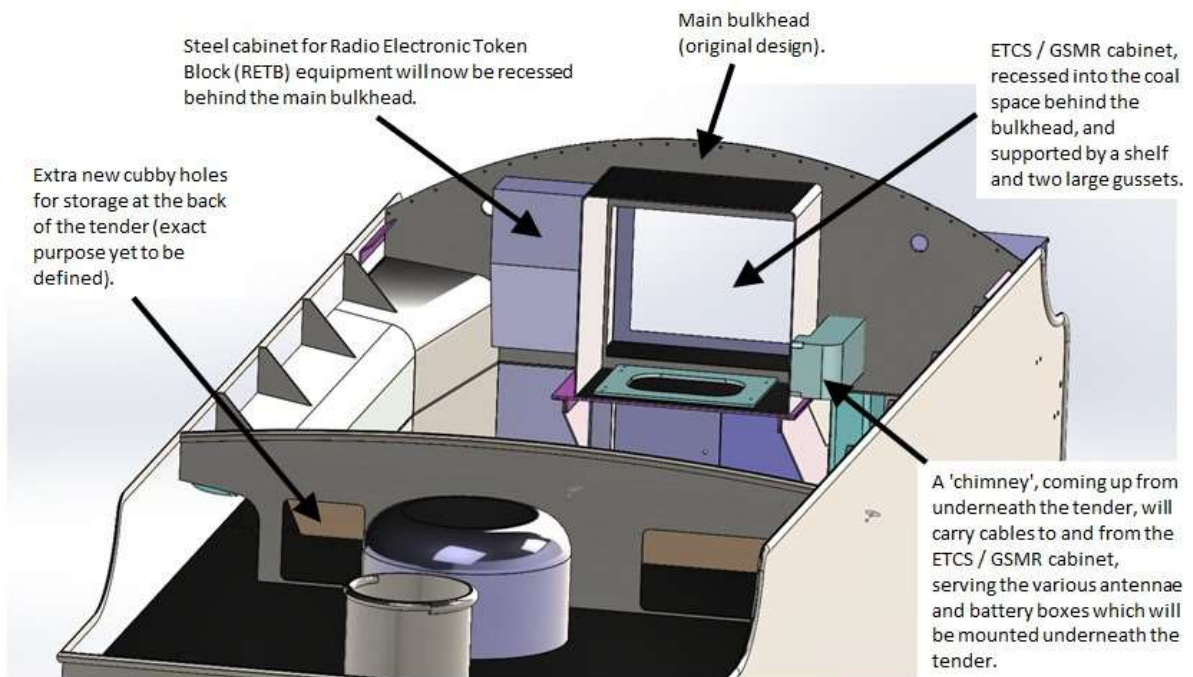
Below are some images illustrating the changes proposed which will allow provision for future fitment of European Train Control System (ETCS); the system which Tornado is now fitted with and undergoing trials. These changes will not change the external appearance of the tender.

We have started a Crowdfunding appeal to fund the manufacturing of the new tender tank, which will be made by Hill & Webster of Ashbourne. Any donation, large or small, towards the appeal would be gratefully received, please visit www.thompsonb1.org/tender

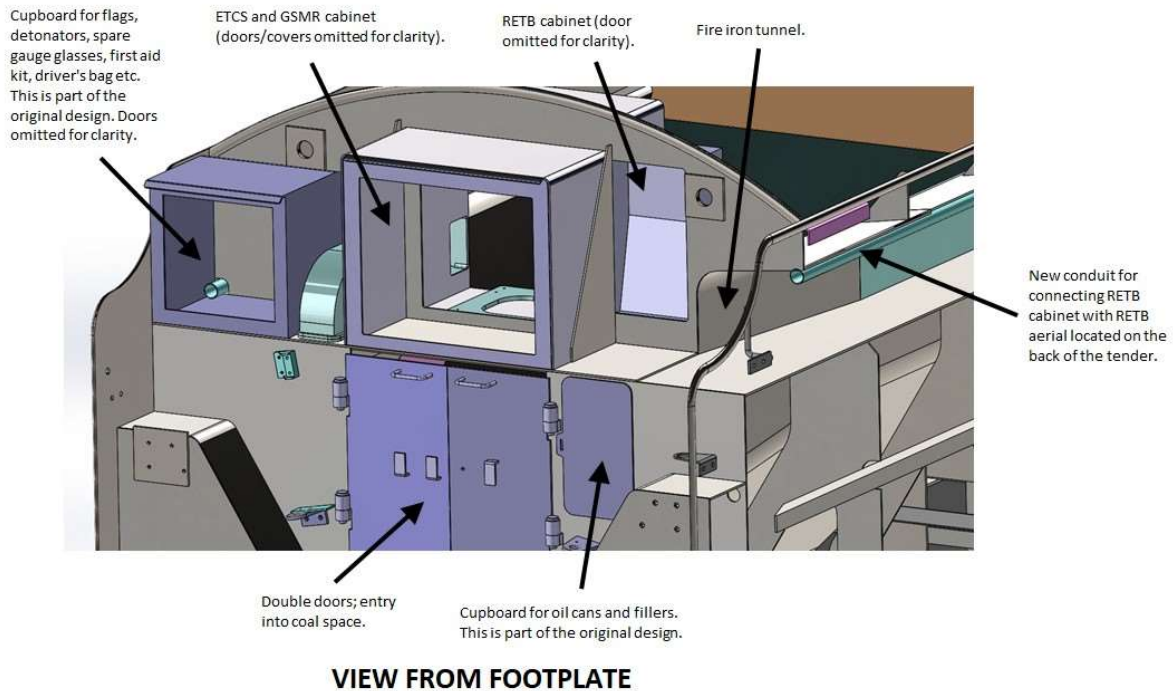
This diagonal plate has been extended right to the top of the side sheets, meaning that we will avoid the tendency in the existing / original design for coal to accumulate on a 'shelf', which then can't be easily reached, especially when out on the mainline when going into the coal space to rake it forwards is forbidden due to the presence of overhead live wires. With this design, more of the coal will automatically migrate safely towards the shovel plate at the front.



