

B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

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HAPPY CHRISTMAS to all our members



As a change from featuring pictures of wheels being repaired on the front cover we've delved into the archives to show 61264 in active service in BR days. On this occasion passing Bingham with the 9.40 am excursion from Nottingham Victoria to Mablethorpe on 2nd June 1963. Copyright R J Buckley/ Initial Photographics.

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Chairman's update

Mike Cobley

This year it can certainly be said was a bit of an anticlimax after our super 2014 season operating on the North York Moors Railway.

The discovery of a small crack in one of the driving wheels has lead to an expensive course of repairs and a total loss of any income this year.

The Trust had agreed to pay back the £1000 loans a year early, which was done in time for Christmas last year and the larger loans could have been repaid this year, also a year early. Nevertheless, the Directors loans will be repaid on time during next year when we get back to some serious running.

We can look forward to a busy year next season and also the opportunity perhaps for a mainline railtour and some possible visits to other preserved railways. In the meantime David Buck's 'Mayflower' has been busy flying the flag for Thompson B1s.

Fund raising is still important and although we no longer have the sales facilities we were used to at Barrow Hill and earlier at Loughborough, we still receive regular donations which make their way to Grosmont, where the Shed Shop funds all the NYMR based locos. Magazines are not required any more, but items of railwayana, pictures and books are always well received. Recently one of our early day members contacted the Trust and has offered his collection of Railwayana to raise funds for the loco. In this instance the items are to be sold at a forthcoming auction held by Great Central Railwayana Auctions.

Thanks for your support throughout this difficult time. Next year, once we know the loco is performing properly, we will re-book the Members' Day and we will have a chance to meet up and see 61264 again. The Trust has owned the loco now for 40 years and in 2017 the old girl will be 70.

Best Wishes for 2016.

Engineering Notes

Steve Andrews

I visited the works of Ian Riley Engineering on Wednesday 18th November, as I do most weeks, to view progress on the welding of the cracks in the driving wheelsets. To date:

- Five of the wheels are fully welded.
- The leading wheelset is fully repaired.
- The middle wheelset, although fully welded, requires a push test on the wheel press, as the welding was extensive.
- The trailing wheelset - one wheel fully welded. The radial cracks, around the hub, on the other wheel, have been ground out but not to the full depth. It also needs welding between the spokes at the hub. The big crack across the hub under the crank pin has been ground out.

Once all this welding has been completed the crank pins will need to be replaced and the internal diameter of the hub will need to be welded and machined out so it can be fitted onto the axle. The loco tyres will then need to be turned true.

The type of cracks we have in the wheels are shrinkage cracks due to the casting process as carried out in 1947. RSA pointed out that one of the long cracks had been peened over in the middle and kept under observation. This was standard on wheel cracks at the time. All of the wheelset cracks, apart from two, were not visible to the eye and were only detected using Magnetic Particle Inspection (MPI). There doesn't appear to have been any stress cracks.

At the NYMR the trailing axle boxes have had new crowns fitted and have been white metallised. These await machining because, with the trailing wheelset still apart, we don't have the final machining dimensions. The other four axle boxes are having the white metal melted out and the thrust faces are to be bronze welded and will then be remetallised and machined.

