



B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

NUMBER 67

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Chairman's update

Mike Cobley

I was happy to accept the invitation to chair the AGM at Barrow Hill in November. It was hard to believe ten years had passed since I 'retired' after 20 years as Chairman, but it does show just how long the project has been running.

The original group of North London enthusiasts was drawn together in 1973 to form the Rolling Stock Society, with a view to purchase and restore perhaps a coach or other item of railway stock. A trip to Barry resulted in a plan to rescue a locomotive instead and from those early days we achieved a mainline working loco in 1997.

The ten-year overhaul is very costly and will expend most of our funds. We need to raise money for the replacement boiler stays; around 1200 at £50 fitted, then the boiler re-tube. The stays will be our fund raising target for 2010 and with some help from one of the

enthusiast magazines we intend to launch our national appeal in the Spring. Robin Aylett, another of the original founder members, has agreed to co-ordinate this important task.

We also welcome John Whitfield to the team, who has agreed to co-ordinate the boiler overhaul contract negotiations. He lives in Cheshire; very convenient for overseeing the work at Crewe as it reaches the final stages and eventual return to steam.

Our thanks to Mike Sanders for his stewardship over the previous ten years and let us hope after his recent hospital visit he will be restored to full health.

My phone number remains unchanged following my recent move – 01582 767782, and I will be pleased to hear from any members over the coming months.

AGM report, Barrow Hill, 28th November 2009

Dave Fowler

The Annual General Meeting of the Thompson B1 Locomotive Trust and the Thompson B1 Locomotive Limited was held at the Barrow Hill Roundhouse on Saturday 28th November 2009 with 23 Members attending. Before the meeting started the members enjoyed a complementary cup of tea and bacon roll and inspected the work being carried out on the frames. Steve Andrews was on hand to answer any questions and was complemented by several members on the high standard of work being carried out.

Before the start of the meeting Dave Fowler explained that due to the sudden resignation of Mike Sanders on the 15th November 2009, Mike Cobley had agreed to Chair the meeting. Mike Sanders had felt compelled to resign due his continuing ill-health, the pressure of running his business, the TBLT workload and the perceived dissatisfaction with the help he was getting from other members of the Council of Management. Dave Fowler stated that Mike's resignation only reinforced the view that we were still very short of volunteers to serve on the Council of Management or help in any other way.

The Thompson B1 Locomotive Limited Company

The Thompson B1 Locomotive Limited Company AGM commenced at 11.07 with the acceptance of the 2008 AGM minutes followed by the Directors' Reports.

The Secretary (Dave Fowler) reported that the twice-yearly share issue was carried out with her usual efficiency by Helen Aylett and all routine paperwork associated with the share issue submitted to Companies House on time. All other returns to Companies House have been made in the required timescale. The meeting was then informed that following the resignation of Mike Sanders as a Director, it was proposed to appoint Mike Cobley to the Board of Directors at the next Board meeting of the Thompson B1 Locomotive Ltd. This was approved unanimously

The Treasurer (Stephen Harris) informed the meeting that during the year 432 ordinary £10 shares were issued by the company. The Thompson B1 Locomotive Trust holding in the company is 51.7% of the issued share capital. During the year the Company made a Charitable Donation to the TBLT of £46000 in order for the TBLT to carry out specific work as part of the 10 year overhaul. Stephen Harris explained that the TBLT is best able to carry out the overhaul as it is registered for VAT while the TBLL is not. The TBLL still has £10000 on deposit in the Invesco Reserve Account.

The Directors' Report and Accounts were approved by the meeting and the Companies Accountant (JW Woodrow) was re-appointed for another year. The Thompson B1 Locomotive Limited Company AGM closed at 11.28.

The Thompson B1 Locomotive Trust

The Thompson B1 Locomotive Trust AGM commenced at 11.28 and with the acceptance of the minutes of the 2008 AGM followed by the Directors' Reports.

The Engineering Director, Steve Andrews, informed the meeting of the current progress on the boiler re-build at Crewe and the locomotive frame refurbishment at Barrow Hill (see his Report). Steve also reported that we have been approached by a Group building a Sandringham locomotive and we may be able to sell the copper firebox flanging blocks, the smokebox door and various patterns. The move of the locomotive frames from Crewe to Barrow Hill was funded by a loan from Mike Sanders, for which we thank him.

