



B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

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DECEMBER 2017

70th Anniversary Edition



61264 will be 70 years old on 5th December 2017. Still going strong, she is seen entering Pickering Station on 29th April 2017

Photo courtesy of Mike Cobley

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Chairman's update

Mike Cobley

2017 marks the loco's 70th Anniversary of its first steaming and 20th Anniversary of its return to public service at Loughborough. Just looking back to the heady days when the loco started running and the publicity that the Trust gained, then the leaking firebox problems, the Lottery funding that helped towards the mainline certification work, our appearance at Steam on the Met, then off to Scotland for eight summer seasons, the cylinder problems, mainline charters, the move to Barrow Hill from GCR, then our warm welcome when we relocated to the North Yorkshire Moors Railway. We can all take pride in what we have achieved over the years...

There was a discussion during the AGM concerning how we could attract younger people into the group and as we look forward to the busy 2018 season of gala visits and some railtour work, we are deficient in the number of PTS approved members to act as support crew without some help from other groups.

Our boiler certificate has another five years to run, possibly extended after the long layoff period with the wheel problem, as the boiler was stored dry, so allowing us to run until 2021/22. By that time the present Directors of the Limited Company and the Officers of the Trust will, in the most part, be in their late 60s and 70s, so some forward planning must be considered for the continuation of our worthy project; for some of us we will have been continuing for 44 years!

Here's looking forward to 2027 and the loco's 80th!

December 2017 the Thompson B1 Double Anniversary

75 Years since the first B1, *Springbok* entered service



61000 Springbok stands outside Colwick shed on 12th March 1961 just one year before withdrawal. Photo K Fairey copyright Colour-Rail.com

and..... 70 Years since 1264 entered service



Coincidentally, 61264 was a fellow classmate of Springbok at Colwick Shed in the early 1960s, but thanks to Trust members survived being cut up. The loco is seen at Grosmont on 24th September 2016 Photo courtesy of Mike Cobley

61264 The First 70 years

Alf Bousie

With 20ft snowdrifts and the hardest winter in living memory, 1947 started off on a dramatic note. Whilst some of the most significant events in contemporary British History were to occur this year, the mood of the nation remained sombre and subdued. After the euphoria surrounding the end of the second world war the nation settled down into a peacetime of drab austerity. Even though there was to be a royal wedding and beer only cost 1s/4d a pint, the continued rationing of all essential items meant that most people couldn't settle down to enjoy their new-found freedom. The newly elected labour Prime Minister, Clement Attlee commented that, "I have no easy words for the nation, I cannot say when we will emerge into easier times."

Into this sombre atmosphere, B1 No 1264 entered service on 18th December 1947. By then the LNER had just days to go before it was subsumed into the nationalised British Railways. Following on from the nationalisation of the coal industry earlier in the year the Government saw that the devastated railway industry also needed massive investment and restructuring. It believed that only by taking it into state control could this be achieved.

The war had not only severely affected the infrastructure of the railways, but had damaged both rolling stock and locomotives. Investment in new locomotive designs had been restricted or delayed and the 'Big Four' railway companies were forced to continue relying on obsolete designs and locos constructed to meet the demands of war time rather than the new peacetime conditions.

Fortuitously, the B1 class locomotive had been designed at just the right time and to a standard suited to this continuing period of scarce raw materials and labour shortages. Its relatively simple design, coupled with its standardisation of parts made it comparatively easy to maintain and ideal for this difficult post war period.

It was however, a complete break from previous LNER design and practice as before the war a very different ethos had prevailed. Under the then leadership of Sir Nigel Gresley, there had been little standardisation. The approach then could be seen as having a relatively small number of locos, of a particular type, suited to a specific duty, rather than producing large numbers of a single class, suited to a whole range of duties. The latter being a compromise in that, whilst performing all their duties adequately they did not excel in any particular respect.

To some extent this locomotive policy was influenced by the economic situation affecting the industrial areas that the LNER served. Much of this heavy industry was in a depressed state in the 1930s and this had financial consequences for the railway company. The LMS in contrast, under Sir Henry Fowler, being in possibly a better financial position, had been able to scrap large numbers of their pre-grouping classes and replace them with standard types, a policy that continued under Sir William Stanier. The GWR had also, by 1933, completely eliminated the four-coupled express engine and had embarked on a policy of replacing all their 0-6-0Ts with more modern designs of the same wheel arrangement. However, the LNER had to continue with a large group of engines inherited from the constituent pre-grouping companies. Gresley was able to construct his new designs in line with his 'big engine' policy, but standardisation was limited to such things as engine and boiler fitting, his aim being instead to upgrade and rebuild the older locomotive types to meet operational requirements. This rebuilding however, was not seeking to provide prototypes for new standard designs, but at purely improving the existing designs.

This failure by the LNER to progress the standardisation of designs may in part be due to the organisational structure of the Company. Compared to the LMS a significant difference becomes evident. In both organisations, the Motive Power Department came under the control of the Chief Operating Officer, with the Chief Mechanical Engineer in charge of technical matters. With the LMS however the Chief Operating Officer had the final say over the building programme. In the LNER this control remained with the Chief Mechanical Engineer. This may in part explain why the LMS developed their highly successful Black 5 design, meeting as it did the needs of the operating department, being able to cope with lower standards of maintenance, whilst providing high route availability. This standard and very flexible design was achieved ten years before Thompson was able to introduce something similar in terms of the comparable B1 Class.

Nevertheless, even as the Second World War was approaching, the LNER was still taking a different approach as Gresley developed his designs for mixed traffic locomotives. Presumably, the operating department, whilst appreciating the attributes of the V2 class locos introduced by Gresley in 1936, must have recognised that there was still a need for a locomotive with a much wider route availability, in particular a design that would be suitable for secondary routes and a mixture of operational duties.