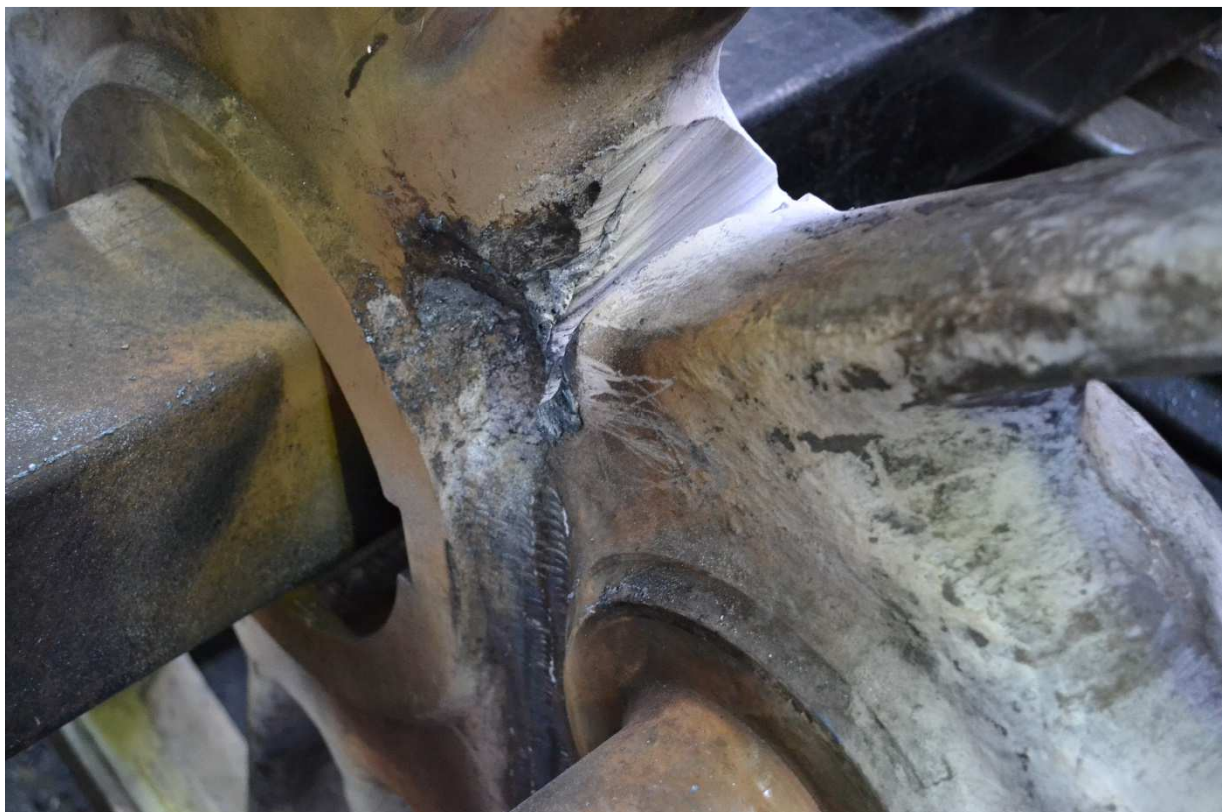
Dave Fowler and I are carrying out other work, mainly on Tuesdays and Wednesdays. Dave has repaired some electrical wiring in the cab and is fitting gauge frames with electric LED lighting much to the same standard as on other NYMR locos but slightly more refined, using stainless steel for brackets and industrial Binden plugs for easier disconnection. A new bottom half for the fire hole door flap was also welded on. We re-fitted the footplating under the smokebox door so that the rainwater and smoke box char will roll off. The gaps at the back of the plate were also welded up so that rain and any hosepipe water doesn't get washed on to the bogie. This little job took three days to complete.

The spark arrester in the smoke box was removed and the mesh repaired with offcuts. The blast pipe cap was fitted with new studs to hold the arrester in place and also to make it much easier to take out and repair.

The footplate curved framing by the smoke box was extensively welded and repaired and four brackets fitted so that when work is carried out, for example piston and valve exams, they can be taken off and put back on easily. This little job took us seven days to do.