The Secretary Dave Fowler informed the meeting that all routine returns to Companies House and the Charity Commission were submitted on time, although problems were still being experienced with Companies House Web Filing. Two Newsletters and several Newsflashes have been produced over the past year with the help of Mike Sanders and Brian Mick. Dave Horton has agreed to take over the Editorship of the Newsletter.

The Membership Secretary, Brian Rich, reported that the last year has seen a significant boost in Trust membership when we have gained 18 new members. A significant reason for this is due to our Chairman, Mike Sanders, contacting all shareholders who were not Trust members and inviting them to join the Trust. In addition, the persuasive powers of both Mike and Steve Andrews at Barrow Hill also brought in new members. This gain has been offset by two members who resigned due to illness. So currently we have 280 members on the Trust database. The concern, however, is that we are failing to recruit younger members who can take the Trust forward to 2040 and beyond. This has been brought to the attention of the Board on previous occasions but everyone is aware that it is not an easy problem to solve.

Brian expressed his pleasure to see more members completing Gift Aid Forms and urges any member who has not yet completed one pays tax to Inland Revenue to obtain a form and fill it in. We are also asking members who are on e-mail to let us have their e-mail address as this will be a good way to keep members informed in the future.

Finally Brian stated on behalf of the membership that he was disappointed in the dearth of information they have received recently in the form of Newsflashes and Newsletters. Due to our locomotive not being in operation the Railway Press has had little or nothing to say about the progress of the overhaul. So our members have to rely on "inside information" which has been sadly lacking. There is, however, one good reason for this, namely that our chairman has not enjoyed the best of health this year. This is another example of the ongoing problem where the Trust relies on too few people to carry out both the practical work with the locomotive and the administrative work required to keep the show on the road.

Stephen Harris explained that due to the locomotive not running, the Trust's income came mainly from the donations of members and interest on our deposits. Due to the economic climate the bank interest has been severely diminished, but the donations from members has been magnificent. The Trust spent around £141000 on the overhaul last year with payments to the London & North Western Railway and work on the locomotive frames at

Barrow Hill. The total spent on the overhaul since it started is around £176500. The Group have assets of around £62000 with The Trust holding £44500 and the Ltd Company £17500.

Stephen Harris then asked for question from the floor. Andrew Green asked if the quoted price of £285000 for the boiler is still viable or is it likely to increase. Dave Fowler stated that Richard Watkins at Crewe could see no further problems and should be able to complete the job for the stated price. Mike Sanders asked why the loan of £10000 from Steve Andrews had appeared on the accounts as £9780. Stephen Harris replied it was to correct an overpayment to Steve, he had discussed it with the Accountants who were satisfied with his correction. It will appear on the accounts next year as £10000.

On a personal note Stephen Harris said he would be 75 years old in 2 years time and would be relinquishing the Treasurer's post at the AGM. He is giving us plenty of notice that a replacement is required.

The Acceptance of the Accounts and Report of Directors was proposed by A Green, seconded by Mel Chamberlain and carried unanimously.

Election of Directors. In accordance with the Articles of Association (Rules 34-35), Steve Andrews has to retire by rotation and being eligible, offers himself for re-election. A proposal to re-elect Steve Andrews as a Director of the Thompson B1 Locomotive Trust was proposed by W Wood, seconded by R Aylett and carried unanimously. R Barnes proposed that Mike Cobley be elected as a Director and Chairman of the Thompson B1 Locomotive Trust. This was seconded by J Clark and carried unanimously.

Stephen Harris recommended that J W Woodrow & Co be appointed as the Company's Accountants and the Directors be empowered to fix their remuneration. This was proposed by S Harris, seconded by Gerald Thorpe and carried unanimously

Any Other Business

Mike Sanders explained to the meeting the reasons for his resignation as a Director and Chairman from the Board of Directors of the Thompson B1 Locomotive Trust and Thompson B1 Locomotive Limited. They included his continuing ill health, which, coupled with the fact that he was trying to run a full time business and deal with a large TBLT workload was causing him undue stress. Mike also complained that he was not getting any help from other the Directors. This was disputed by his fellow Directors, but nonetheless, Chairman Mike Cobley then thanked Mike for all his work for the Trust in the past, wished him a speedy recovery and called for a vote of thanks from the floor. This was duly given.