GENERAL VIEW



VIEW FROM BACK OF TENDER



And how the tender looked nearly 50 years ago.....



The tender waiting to be offloaded at Quorn & Woodhouse station yard in August 1976. It would be interesting to know who the characters are on and next to the tender and whether they are still around. Photo courtesy of Janette Reed.

Members' Day and AGM 2024

Dave Horton

Members enjoyed a fantastic day out on the GCR on 6th October for our AGM and Members' Day. The AGM actually took place in the Lounge Car, which we hired, whilst the train was on the move. After that, some members took the opportunity to enjoy a further two round trips to Leicester North and back. Pleased to say that the Lounge Car was 'at capacity' (30 people), but thankfully we didn't have to turn anybody away. We were so busy enjoying the food and good company that we hardly noticed there was a gala going on around us! With thanks to the GCR for being excellent hosts.



Before the start of the AGM, members enjoy some friendly conversation amidst the comfort of the Lounge Car. Photo courtesy of Dave Horton.



Haulage of the first trip of the day was provided by BR Standard 5 73156 and is seen here at Loughborough Central. Photo courtesy of Wendy Ibbotson.



The second trip was behind GWR Manor 7828 'Odney Manor', a guest loco at the GCR Autumn Steam Gala. It is seen waiting to depart Loughborough on an earlier service and being driven by Trust member Neil Snuggs. Photo courtesy of Alf Bousie.



Steve Andrews possibly making some kind of inappropriate joke with Lee Ibbotson outside the Lounge Car on Loughborough station. Photo courtesy of Wendy Ibbotson.

And some dates for the diary 2025.....

AGM and Members' Day: Saturday 14th June

Note that we have decided to bring the AGM forward into the summer from its usual date in the autumn, to take advantage of longer days and better weather. We know from feedback that the typical, often wet and dark conditions for an autumn AGM, were becoming a deterrent against attendance for quite a few members, so we wanted to rectify that. This does mean that we'll have to bring forward our financial year end so that the accounts can be reviewed and published in time for the AGM, so as a 'one off', next year's accounts will cover a shorter period.

Working parties are scheduled to take place on the following dates:

- Saturday 1st February
- Saturday 1st March
- Saturday 5th April
- Saturday 3rd May
- Saturday 7th June
- Saturday 5th July
- Saturday 2nd August
- Saturday 6th September
- Saturday 4th October
- Saturday 1st November
- Saturday 6th December

Anybody is welcome to come along for the working parties providing they are relatively fit and able since this will obviously involve manual tasks. Working parties will be organised and supervised by Jonny Johnson, please contact him if you're interested in taking part:

E-mail: jonathanj72@hotmail.co.uk
Mobile: 07794 038021

Some B1 related merchandise

Alf Bousie

If you are looking for presents for yourself or someone else who's interested in the B1, here are some ideas. The first is a poster showing a stylised image of 1264 in its shed at Ruddington. It measures 420 x 300mm and is only available from the shed shop at Ruddington priced £5.



The other items are biscuits and mints made by Stewarts of Perth, Scotland. They make two sizes of traditional Scottish shortbread and a tin of extra strong mints. All feature the classic shot of 61264 crossing Glenfinnan Viaduct. Once you've eaten the biscuits you still have a beautiful keepsake of 61264. These are available at outlets across the country.



150 Club
Stephen Harris

TBLT 150 Club Prizewinners 2024

2024	Special	£50	£30	£30
July		164 A Naylor	159 W Redmond	30 D Wellington*
August		24 F Carter	29 D Wellington*	86 P Morrell*
September	£100 19 C Steward*		126 A D Smith	52 Mrs F Morrell*
October		82 R Kirk	31 D Wellington*	100 R Flintoft
November		146 M Rogers	58 Mrs F Morrell*	66 R Goldthorpe*
December	£200 85 P Kaufman £100 68 J Whitfield £70 11 L Ellis	152 N Snuggs	112 J Whitfield	94 J Whitfield

* Denotes prize donated to TBLT

Come and win up to £200 and support your B1 at the same time!

There are some numbers available so why not subscribe to the 150 Club and have a chance to win one of three cash prizes each month, with an extra two prizes in December, together with a prize to ensure that the rule stating that 50% of the subscriptions are paid out each year is maintained.

You can subscribe £2 each month for each number, up to 10 numbers. Payment by monthly standing order or annually by cheque for £24 for each number.

Please contact Stephen Harris at 7 Church Lea, Tavistock, Devon PL19 9PS or on 01822 618395 or on e mail at stephenharris@hotmail.com to subscribe or increase your subscription.