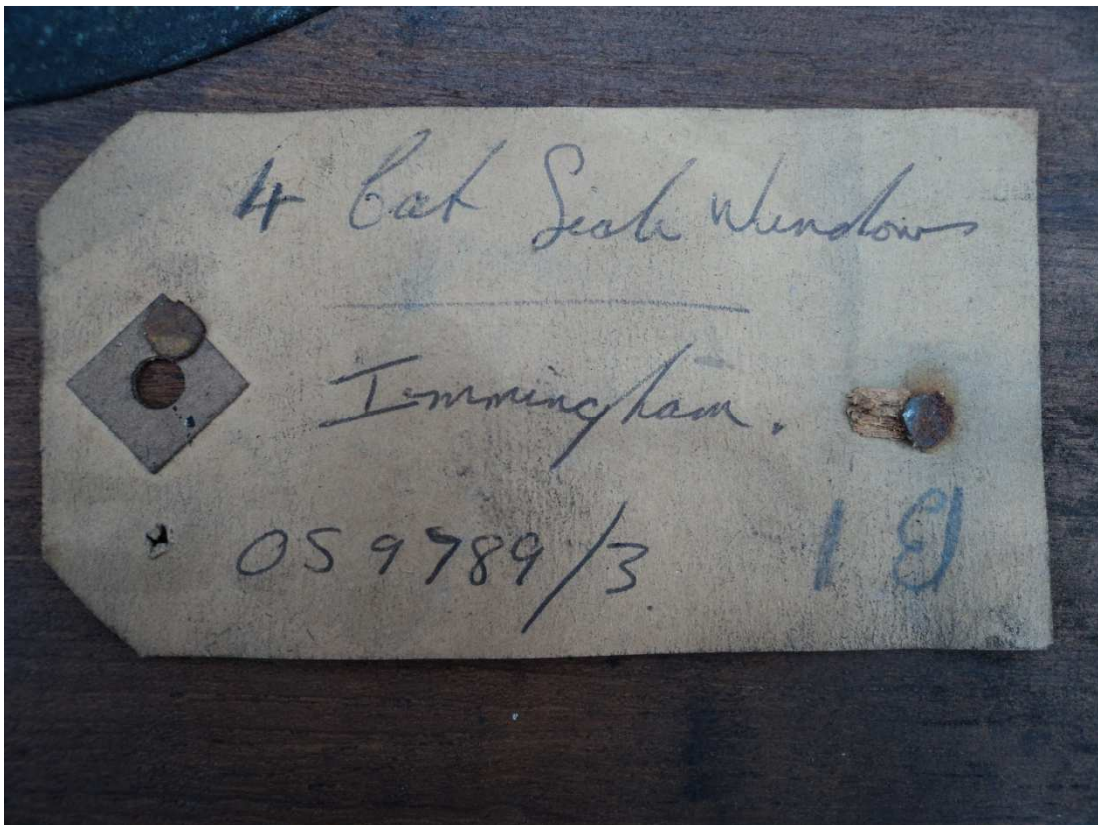
*The welding repair process is seen in progress. The long hose and the tray are positioned against the side of the wheel to remove toxic fumes from the working area.
Photo courtesy of Dave Wellington.*



*The same wheel showing the welding work partially completed.
Photo courtesy of Dave Wellington*



*One of the cab windows recently acquired at the Lincoln auction by Steve Andrews.
Photo courtesy of Dave Fowler.*



*The accompanying ticket for the windows showing its provenance.
Photo courtesy of Dave Fowler.*

A new pair of whistle valve levers have been made in stainless steel and adjusted so that it is no longer handed and can be fitted either way.

A new pair of safety valve spindle valves have been machined using spindles that had been wrongly machined. This allowed us to reuse the material rather than scrapping it.

We will also be taking off the cab seats so they can be re-upholstered in a tougher material.

The old safety valve bodies that were cracked around the base, were shot blasted and polished and put into the Great Northern Railwayana Auctions at Poynton at the beginning of October and were sold for £260 (£234 after auction expenses).

Dave Fowler also called me to say Unique Auctions of Lincoln had twelve B1 side cab windows so off I went early one Sunday morning and, after a good look round, found that a vast collection, cleared out from the stores at Immingham MPD, had been put into a lock up. When the lock up was needed the family put the contents up for sale. I put in a bid for the windows which was successful but ten of the windows were for other LNER types - K3, Q6, P3 etc.

Knowing how much it costs to manufacture new cab windows, just having two of the right type was worth it. The other ten sliding windows were sold to NELPG. They were new, never ever having been fitted to a loco. They even had labels on them and the carpenter's pencil marks for the joints. The glass needs to be taken out, the putty removed, teak oil applied and the glass refitted with new flexible sealant.