After several designs were considered, even one incorporating, untypically for Gresley, a two-cylinder version, the V4 was introduced. Bearing in mind that this locomotive emerged in 1941, two years into the war, it was surprisingly sophisticated. It does seem to have typified Gresley's approach to locomotive design, seeking to produce a small class of locomotives to suit a specific operating and commercial requirement.

Incorporated into the design were certain innovative features including a boiler formed of nickel steel plate and in the case of the second loco of the class, a steel firebox with a thermic syphon. Whilst these were very forward thinking ideas, in view of the wartime conditions, the V4 class locos must be considered as the wrong design for the prevailing circumstances. Materials were in short supply, especially alloys, and there was a greater need for a loco of a simpler design which was capable of being maintained easily and cheaply.

As it happened Sir Nigel Gresley died in office on 5th April 1941 having only just seen his new V4 locomotive, *Bantam Cock*, emerge from Doncaster Works six weeks beforehand. It was left to his successor Edward Thompson to address the needs of the very much changed railway operating environment.

Thompson's first action was to cancel the outstanding order for another ten V4s and instead to redirect efforts to producing a locomotive that more appropriately met the requirements of the railway in wartime.

From the outset Thompson's aim was to have a small number of classes that met most operational needs, whilst keeping the number of different component parts required to build the locos to a minimum. They also needed to be simple to build and straightforward to maintain, given the labour shortages and general lower standards prevailing at loco depots. What emerged from this design process was the Thompson B1.

The new design was intended to replace in service a whole range of locos including the K2s, K3s, J39s, J6s and other 0-6-0s as well as many 4-4-0s. The initial concept for the loco followed the lines of the Sandringham B17, but with 6' 2" driving wheels and two cylinders. So commenced Edward Thompson's quest to eradicate Gresley's three-cylinder derived motion.

Perhaps unsurprisingly, given the background of the design staff at Doncaster, the resultant initial engine diagram had a remarkably typical Gresley appearance when it appeared in November 1941. By 1942 this had been replaced by a new diagram, more in line with Thompson's thinking, keeping things plain and simple with straight running plates, outside steam pipes and a simplified cab outline. Later in 1942 the diagram was changed again, this time with minor alterations to the length and height of the loco. Meanwhile drawings were prepared for the boiler and orders were placed for an initial 20 in October and November 1942.

Nevertheless, it was not until mid-1942 that detailed design work commenced on the new loco. However, by this time, the authority for building new locomotives had passed to the Ministry of War Transport's Railway Executive Committee; a procedure that must have put an extra burden on decision making and slowed down the progress of any orders. Eventually, by 23rd July 1942, authority was granted for the construction of the first ten of the new 'B' type locos and an order placed the next month with Darlington Works. At Doncaster, work began on the necessary drawings, starting with the frame template drawing to allow Darlington to make a start. The drawing office went to great lengths to reuse existing patterns, jigs and tools, to economise on scarce resources. So, it was that a loco, with a boiler Gresley had already signed off the drawing for in April 1939, the cylinders of a K2, the chimney of an O2 and the coupled wheels of a V2, emerged.

Even so many of the drawings were apparently produced after the erection of the first loco had started, leaving the erectors puzzling over where some of the components fitted and where rodding routes should pass. Notably, the firebox became stuck when the boiler was first lowered into place and days were spent filing down the corners of the horn block, so a second attempt could be made.

Eventually, B1 No 8301 *Springbok* was completed 75 years ago and was presented for official inspection at Doncaster on 13th and 14th December 1942. Finished in unlined wartime black, the loco operated running in turns on the 2pm Darlington to Leeds and the 6pm return working on 23rd and 24th December. So, with little fanfare, the B1 quietly slipped into operational activity. By 1943 it had been dispatched to East Anglia being noted on workings to Norwich from Liverpool Street and in March it was operating expresses on the Great Central line from Leicester.

Progress on subsequent members of the class however continued to be slow and it was not until June 1943 that the second loco No 8302 *Eland*, now officially designated as B1 class, entered service. Ironically for a loco built to address wartime conditions, very few were produced in this period. It was actually not until after the war that production increased significantly, as seen in the figures below, showing numbers built per year.

1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952
1	4	5	0	78	186	68	18	24	19	7

This slow progress in the emergence of the B1s presumably resulted from the LNER workshops concentrating on other loco designs at the behest of the Railway Executive Committee. Consequently, major production concentrated on classes such as the O2 and V2 which, in this mid war period, better met the need for locomotives capable of hauling heavy freight and passenger trains. The requirement for eight-coupled freight tender engines also resulted in the government deciding to place orders with railway workshops around the

country for the construction of large numbers of the Stanier 8F locomotive. Doncaster works, being part of this programme, accordingly built for the very first time, a loco with a Belpaire firebox-perhaps one of the more unusual constructional changes to be seen on the LNER. Not only did the Stanier 8Fs start to appear on the LNER system, but they were joined by the Ministry of Supply 'Austerity' 2-8-0s and 2-10-0s built by the North British Locomotive Company and then by the United States Army Transportation Corps, S160 2-8-0s.



Probably less than six months old, 8301 Springbok is seen at Manchester (London Road) station possibly in March 1943 Photo Copyright National Railway Museum & SSPL

The introduction of the B1 as a class must therefore have been lost amid this wave of heavy freight locos appearing across the LNER system. Given the restrictions on wartime reporting, the emergence of the few B1s there were must have been barely noticed by the casual observer.

Although reports of the performance of the new locos were limited, a little more was learnt when a series of tests were undertaken in 1943 with the third B1 No 8103 *Impala* in the Scottish area. Even using poor quality coal, it was noted that the engine was free steaming and demonstrated good starting capabilities in addition to having good acceleration. Comment was made though, that with cut offs less than 25%, an uneven movement occurred, something that crews were to notice down the years, particularly as maintenance standards declined.