Graham Brothers asked how we were going to pay back any loans we may have to take out to complete the restoration. Stephen Harris said the future locomotive hire fees would be used. Graham volunteered to formulate a business plan when the locomotive is working and earning. This was welcomed by the Board.

Mel Chamberlain suggested that the Trust consider running a Railtour in May 2010 to raise funds. He offered to manage it on behalf of the Trust. Stephen Harris thanked him for the suggestion and said we would consider this at the next Board Meeting.

Stephen Harris asked members present to draw out numbers of the 150 Club for November and December and the two special Xmas Draw prizes.

There was no other business and the AGM of the Thompson B1 Locomotive Trust closed at 13.08.

A lunch had been arranged at the Hollingwood Public house and 15 members attended and enjoyed a well-earned drink and meal, during which a lively discussion ensued with members of the Board continuing to answer members' questions. In short a very good and well attended Annual General Meeting.

Engineering update

Chassis and tender – Steve Andrews

Paul Kaufmann is still beavering away with the cleaning and painting of the loco frames. The Tuesday gang have refitted the steam brake cylinder, after a new bronze ring had been fitted to the piston. This cost £142.

On the RHS cylinder block, a number of loose fitted bolts were found. The holes were reamed out and new fitted bolts installed. The difficult-to-access nuts of the pre-war large section type were burnt off. Some of the 1 1/8" Whitworth nuts had been screwed on to 1" Whitworth fitted bolts when the cylinder block was fitted to the frames at NBL in 1947. It was impossible to spanner up the nuts to tighten them, so they were obviously knocked up using a punch or chisel. You can't get them tight by this method, but by using replacement standard Whitworth nuts and a selection of modified ring spanners (suitably heated up, bent and / or ground away to fit), all this was eventually sorted out after seven days.

A new pair of brackets for the tender water valves have been made and fitted. The steam brake fulcrum pin has been machined along with new bushes and refitted. A start has been made on the brake gear with the pull adjustment rod being bored out and re-bushed. The brake hangar brackets mounted on the frames have been re-bushed, by the use of some special pullers and a tool made to squeeze the bushes back in, which saves having to remove them from the frames. To access the front two you would have to remove the sandboxes from inside the frames - an unbelievable amount of work. The three crossbeams (part of the mechanism for equalizing the brake force) have been spun in the lathe, subsequently heated up and straightened.

Steve Robb has gapped the piston valve rings and papered them into the ring grooves to hold them in place. The valves were refitted by the Tuesday gang, who also fitted the front covers. The piston valve crossheads have been lifted back into place and bolted up. This was made easy due to a suggestion by Roy that a lifting eye should be fitted. This we managed to get into an existing hole, then made a clamp for the crosshead. The whole assembly could then be lifted from the ground into place using the chain block. A hard job made safe and easy.

Mel and Tina are doing various jobs on the frames along with Dave and Yvette. Oliver has cleaned up the milling machine at Barrow Hill so that I can use it. Several other machines in the machine shop are now working, even though it is a cold place to work.

I am struggling to keep up with having to machine parts in my own workshop. As an example, consider six brake hangar pins. I went to Egglestons to buy a 12ft length, 2 3/4" diameter rod of EN24T. It was cut into 3 equal lengths to get it into the car. From leaving home to returning – 2 1/2 hours. In my workshop, I cut off six pins and machined them – 18 hours. The problem is they only take 10 mins to put in! Machining and boring bushes takes

time. I'm up against it because the brake rigging needs to be fitted before the Barrow Hill Beer Festival so that 61264 can be kept mobile. After the Beer Festival we will fit the pistons and slidebars.

The good news is that all of the long-standing defects have now been put right. The right hand cab side has been straightened and the bracing plate bolted on. A new lead screw for the reverser has been made by Baguleys of Burton. This cost £930 and is now in my workshop, ready for refitting, once I re-machine the frame slide.

Once again I would like to remind you all that members of the trust restore locos and keep them running. It is no good hoping for a) a win on the Football Pools or National Lottery or b) that a multimillionaire benefactor will bale us out. This is down to you the members. If we had the two million pounds that has been spent on Flying Scotsman, we would have had a working 61264 by now, complete with new tender tank, a three-road locomotive shed, fully insulated, naturally lit, with pits, a wheeldrop, full crew facilities and a machine shop. It makes me weep that this goes on. But my message to you the members is that the money spent on 61264 is spent effectively and you will have a value-for-money overhaul. This will lead to probably the lowest running costs per mile of any main line engine.