A complete set of boiler gauges have been sold to the A4 Locomotive Society to stop them from borrowing ours. I get them from Quorn Swapmeet and various other auctions. Steve Robb has given Flying Scotsman a steam heat gauge - the old one having gone AWOL- not surprising given the amount of moving around 4472 has done.

When the wheels were dropped out earlier this year two of the spring hanger nuts had to be burnt off due to the hanger threads not being greased. However the rubber spring blocks caught fire and melted. One of the steel castings that hold the rubber blocks was cracked and a piece was missing. When it was cleaned up it was found to be so badly cracked that we really needed a replacement. A pattern does exist but after seven weeks of trying to borrow it I gave up and spoke to John at Burton Railway Society. He has now made a new pattern with a mounting board at a cost of £350 and it is now at the foundry being cast. I've got an order together with other locos to offset the pattern cost. Barry Neeson machined three new two inch Whitworth nuts and the two Dave's have cleaned and painted all of the spring parts.

The damper door of the ashpan was taken off and the cracks welded. It was also measured up and a new one laser cut and welded together as the old one only had a few years wear left. We now have a bench outside our container workshop fitted with a vice rescued from a scrap skip, so that dirty work can be done outside in the sunshine-very nice!

We have spent very little money on the engine / tender whilst it's been at Grosmont apart from the fitting of the new liner and valve boring. All of the Trust's funds are being spent on the wheels. As we want to continue this work it needs funding so if you are thinking of donating, buying shares or loaning us the money then now's the time to do it.

AGM report

Dave Fowler

The 33rd Annual General Meeting of the Thompson B1 Locomotive Limited and Thompson B1 Locomotive Trust was held at *The Brunswick Inn*, Derby on Saturday 7th November with 25 members present.

After a brief introduction the meeting commenced with the Officer Reports for the Limited Company AGM.

Thompson B1 Locomotive Ltd

Dave Fowler (Secretary) reported that it had been a quiet year for the administration of the Limited Company with only one meeting and that was by phone. However contact has 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 2015.

Stephen Harris (Treasurer) reported that a grant of £8000 was made by the Company following a request from the Thompson B1 Locomotive Trust in October 2015 to finance the continuing work on the locomotive wheelsets.

487 shares were issued during the year bringing the total of shares issued to 31836 out of the authorised capital of 35000 and he took the opportunity to thank Helen Aylett for sterling work in recording and distributing the new share issues.

This year saw the 67th Share issue and Stephen Harris reminded the meeting that a £10 share purchased in 1980 entitled the shareholder to one vote, exactly the same as a £10 share purchased today. This was thought to be unfair to the initial shareholders. He suggested that a new issue of shares be carried out with a £20 share having only one vote. Steve Andrews also stated that there should be a minimum share purchase of 5 shares (£100). These suggestions were generally accepted by the meeting and will be considered at the next directors meeting.

Overhead costs continued to be low as Barry Benveniste carried out the annual accounts check at a nominal cost of £110. The AGM and printing costs will be paid by the Company this year.

The acceptance of the accounts and Report of Directors was carried unanimously as was the appointment of Barry Benveniste as the Company Accountant

The Limited meeting then closed and the Trust AGM started with the Officers Reports

Thompson B1 Locomotive Trust

Steve Andrews (Engineering Manager) reported that the winter maintenance programme started on the 1st November 2014 with the annual VAB and Boiler Insurance cold exams being completed successfully. The RHS piston was removed and re-sleeved by Ian Riley Engineering and the piston valves examined and found to be scored so they were bored out and new piston heads and rings made. The motion was stripped down ready for the final job which was to re-metal the rear axle boxes. Unfortunately there was a delay in gaining access to the wheeldrop but the time was spent in replacing some of the motion bushes and refurbishing the spring hangers, brakegear and boiler expansion clamps.

One of the cast iron cups which hold the spring was found to be fractured so two new ones had to be cast. After more delay in trying to locate a pattern it was decided to have one made at a cost of £350 and 10 cups were cast and 8 sold to other groups which reduced the cost to us. We were then on course to start running at the beginning of the NYMR summer season.