When the end of the war eventually came the opportunity presented itself to assess the condition of the railway system. In response, in 1945, the LNER board produced the never-to-be completed Five Year Plan. Acknowledging that the war had prevented investment in new stock, it proposed to address this by scrapping 1000 existing engines, including 389 passenger locos, 338 freight tender engines, 126 passenger tank engines and 149 freight tank engines. By so doing it aimed to eliminate 49 existing classes of loco. In their place 1000 new locos of standard designs would be produced, the B1 to be the most numerous, with 400 to be built.

However, in June 1946, Edward Thompson retired, having only seen 24 of his B1s built. He had though, in August 1945 managed to place an order for 100 B1s to be built by the North British Locomotive Company. It has been suggested that, fearing further orders may not have been placed by his successor, after his retirement, he proceeded to place additional orders; 50 from the Vulcan Foundry and in January 1946, 150 from the North British Locomotive Co. The latter being the largest single order ever placed by the LNER with one manufacturer. Had he contracted the LNER's own workshops to build the locos, it would have been inconvenient, but not difficult for others to stop the production. Indeed, Thompson had done the very same thing himself when he cancelled Gresley's order for further V4s, five years earlier, a fact he may well have reflected on in the circumstances. By placing the order with an outside contractor, it meant that, should the LNER try to cancel, they would very likely have been presented with a large bill for compensation. Thompson might also have been aware, given his privileged position, that nationalisation of the railways was on the horizon. This may well have been another factor in his eagerness in placing orders, perhaps sensing that control over such matters would likely be transferred away from the LNER board.



Partly hidden behind a Class 29 East African Railways and Harbours engine can be seen a B1 under construction in 1952. This was part of the last order of B1s to be built by the NBL at their Queens Park Works, Glasgow

Photo copyright CSG CIC Glasgow Museums & Libraries Collection: The Mitchell Library, Special Collections

Having received the order, the North British Locomotive Company commenced production at their Queens Park Works in Glasgow. The cycle of construction of the engines taking 14 days, with eight locos being dealt with at a time, the aim being to complete four a week. Each loco cost £14,895, which at 2017 prices would amount to approximately £526,000. One of those locos on the second order, North British Locomotive Company No 26165, emerged on 5th December 1947 as B1 No 1264. Had Thompson's fears been realised, and his order cancelled, 1264 might never have been constructed. We therefore have a rather intriguing coincidence with the loco having a narrow escape at its inception and then again at the end of its career, escaping the cutter's torch by fortuitously being sent to Barry Scrapyard

Finished in passenger green livery, with black and white lining and numbers and lettering painted in a modified Gill Sans font, 1264 was released from the Queens Park Works on 5th December 1947 and dispatched to Stratford Works.



Early in its career 61264 is seen ready to depart London's Liverpool Street Station on 15th July 1950 with The Day Continental Photo courtesy of LCGB Ken Nunn Collection

Following acceptance trials, it was allocated to Parkeston shed (30F) on 18th December 1947, just two weeks before nationalisation of the railways. For nearly 13 years 61264 operated in and out of London's Liverpool Street Station. It could be seen on regional titled trains such as THE NORFOLKMAN, THE BROADSMAN, THE FENSMAN and THE EASTERLING as well as titled boat trains such as THE SCANDINAVIAN, THE HOOK CONTINENTAL and THE DAY CONTINENTAL.

Forever associated with 61264, following the practise of allocating regular crews to certain locomotives, will be drivers George French and Bill Murrell. Together with their regular firemen, both would work turns with 61264 from 1949 until 1955. After this, the introduction of the Britannias and later the electrification of the Great Eastern mainline, meant that the duties of the B1s declined.

Eventually, with its services at Parkeston shed no longer required, 61264 was dispatched to Colwick shed (40E) on 27th November 1960 and a new era in its life began. Now, fifty-seven years later in December 2017, a double anniversary will be celebrated marking 75 years since the introduction of the very first B1 No 61001 *Springbok* and 70 years since the introduction of 61264.

Although the forerunner of the class sadly did not survive, thanks to the hard efforts of the founder members of the Trust, we are still able to enjoy the sight and sounds of Thompson B1 No 61264 to this day.

Sources- RCTS Locomotives of the LNER Preliminary Survey & Part 2B, Yeadon's Register Thompson B1 Class, The Book of the V2 Peter Coster

and one idea from 70 years ago.....



THE RAILWAY MAGAZINE

POST OFFICE RED FOR NATIONALISED BRITISH RAILWAYS ?

At the Editor's request, Mr. Reginald Mayes has painted a representative British main-line locomotive in true "Post Office Red." We are indebted to the Postmaster-General for supplying details of the correct livery

Perhaps one of the more unusual livery ideas for a B1 was suggested by a contributor in the 50th Anniversary of The Railway Magazine in July/August 1947, when the nationalisation of the railways was just months away.

Photo reproduced by kind permission of The Railway Magazine

Those Early Days

Mike Cobley

As 61264 approaches its 70th birthday, looking back on how the loco was rescued is a tale worth telling. In 1972 I had been working for several years as an Estate Agent in Harpenden and in the course of my work I had arranged to let a shop premises. The new tenant, Peter Aylett, called in to our office on his first day to say thank you and I was invited for a pint after work in the next-door pub, the Harpenden Arms.

From this initial meeting and several subsequent evening and lunchtime pints I was introduced to the Stour Valley RPS group that met regularly at the Eagle in Ponders End and within that group, one Steve Andrews, then a 17-year-old apprentice toolmaker at Lesneys, who made the ever popular 'Matchbox' toys, Robin Aylett, Peter's brother, Tony Corbin, Chris Mayer, Don Gilham, Chris Parrish (S15 'Greene King') John Standing, Gordon & Robin Maslin, Dave Thomas, Peter Martin and Colin Case.