Boiler – John Whitfield and Steve Andrews





Since the October 2009 issue the firebox has become a recognisable unit and is starting to come together (Photo 2).

The photos show the firebox with its tube plate and door plate riveted up as a complete unit. The foundation ring was temporarily positioned using clamps (Photo 1) in order for the rivet holes to be drilled (Photo 4).

After riveting, the excess copper was removed and the firebox is now being marked out for the drilling of the stay holes (Photos 5 and 6) prior to it being fitted into the outer wrapper.

Photo 3 is something of a 'once in a lifetime' shot, a view down the boiler barrel from the smokebox end, clearly showing the twelve transverse stays.

Whilst work is progressing our boiler has taken lower priority as resources have been employed on the completion of Britannia's boiler, but LNWR said that they will be renewing their efforts on our boiler to move the project forward.

We have been very pleased with the work carried out by LNWR so far. It can only be a matter of time before Steve Latham and Richard Watkin build a large new one from scratch.

Model Engineering corner – a short sketch (by Steve Andrews, he of many talents)

The setting: The Barrow Hill machine shop. Mick and Roy drilling bushes for the braking system, using a 2½" diameter drill ("pilot holes are for mummy's boys").

Mick says this reminds him of when he used to turn tank gun barrels. In walks John Wade. "This reminds me of when I used to work at Firth Rixons in Sheffield" he says. "The lathe I operated had a seat and work desk on the saddle, and a ladder to get on to it."

Makes steam locomotive engineering look like small beer, doesn't it?

61264 in the media

Steve Andrews

Even though 61264 isn't working, pictures and notes still appear in the railway press. Here is a quick review from my own collection:

1. *British Railways Illustrated*, Volume 18, no. 12, September 2009, pg 519. Classic shot of 61264 with 'The Scandinavian', waiting to leave Parkeston Quay in the afternoon of 16th August 1950.
2. On the back cover of a recent Steam Railway, a full page advert for, '25 years of the Jacobite. Steam through the Scottish Highlands. A journey from Fort William to Mallaig' featuring 61264. On offer at £7.95 by Video 125 Ltd, Glade House, High Street, Sunninghill, SL5 9NP. Tel: 01344 628565.
3. *Steam Railway* no. 369, pg 58. A long distance shot of 61264 on the Horseshoe Curve, Scotland.
4. *Heritage Railway* no. 131, pg 58. A shot of 61264 at night in Barrow Hill Roundhouse.
5. *Heritage Railway* no. 132, pg 67. A shot of 61264 at Grosmont on the NYMR.
6. *Steam Railway* no. 372, pg 25. Also pg 69, photo no. 4 showing the copper firebox.

Financial update

Stephen Harris

Once again I would like to start with thanking all those who have donated so generously to our recent appeals. Your support is crucial and all your donations have helped keep the work moving but we still need a lot more in helping us to ensure that shortage of funds do not slow the work being carried out.

A word of caution is that more is still needed to complete what is virtually a new boiler and firebox so we are launching the Stay Appeal. This time for the first time we will look beyond our members for help as we know that you do not have unlimited wealth, especially in these tough times. The Trust will be able to acknowledge donors' generosity by giving "rewards". These "rewards" will have no intrinsic value, but we hope will be appreciated nonetheless. Those who have donated to our earlier appeals will also be offered the rewards.

The NYMR has kindly agreed to help us in running a special train for members and donors soon after 61264 re-enters regular service in 2011; watch this space.

Why do we still need more? When we made the decision to pull the locomotive out-of-traffic in May 2008, 6 months before the 10 year certificate ran out, we were concerned with the state of the boiler, and we knew that there was a lot of extra work needed in the firebox. The stripping down of the firebox revealed an even worse state than had been anticipated and additional cost was added, particularly as we were determined to avoid a make-do-and-mend solution. We have now spent over £200,000, of which about £173,000 has been on the boiler and firebox.

We have offers of loans totalling £60,000 but still need more. I do not want to draw down the loans and find the work has to grind to a halt 90% complete but unable to finish because we have run out of money. Therefore we now need funds urgently to avoid having to slow down, or even stop the work.