It was after the rear wheelset had been removed to attend to the axleboxes that cracking was found around the hub and between the spokes of both wheels. After much consultation it was decided to send all the driving wheels to Ian Riley Engineering for ultrasonic examination and repair. Because of the nature of the repair it was not possible to obtain a definite quote, but we are satisfied that the cost will be considerably cheaper than having new wheels cast. It has proved to be an expensive and time consuming exercise but five out of the six wheels have been completed and we hope to get the three completed wheelsets back before the end of the year. The front bogie may then have to go to Rileys to have the tyres turned down to bring them into line with the driving wheels.

We have spent £45000 so far on the repairs and estimate that another £15000 plus will be required to complete the repair.

Mark O'Brien (Operations Manager) reported that we have had several enquires to take the locomotive to Railway Galas and carry out railtours on the main line. These include a visit to the Keighley and Worth Valley Railway in February 2016, but this will depend on the repairs being completed and the locomotive being run in.

We have also been asked to do the Wansbeck Railtour on 2nd April 2016 in company with the K1 and will accept this when it is confirmed.

It has been agreed that we stay at the NYMR between April and October as it is not financially viable to go on short term visits during the NYMR peak operating season.

The Great Central Railway has requested that we participate in the 2018 Mixed Traffic Exchange Trials which replicate the 1948 trials. We have responded positively to this request.

Mike Coble (Chairman) informed the meeting that he is busy giving the TBLT Restoration talk and slide show presentation to interested parties including Rotary and Probus clubs.

Dave Fowler (Secretary) reported that the Trust Annual Return and Report and Accounts will be submitted electronically to Companies House after our made up date of November 11th and approval at this meeting. The returns to the Charity Commission 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, although the Report and Accounts still have to be printed and sent by post. Next year we will look into sending all the information by email which will save around half of the printing and postage costs.

We held two committee meetings during 2014 and only one in 2015, 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 of the progress of the wheelset repairs, especially between the repair team and the Treasurer.

Brian Rich (Membership Secretary) said that since the last AGM we received the sad news that Brian Mick, who maintained the electronic copy of the Trust member's data base, had died suddenly. This was only a few weeks after re-locating from St. Albans to Northern Ireland. Thanks to the hard work of Alf Bousie and Dave Horton, an up to date version of the data base was produced. Dave has brought me into the 21st century by convincing me that I was just about clever enough to hold and keep updated an electronic copy of the data base on my computer. Both Dave and Alan Camp hold updated electronic data bases, so there is no excuse for the Trust not having the very latest membership information.

Another sad death to report is that of Ken Bayley, a long standing member and a very keen photographer.

During the last year we have gained 11 new members but unfortunately too many have not renewed their membership. So, as at November 5th, we have 268 members as compared with 277 a year ago, of which 36 are family members.

Finally, Brian asked the meeting to consider a suggestion that we remove the family membership category and have one simple form of membership, which is £10 for one year and £40 for 5 years. Now that most members have computers, they are at liberty to forward the newsletter to as many family members and friends as they wish. The meeting passed this proposal unanimously.

Dave Wellington (Press and Publicity) read out an email from Dave Horton about improving the TBLT website as the old one is proving very difficult to update. Dave Horton offered to manage the transfer to a new website and he recommended a website design company who had worked with him previously. It would cost up to £1000 to set up and then £15 a month after 6 months, but it would contain online membership forms and the latest news and information about the locomotive. It would have a members' only area, but must be regularly updated.

Dave Wellington also said that he will organise a large publicity drive to mark the return of the locomotive next year and a new website would assist with this. Mark O'Brien reported that our Facebook page now had 1400 members and was the way forward. The meeting supported the idea of a new website and the committee agreed to progress it further as the Trust's finances improve.

Steve Andrews (Sales) reported that he had purchased 12 brand new cab windows at an auction in Lincoln. They still had an original British Railways despatch note attached sending them to Immingham MPD. Two fitted the B1 and ten fitted the Q6, J27 etc so these were sold to NELPG at Grosmont. The old safety valve covers were sold at auction for £260.

Stephen Harris (150 Club) said that the Club is still going well and is making around £1000 a year to Trust funds.