There were rumours about that Dai Woodham was to start cutting up the locos at Barry. The North London SVRPS group was fund raising for the railway's GN suburban coach and already ran a sales stand at traction engine rallies and open days at Chappel, but it was agreed to run a minibus trip to Barry for one last look at the locos, with perhaps the opportunity to purchase another item of Rolling Stock for preservation.

It was an enjoyable day out, with Steven ending up upside down in a waste paper bin at one of the M4 service stations. From discussions on the return journey it was agreed that there was a possibility to purchase a loco and a shortlist was drawn up LMS 4F 44442, S&D 53809 or B1 61264.

There were several meetings held at Robin & Brenda's flat in New Southgate, and we had a price for the B1 from Woodhams of £4,500. Going around the table that sum was apparently readily available from the few gathered there. The next meeting when the money was to be paid over, only Steven came up with his pledged £100!



Some of those involved in the rescue of 61264 from Dai Woodham's scrapyard at Barry gather round the loco just prior to its move in 1976. In the cab are Barry Marsh and Peter Aylett. Standing from left to right are Steve Andrews, Nick Cobley, John Davis, Alan Camp, and Ian Osbourne

Photo courtesy of Dermot Reynolds

Undaunted we continued exploring ways of getting the funds to purchase the B1 and the original group formed themselves into the 'Rolling Stock Society'. The SVRPS sales stand became the RSS sales stand and several weekends were spent fund raising at traction engine rallies in the local area and railway open days. World copper prices were on the increase and by 1975 the loco price was now £5750 + VAT, so three members put up their houses as security for a Midland Bank loan of £4500 repayable over three years and the B1 was bought in July.

There followed much discussion as to where the loco would go, with the strong Stour Valley members angling for the loco to go there. We also considered Quainton Road Preservation Society and the Nene Valley Railway. In a vote the decision was made that Wansford would be the best place to go and that was agreed, but a late intervention was made by Terry Stirling from the Great Central Railway at Loughborough and we were invited for the 'grand tour' with the appealing offer of shed accommodation and a source of local funding, for what had been latterly a local GC loco from Colwick. With that offer of cash, the decision was made that the B1 would go to the GCR and in August 1976, after more fund raising, the loco was removed from Barry, the 83rd to escape the scrap man's torch ...

Fund raising became all important and we ran a very successful series of railtours from 1976 starting with the 'Three Way Special' trying to cover the principal routes that the B1 had worked. Starting from Marylebone as the 'Master Cutler', the train travelled to Bicester, Banbury and Coventry then via Nuneaton to Leicester (Midland) and on to Derby, Chesterfield and Sheffield (Midland). Then with the 'North Country Continental' we returned via Loughborough and Syston to Melton Mowbray. From there to Peterborough via March and Ely to Ipswich and Manningtree, finishing at Parkeston Quay, where we were met by George French, the loco's original 30F driver, who presented the loco's smokebox numberplate, which he had bought from B.R. for 14/6d when it was withdrawn.



Peter Aylett receives the original smokebox number plate from Driver George French at Parkeston Quay Station on 8th May 1976

Photo courtesy of Dermot Reynolds

The train then returned via Manningtree and Colchester as 'The Scandinavian', but with an original 'Hook Continental' headboard into Liverpool St. 450 miles for £4.75 and every seat was taken. A similar tour ran twice more, mainly to get the route from Ipswich via Manningtree North curve, not normally travelled by passenger services. There followed a series of tours, in all 24, culminating with the 'Cock o' the North' in September 1980

The restoration story is another chapter ...

Engineering update

Steve Andrews

Well it's that time of year again when the winter maintenance needs doing. Below is a summary of the outstanding work required:

1. Piston and valve examination - needs new piston rings and piston valve rings plus retiming.
2. Lubricator for valves and piston loses pressure and needs to have the pumps and valves checked.
3. The atomisers need overhauling.
4. The vacuum ejector small valve has split. A new one has been made and fitted.
5. The engine and tender have been separated, the draw gear removed for testing and the engine-tender drag boxes need to be cleaned of coal slack.
6. The engine drag box has had the vacuum tank taken out and this needs relocating.
7. The state of the conduit and Kopex cabling underneath was a bit of a shock and will need replacement and re-routing. New brackets have been made and welded on to lift the cables/conduit above the coal and slack.
8. All this needs to be done to get the engine-tender back together so that the trailing wheelset can be dropped out and checked.
9. New concrete arch and ashpan sprinkler pipes need to be taken out and refitted.
10. Lots of work then - how can you help? I'm there Tuesdays, Wednesdays, Thursdays and some Fridays. The loco/tender needs cleaning. Just present yourself; don't just stop at cleaning the motion, you have to oil it to stop it from going rusty. The rest of it also needs doing - the frame, brake gear, outside tender frame and running plates.

Support coach

Support coach M14007 is at Rampart, Barrow Hill having been delivered in early October. Work carried out includes being lifted off the bogies, the tyres being sent to RMTS Staveley for turning, lowered back on to bogies and ride heights set. A fair bit of welding and patch repairs to the bodywork is needed and guttering repairs needed at both ends.

All fixed windows to be resealed and eight new double glazed sealed units for the first-class end of the coach are required. It will have a repaint (the roof has already been done) and there will be new netting for the luggage racks. The dynamo wiring to the battery box regulator is also being replaced as there is an intermittent fault with it.

***Members' Day 2017..... some of the pictures of members of the B1 Trust
and LNERCA enjoying the day*** ***Photos courtesy of Mike Cobby***





*And finally, 61264 is serviced during the lay-over at Grosmont
Photo courtesy of Alf Bousie*

AGM 2017

Dave Fowler

We held the AGMs for the Trust and Limited Companies at The Brunswick Inn, Derby on the 28th October 2017 and 20 members attended. I have decided to circulate the minutes for both Company and Trust rather than wait another year, so as to keep members fully informed. What a tremendous year we have had on the NYMR. As usual The Brunswick (CAMRA Pub of the Year 2017) again, did not disappoint and the beer and food were excellent, so let's hope for a bumper attendance next year.