I know this sounds very familiar but please keep the funds coming in, whatever you can afford as donations or interest free loans or share purchase. Donations in kind, of railwayana only please, are also welcome.

Thanks to all 135 who have sent Gift Aid Donation forms. If any other taxpayers have not sent in forms then please let me have them. Even if you cannot donate, we can claim tax back on the qualifying part of your subscription.

Lastly I would like to add my thanks to Mike Sanders for the work he has put in over the last few years, most recently in managing the boiler rebuild. And to John Whitfield for taking on that onerous task.

Peter Bland memorial train

Mike Cobley

Trust members have been invited to join a special memorial train on the Leighton Buzzard Narrow Gauge Railway for a midsummer evening trip on **Wednesday 23rd June**.

Until his death, last year, Peter was an active member of many railway societies, including the Leighton Buzzard Narrow Gauge Railway (LBNGR) Society, where he regularly drove their steam locos. Peter was instrumental in the restoration of the Kerr Stuart loco "Pixie", which came to Leighton Buzzard in 1968, becoming the mainstay of their train service throughout the 1970s. Recently "Pixie" has been on loan to the Devon Railway Centre, but will soon be due for overhaul.

The train is booked to depart from the Pages Park terminus at 7:20pm, but in fond memory of Peter's timekeeping, the train will run late and depart about 7:30pm. A flat fare of £10.00 per person will apply for the journey on the train and refreshments. Part of the fare for the evening train will form a donation towards the forthcoming overhaul of "Pixie".

Please fill in the form below and send your booking to

Colin Bassett, Pages Park Station, Billington Road, Leighton Buzzard LU7 4TN

To

Colin Bassett, Pages Park Station, Billington Road, Leighton Buzzard, LU7 4TN

Please reserve places on the special train on Wed 23.06.10, at £10.00 each.

Payment by cheque to **LBNGRS Ltd**

Name

Address

The North British Locomotive Preservation Group

Dave Horton

Members may be interested in the activities of the North British Locomotive Preservation Group (NBLPG), who have kindly included details of our Stay Appeal in their latest newsletter (March 2010).

The NBLPG exists to help document and preserve North British locomotives from around the world. Current projects include the repatriation of several NBL locomotives from the African sub-continent, as well as ambitious plans to build a new B17 class loco.

For further details about the group, please visit their website at www.nbloco.net or telephone 01189 864706. For information about joining the group, please write to: Ken Livermore, Hon. Secretary, NBL Preservation Group, 4 Porchfield Close, Earley, Reading, Berks, RG6 5YZ. E-mail: ken.livermore@btinternet.com.

For e-mail members there is no annual membership fee, just a one-off joining fee of £10 which will give you regular news updates and the option to purchase ownership shares in any of their locomotives. Postal membership is £10 per annum to cover admin costs etc.

150 Club

Stephen Harris

| 2009 | Special | £30 | £20 | £10 | £10 |
|-------------|---|--------------------|------------------|-----------------|-----------------|
| July | | 85 P Kaufman | 164 D Redmond | 175 N Snuggs | 177 H May |
| August | | 96 P Scott | 144 M Rogers | 114 J Whitfield | 195 J Whitfield |
| September | £50 162 P Hassall | -- | 15 K Goodall | 16 K Goodall | 163 A Hartford |
| October | | 78 M Lipson | 4 K Parkes | 124 S Ackley | 169 P Scott |
| November | | 175 G Phelon | 32 W Dobinson | 44 J Whitfield | 139 T Davis |
| December | £100 3 L Little £50 124 S Ackley | 115 P Slater | 85 P Kaufman | 6 A Lightowler | 42 A Hartford * |
| 2010 | | | | | |
| January | | 2 G Mead | 102 A Hartford * | 166 D Redmond* | 138 P Slater |
| February | | 79 Mrs J Whitfield | 150 M Sanders | 42 A Hartford * | 12 K Goodall |
| March | £50 | ===== | | | |
| April | | == | | | |
| May | | | | | |
| June | £50 | ===== | | | |
| | | === | | | |

* These 150 Club members have donated their winnings to the Trust. If you would like to do the same please let me know in writing. Email and post addresses as below. The 150 Club now has a few numbers vacant. If you would like to subscribe or increase your subscription, please contact Stephen Harris at 3, The Larchlands, Penn, Bucks, HP10 8AB or on 01494 813551 or by email at stephenharris@hotmail.com.