Alf Bousie (B1 News editor) stated that he would like to produce a Christmas Edition of the B1 News now that the wheelset problem is progressing. He appealed for more old photos, articles and reports on the current happenings in the group.

Treasurer (Alan Camp) presented the accounts to the meeting reporting that as all will be aware 2014-2015 has been a difficult year.

Earnings from the NYMR in the 2014 running had been good but we would have expected to start generating income from the start of the new season in 2015. This was not possible due to the extensive repair programme we have had to fund following the discovery of the damage to the trailing wheel hubs. Subsequently, since the end of the financial year the continued repair work has been a major expense for the Trust. The total expenditure so far is £45,388.25. We look forward to the completion of the repairs and getting the locomotive back on its wheels ready for the start of the new season and earning income again.

The Acceptance of the Accounts and Report of Directors was proposed by Stephen Harris, seconded by Brian Rich and carried unanimously.

Election of Officers: In Accordance with the Articles of Association Steve Andrews and Mike Cobley were to retire by rotation and being eligible, offered themselves for re-election. A proposal to re-elect Steve Andrews and Mike Cobley as Directors of the Thompson B1 Locomotive Trust was proposed and carried unanimously.

Alan Camp proposed that we again appoint Barry Benveniste as the Company Accountant. This was seconded and carried unanimously.

Under Any Other Business Mike Cobley said that a member, Mike Shorten, had donated his collection of Railwayana to the Trust. Mike Cobley had arranged that the whole collection be included in the next sale of Great Central Railway Auctions in February / March next year. It is expected to raise between £2000-£3000.



To help publicise the Trust, Mark O'Brien and Steve Andrews have created a banner, seen here next to the loco. Photo courtesy of Dave Fowler.

The Thompson B1 Locomotive Group

Dave Fowler

One of the questions that was raised at the Annual General Meeting was why we had a Thompson B1 Locomotive Limited and Thompson B1 Locomotive Trust. As a number of members thought this was a little confusing it was thought it would be helpful to explain why we needed more than one company and what the differences were between the two.

In the early 1970's a group of enthusiasts formed together to buy an item of railway rolling stock to use at the Stour Valley Railway Preservation Society in Essex and called itself the Rolling Stock Society. This group based in North London and Harpenden eventually decided to buy locomotive 1264, then resident in Barry scrapyard. After the purchase of the locomotive, fund raising began in earnest to start the restoration at Loughborough, and the name of the group was changed to the Thompson B1 Locomotive Society.

After 10 years of fund raising the tax man became interested and the then Secretary, Jim Gurnett, became embroiled in a long drawn out process to prove that we shouldn't pay any tax. Around this time various other groups were having the same difficulty and a common approach was needed. The Duke of Gloucester group were making the most progress and the committee decided to follow their lead and use their solicitor to resolve the matter. Jim and Mike Cobley attended the preliminary meetings and recommended that we form three properly constituted companies. These are-

The Thompson B1 Locomotive Limited

This is a private company, limited by shares, which owns the locomotive and coach and can sell shares in the company, the main purpose of which is to fund the restoration and running of the locomotive. The initial share capital in 1982 was set at £20000 with 2000 shares for sale at £10 each. This was soon oversubscribed and so has been increased over the years to its Capital value today of £350000 with £318360 shares purchased. Although it is liable for Corporation Tax it does not pay any as it covenants all of its surplus money to the Thompson B1 Locomotive Trust. One of the clauses, in its Articles of Association, restricts any individual to holding more than a maximum of 5% of the capital; this prevents any hostile takeover of the locomotive. The Trust owns just under 50% of the issued shares so the Trust members would also have a vote on any future decisions.

It has three permanent Directors, Mike Cobley (Chairman), Stephen Harris (Treasurer) and Dave Fowler (Secretary). In addition, Helen Aylett oversees the yearly issue of new share certificates, keeps the share issue database up to date and has done so splendidly for many years.