Minutes of the 35th Annual General Meeting of the Thompson BI Locomotive Limited Company held on Saturday 28th October 2017 at the Brunswick Inn, Derby

Meeting commenced at 11.15

Members Present

S Andrews, R & I Goldthorpe, D Fowler, M Cobley, A Bousie, A Hartford, L Muir, E Colver, S Blakemore, B Mitchell, T Smith, W Wilson, S Kirk, C Clark, A Scott, D Markee, S Harris.

Apologies for Absence

P Kaufman, R & B Aylett, H Aylett, M Carey, M Wellman, J Davis, P Hassall, J Whitfield, B Walker, G Brothers, B Murray, R Barnes, B Rich, A & E Green, G Hardinge, S Dunham, J Glover, S Barrington, A Camp, M O'Brien, D Wellington.

Minutes of the 2016 AGM

The minutes of the 34th AGM of the Thompson B1 Locomotive Limited held at the Brunswick Inn, Derby, on Saturday 5th November 2016 were presented to the meeting. Having been circulated to the members with the accounts for the year ending 30th June 2016 it was proposed that they be accepted as a true record.

The acceptance of the minutes was proposed by A Hartford and seconded by D Markee. This was carried unanimously, and the Chairman signed the minutes.

Matters arising

There were no matters arising

Report of Directors

The Directors reports will cover the period up to the 30th June 2017 and they will take questions up to the present day for the benefit of members.

Secretary (Dave Fowler)

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 has been prepared and will be submitted after our made-up date of November 11th,

2017. The annual electronic updating of the TBLL Share List held at Companies House has also been carried out. Thanks are due to Helen Aylett and Stephen Harris who did a superb job in distributing the share certificates and collecting all the monthly payments.

Statement of Accounts Treasurer (Stephen Harris)

Again, the company's principal activity during the year continued to be the ownership and maintenance of the former LNER Class B1 Steam Locomotive No1264. This was a quiet year with no major activity. Your company continued to increase its reserves to be able to support the maintenance of the B1, by selling shares by monthly subscription, at a steady rate of approximately £5000 per annum.

Expenses, such as postage and printing, common to both Trust and Limited Company were kept to a minimum as these were borne by the Trust in the year 2016-2017. This coming year the major portion will be borne by the Company.

Very small shareholdings cause us as much in administration as large holdings, so at the beginning of the year we appealed for those shareholders with very small holdings (in single figures) to donate their shares to the Trust or increase their shareholdings. I would like to thank those of you who responded and to repeat the appeal. Each year we must circulate Annual Reports and AGM agendas and minutes to all shareholders, irrespective of the size of the shareholding. We have over 100 shareholders with 5 or fewer shares.

Also, please remember the Trust in your will. Many shareholders wish to leave their shares to the Trust and bequests help the Trust maintain its proportion of the issued shareholding, so if you don't have an heir with an interest in the B1 please consider the Trust.

The total invested is now over £329,000 of the £350,000 authorised share capital. The Directors are considering whether to increase the authorised share capital, and if so, in what manner and whether to restrict share sales to existing shareholders. Your suggestions or comments would be welcome.

The Thompson B1 Locomotive Trust holds over 47% of the issued shares, but is not currently buying shares. 40 shares were bequeathed to the Trust by a long-time member and supporter. No other shareholder holds more than 1.5% of the issued shares. The following persons served as directors during the year and their interests in the share capital of the company were as follows

	01/07/2016	30/06/2017
M. A. Cobley	500	500
D. J. Fowler	321	333
S. C. Harris	462	474

There were no changes of Directors

The Acceptance of the Accounts and Report of Directors was proposed by A Naylor, seconded by A Bousie and carried unanimously.

Appointment of the Thompson B1 Locomotive Trust Company Accountant

Barry Benveniste is retiring as our Company Accountant and Mike Cobley proposed that the Board be authorised to find a suitable replacement. This was seconded by S Andrews and carried unanimously.

Any Other Business

For information, Stephen Harris reported that the Limited Company had made a grant of £7500 in September 2017 towards the repair and maintenance of the support coach. There was no other business.

Time and Date of Next AGM – Saturday 27th October 2018 at Derby

Meeting Closed at 11.28

Minutes of the 35th Annual General Meeting of the Thompson BI Locomotive Trust held on Saturday 28th October 2017 at the Brunswick Inn, Derby

Meeting commenced at 11.35

Members Present

S Andrews, R & I Goldthorpe, D Fowler, M Cobley, A Bousie, A Hartford, L Muir, E Colver, S Blakemore, B Mitchell, T Smith, W Wilson, S Kirk, C Clark, A Scott, D Markee, S Harris, A Naylor, B McGrory

Apologies for Absence

P Kaufman, R & B Aylett, H Aylett, M Carey, M Wellman, J Davis, P Hassall, J Whitfield, B Walker, G Brothers, B Murray, R Barnes, B Rich, A & E Green, G Hardinge, S Dunham, J Glover, S Barrington, A Camp, M O'Brien, D Wellington.

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The acceptance of the minutes was proposed by R Goldthorpe and seconded by W Wilson. This was carried unanimously, and the Chairman signed the minutes.

Matters arising

There were no matters arising

Report of Directors

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Engineering Manager (Steve Andrews)

Since the last AGM when 61264 had just come back into traffic following the wheel repair, the loco has been in regular service and has run over 19000 miles to date. Apart from regular washouts and the usual running repairs (new concrete arch) it just keeps on running. At the end of the running season a piston and valve examination will be carried out and the valve timing checked and reset. The battery box will be upgraded, and a railway standard charging plug fitted, the atomisers will be overhauled along with the steam oil lubricator and the reverser locking catch adjusted.

Running at the NYMR is an epic commitment where working of the locomotive is similar to BR levels of use. Main line running apart from the local York-Whitby run is an onerous duty. Preparing the locomotive for the light engine move to the KWVR we found we had to change the brake blocks and do a number of other jobs that should have been carried out previously. It was a good job I was on site early to carry out the examination but with the help of the volunteers and shed staff it was all completed on time. The other excitement was a call from West Coast Railways regarding the air/vacuum screw down valve. This should have a clamp ring around it fitted with a traceable snap tie as should the main OTMR/TRPS/AWS on/off switch. West Coast had no evidence that this had been done as no photos had been sent to them. Photos were taken, and Sue Smeaton sent them by email to West Coast and the RSSI who then approved the light engine move to the KWVR.

The light engine run back to Grosmont from York was another example when Paul Kaufman and myself had to dispose the locomotive on the Monday, clean the grate, empty the smokebox, dig out the pit with the locomotive on it, using a bucket. Then relight the fire and prepare for the run to Grosmont on Tuesday. On Tuesday the AWS bell packed up and had to be removed from the cab roof and changed before we could move.

The coach is at Rampart Carriage and Wagon works at Barrow Hill for the following work to be carried out. Body lift to remove bogies and take out wheels for turning by RMTS at Staveley. Fitting of a new drawbar, tail pins and replacing buckeye coupling with a serviceable exchange one. Welding repairs to bodywork, window frames and guttering. Repairs to doors and the vestibule door brought back into service. Doors locked out of use now have to be repaired in time for the next year's examination. The roof has been repainted in light grey and the coach body prepared for painting in BR maroon. Eight new windows have been ordered to replace the eight blown units. Rampart are also making a set of roof boards as well as carrying out the 12-month examination, so the fully certified coach should be back at Grosmont by Christmas.

Operations Manager (Mark O'Brien)

This year by the end of October, 61264 will have covered approximately 14000 miles on the NYMR, 421 miles out on Network Rail metals and 7 running days at the KWVR in March.

Looking towards 2018, we have the following trips booked, all subject to the loco being available:

20th Jan 2018 – Winter Cumbrian Mountain Express
Manchester Victoria – Carlisle – Appleby – Manchester Victoria

3rd-11th March 2018 – Tornado Week NYMR

16-18th March - SVR Spring Gala – the first B1 to visit the line.

7th April & 14th April – The Whitby Flyer
York – Darlington – Whitby – York

21st April GB XI Edinburgh – Inverness

22nd April GB XI
Inverness – Kyle of Lochalsh

23rd April – GB XI Double headed with 60009 Union of South Africa
Inverness – Grange-over-Sands.

October Dates To be confirmed-GCR Gala and Exchange trials event planned.
As you can see 2018 looks to be quite a busy year for the loco, and especially support crew so I am already on the look out to increase our support crew to add to what we already have.

Secretary (Dave Fowler)

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 have 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 at considerable saving to the Trust. Thanks must go to Alf Bousie and Brian Rich who updated the database and members email addresses to enable members to be contacted electronically.

We held one committee meeting this year, mainly due to the distances that committee members have to travel to attend, however, all members of the committee have been kept informed by phone and email.

Last year we agreed to have our own insurance, rather than that offered by the NYMR, to cover the locomotive and coach when running on Network Rail. With all the mainline trips planned we will again carry our own insurance at a cost of around £8000.

We will be meeting with the NYMR shortly to discuss a future contract, as the five years in our original contract have nearly finished. The committee is satisfied with the terms of the present contract however, an increase in the mileage fee, to cover the additional cost incurred in obtaining our Main Line Certificate allowing us to go to Whitby etc, should be taken into account during future financial negotiations.

The Members Day in conjunction with the LNERCA was an even greater success than last year with 90 members and friends being accommodated on the train along with our President, Lord Balfour and his party of sixteen. 62 members also enjoyed a splendid buffet again this year put on by the Coach Association ladies. We hope to repeat it again next year around the same time, but may have to restrict the numbers catered for.

Membership Report (Brian Rich)

In the last year three long standing members of the Trust have sadly died. Namely, Sheila Hall, Mick Allen and Roy Dabell. Many members will remember Roy when he ran the shop from a railway goods van at Loughborough. Roy was so dedicated to this job that he would regularly open the shop at weekends, travelling from his home near Derby. Mick ran a printing works in Leicester and printed a generous supply of membership cards for the Trust. I still have a large stock of these.

We have been pleased to welcome EIGHT new members since the 2016 AGM. Currently we have 255 memberships compared with 259 a year ago. We have continued with our remit of educating the general public by distributing information/membership leaflets on the North Yorkshire Moors Railway. Unfortunately, this has not produced as many new members as we would have wished.

I would like to thank Alf Bousie for agreeing to hold a second copy of the data base since Dave Horton had to give up this responsibility.

Press and Publicity (Dave Wellington)

Occasional leaflet drops have occurred throughout the season, and while these have been enthusiastically received by passengers, there has been no upsurge in membership. Similarly, interest in the locomotive has been demonstrated at model railway shows, some leaflets procured, and the B1 News perused, but again an absence of completed membership forms.

Nevertheless, the B1 flag is due to fly at two more shows in 2017; the weekend of the AGM at Stockport and at Retford in mid-November. Last time out, the layout was visited by maestro photographer Tony Wright, who took ten shots of the display. As a result of his submitting these to Railway Modeller, I have been asked to supply 1500 words to supplement the photos in an article which will appear in the magazine late next year, thus providing a good opportunity to mention the Trust and its ambitions.

Elsewhere in the world of locomotive preservation, much has been made of Dinmore Manor's milestone of 100,000 miles since restoration. We should be able to boast that achievement –and more.

Sales (Steve Andrews and Dave Wellington)

Steve Andrews reported that in 2016 we had been donated a collection of model railway consisting of 'O' and 'OO' gauge models from member Ron Saunders, an avid railway modeller. Dave Wellington agreed to sell these through eBay and his contacts, and culminated in attending a Model Railway two day show at Doncaster Racecourse. Just under £10000 was raised due to Dave's efforts and thanks must go to his helpers at the show, Alf Bousie and Steve Andrews.

150 Club (Stephen Harris)

Stephen Harris reported that the 150 Club was thriving and that it had made a profit of £1756 in the last financial year.

He still has space for more members and will sign up any new members, ready for the November draw at the end of this meeting.

B1 News (Alf Bousie)

Alf Bousie reported that three Newsletters/Newsflashes had been produced this year with the winter edition due in December. They contained a diverse range of subjects from OTMR calibration to past 61264 reminiscences and he asked for any new articles, photos etc to be submitted to him by 19th November. The 70th birthday of the locomotive is due in December and should be good for an article.

Treasurer (Alan Camp)

Since taking over as your treasurer, this is the first year that I have been able to report the locomotive has been earning its keep. Predominately on the North Yorkshire Moors Railway, where we are currently based, making £93,264 plus VAT. We were also fortunate to run some excursions on behalf of the Railway Touring Company and the Keighley and Worth Valley Railway which has earned us another £9095 plus VAT. This gives us a total of £102,359 plus VAT.

Of course, we have had some expenses as well. There were a number of invoices to cover the final stages of the major repair work, locomotive testing and preparation before the loco could start running again. This additional work amounted to another £7186. Not the least of which was an invoice for the work that the NYMR did. After some negotiation regarding the hourly rate, we paid the NYMR £13,057. This accumulates to £20,243.

Insurance for the remainder of the year, plus paying out for April 2017 to March 2018, amounts to another £9870. The support coach, which is currently undergoing a refurbishment programme, required gas and brake tests during the year and these amounted to £956.

We also ensure that we have sufficient 'shelf stocks' for keeping the engine running and Steve Andrews has a good rapport with D & J Hawkins. They are able to supply castings for machining ready for the store room, should the need arise. This year we have spent about £1335 on such items. It means that we can get the engine running again quickly if we have minor items available that would otherwise hold repairs up.

We have also replaced super heater elements on the engine that we borrowed from Mayflower 1306, so we were obliged to buy these to repay the loan - £18,288 (£15,240 plus VAT). This brings the total to £50,692.

Further expenses include additional parts for the loco purchased during routine maintenance (£1891.14) and miscellaneous expenses such as printing, postage and salary (£4839.50). At the end of our financial year the Trust still had £95,000 worth of loans owing to the Directors. In August 2017 £45,000 worth of loans were re-paid to three Directors. Steve Andrews £10,000, Dave Fowler £10,000, and Mike Cobley £25,000. This leaves £50,000 to

be repaid, £40,000 to Mike Cobley and £10,000 to Dave Wellington. It is hoped to re-pay these last two loans off in 2017 and then we can start to build up a 'sinking fund' ready for the next 10-year overhaul.

The Acceptance of the Accounts and Report of Directors was proposed by Stephen Harris and seconded by Brenda Mitchell and carried unanimously.

Election of Officers

In accordance with the Articles of Association (Rules 34-35), Dave Fowler and Dave Wellington retire by rotation and being eligible, offer themselves for re-election to the Council of Management of the Thompson B1 Locomotive Trust.

Mike Cobley proposed that Dave Fowler and Dave Wellington be elected as Directors of the Thompson B1 Trust Council of Management. This was seconded by Allan Scot and carried unanimously.

Appointment of the Thompson B1 Locomotive Trust Accountant

Barry Benveniste is retiring as our Company Accountant and Stephen Harris proposed that the Board be authorised to find a suitable replacement. This was seconded by Mike Cobley and carried unanimously.

Any Other Business

Barry McGrory asked what we are doing about the recruitment of young persons to follow on from the older generation of volunteers. Mike Cobley replied that this was a responsibility we take very seriously, and we are trying to recruit from the younger element at the NYMR. This could provide us with a skilled and enthusiastic volunteer pool if handled properly.

Mike Cobley auctioned off a donated 'new' 20-year-old 61264 Support Crew Tee-shirt. It raised £20 and the winning bidder promptly donated it to Alf Bousie in appreciation of his efforts on the Newsletter and database.

Time and Date of Next AGM – Saturday 27th October 2018 at Derby

Meeting Closed at 12.50

NYMR – A Record Year

Dave Fowler

As we said at the AGM we have had a splendid year on the NYMR culminating with a record breaking mileage in October of 2340 miles. This gave us a total mileage on the NYMR of 14512 miles for the year, a truly magnificent achievement, and all without any major problems with the locomotive.

The superheater element problem in March was quickly resolved before the NYMR operating season began, with help from the Grosmont MPD and David Buck who kindly let us use the set of elements bought for his B1 No1306, saving us the 10 week wait while new ones were manufactured.

Thanks to everyone who helped to keep the loco steaming in 2017 as we now commence our winter maintenance ready for an exciting 2018 Main Line and NYMR programme.

61264 mileage record 2017 on NYMR

Date	Mileage	Total Mileage
January	84	84
February	312	396
March	0	396
April	1890	2286
May	2088	4374
June	2058	6432
July	1984	8416
August	2016	10432
September	1740	12172
October	2340	14512
November	0	0
December		
Total	14512	



*Winter maintenance work commences on 61264 at Grosmont MPD
Photo courtesy of Mark O'Brien*

Chasing the Mastershot

Michael Anderson

I was first introduced and hooked to steam locomotives in the late 1950s whilst travelling to school between Welwyn Garden City and Hitchin on the GNR. I remember checking the shed at Hitchin every afternoon, whilst waiting for the train home, to see if there had been any interesting visitors that day. I was really spoilt for choice living close to the GNR and I regularly saw all the iconic locomotives from the A, B, V, K, N, Classes plus WDs and 9Fs.

Seeing the titled 'Elizabethan' with an A4 on the front was a regular highlight. As a youngster at that time, it was safe to travel about watching loco's and I often ventured "up" to London alone to shed bash at Camden, Willesden and Old Oak Common and to see loco's at all the other main line London Stations.

Despite working on the railways for 30 years, I never took any shots and I only started photographing steam railways following retirement and the advent of digital cameras.

My interest in photography goes back 40 years and I have always used Nikon cameras. My passion was for landscapes and military aircraft and the latter took me across Europe and the USA up to 911, but the security changes brought about by those events changed the enjoyment for me. My favourite loco's today are A4 60007 Sir Nigel Gresley, the K1 62005 and your B1 61264.



An example of one Michael's photographs shows 61264 negotiating Northdale with its beautiful autumnal colours on 15th November 2013.

I am fortunate that I own an excellent camera and lenses. I do like to change my gear every 4 or 5 years in order to keep up with all technological improvements, despite the general rule that only 20% of great shots come from the equipment and the rest from experience! I have never been interested in video capture as it does not seem to have the same intensity or feel for me. I still get an immense thrill and buzz when my shots get published in books and national magazines, especially on the cover or centre pages!

I am driven to try to be the best, I always have and I don't see the point in investing all that money and time to be half-hearted. I really enjoy the intensity I put myself under to get every shot perfect out in the field in order to minimise the time I spend on the PC afterwards. I do spend a lot of time planning the day out, interpreting maps, determining the sun's position at given times, pre-visualising the shot I want and watching many weather forecasts!

I have lived in Sheffield for the past 30 years as it was convenient for work and for my favourite locations on the Settle & Carlisle Line, NYMR and any Scottish holidays which include visiting the West Highland line between Fort William & Mallaig, to photograph The Jacobite steam service.

My unfulfilled ambition is to photograph your loco and the K1 in Apple Green.....can I leave that request with you please?

In conclusion, I believe great photography is about the 5L's, light, light, light, location, and luck!

Obituary- Roy Dabell

Steve Andrews

Roy Dabell who used to run the TBLT shed shop fell over in his back garden and was taken to the Royal Derby Hospital where his condition worsened, and he later died on 18th September 2017. He was 81 years old.

I attended Roy's funeral at Markeaton Crematorium along with members of the Great Central Railway and his shed shop regulars. There was an excellent photo montage of Roy's life, including those of his family and friends, and pictures of Roy in his shop and on the sales stand at Loughborough Station. There were also ones of Roy in his younger days when he was a keen cyclist. He was a member of a Derby cycling club and that is where he met his wife, Judy.

Roy was a centre lathe turner at the Derby Carriage and Wagon Works. He also did three years National Service in the RAF. He used to cycle to and from his RAF base as it was quicker than going by train. In one of the photos, Roy is pictured with his bike; the saddle looks really vicious!

I first met Roy when I worked at Loughborough Shed. He had visited the shed and had a lot of tools and steel bar to donate to the railway. As I lived in Derby I went to his house to collect the items and found that there was so much of it that I had to make four more visits. Roy then came to the shed and I showed him around. He had a look at the TBLT facilities including the mess room with running water and tea making facilities. He also looked at our shed shop which had only just opened that Easter. It was only able to open when there was a railway gala or when there was a bank holiday, so Roy offered to run the shop at week-ends. He took over the running and I used to collect the donated stock. Roy would then sort it ready for sale.

We sold anything: stainless steel bar, tools, model railways, books, magazines and bric-a-brac. It was so successful that in one year we took £10,000, but with access to the shed restricted, a changed GCR timetable and the double track there was a drop in visitors to the shop and takings fell.

We then planned to move the shop to be near the water tower, but then the Trust was evicted from the railway. Although a site was cleared and prepared it didn't happen. Roy continued to run a new shop that was set up for the loco shed along the side of the building, until this was relocated to near where we had originally planned to go.

Roy turned up at just the right moment when the Trust needed big money for the boiler repair at Pridhams. He also raised a lot of money for the GCR for various shed projects.

Good-bye Roy; it would have been a lot harder without you. Thank you for the money you raised, the new members you recruited and keeping me going when I was flagging.

150 Club

Stephen Harris

Prizewinners up to December 2017

2017	Special	£50.00	£30.00	£20.00	£10.00
July		143 M Rogers	111 C Steward	30 D Wellington*	28 M Lloyd
August		17 P Bates	64 R Flintoft	133 H May	86 P Morrell
September	£100 84 R Castling		8 R Barnes	152 N Snuggs	87 R Palmer
October		6 B Rich	17 P Bates	122 Mrs J Whitfield	8 R Barnes
November	£50 30 D Wellington*	59 D Wellington*	39 R Morris*	170 D Markee	140 C Baines
December	£200 15 C Baines £100 42 A Hartford	118 G Brothers*	85 P Kaufman	26 P Kaufman	144 M Rogers

* denotes prize donated to TBLT

There are now very few vacant numbers, but if you would like to subscribe or increase your subscription please contact:

Stephen Harris at - 7 Church Lea, Tavistock, Devon. PL19 9PS or on 01822 618395 or by e mail at- stephenharris@hotmail.com



Having just passed under the A171 road bridge, 61264 follows the banks of the River Usk out of Whitby on 27th October 2017

Photo courtesy of Phil Waterfield



Catching the morning sun, 61264 enters North Dale on 27th October 2017

Photo courtesy of Phil Waterfield