The Thompson B1 Locomotive Trust

This is a company limited by guarantee and does not have any share capital. It is a Charitable Trust registered with the Charity Commission and as it says in its Articles of Association, its main object is ***'to preserve, operate and exhibit for the public benefit the steam locomotive 1264'***. To be able to carry this out it has hired the locomotive and coach from the Ltd Company on a 99 year lease at no cost to the Trust. It has to pay for all the maintenance and certification of the locomotive and coach and relies on grants from the Ltd Company, receipts from hiring out the locomotive and revenue from sales. The Trust is also registered for VAT and as a Charitable Trust does not pay any tax on its earnings.

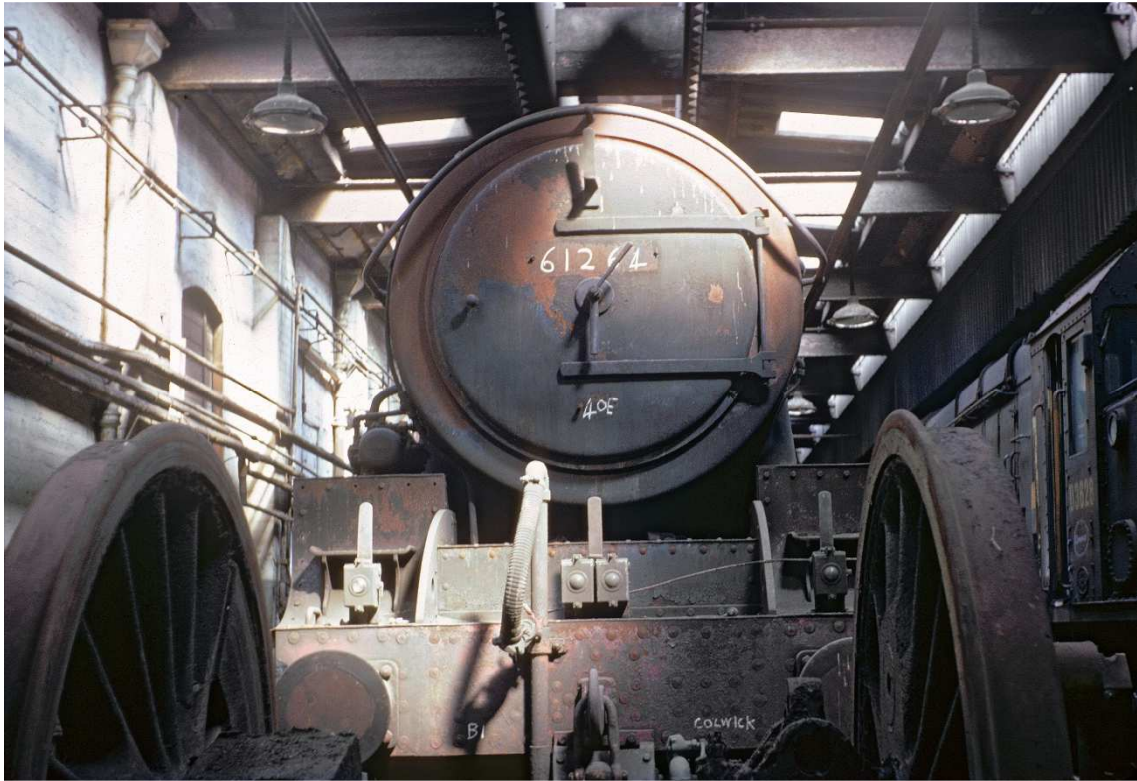
At the last AGM the management committee comprised the following members: Mike Cobley (Chairman), Dave Fowler (Company Secretary), Alan Camp (Treasurer), Steve Andrews (Engineering Manager), Mark O'Brien (Operations Manager), Dave Wellington (Press and Publicity). John Whitfield, Alf Bousie, Brian Rich, Brenda Mitchell and Dave Horton also attend meetings as required.

Thompson B1 Trading Company

During the restoration period the main source of income was from the sale of model railway equipment and the running of charter rail trips. The Trading Company was also liable for tax but again it covenanted all its profits to the Trust. Previously the Trading Company carried out all the group's trading but following a change in the tax law to allow Charitable Trusts to trade, the Trading Company has been wound up.



*Taken in 1976 in the early days of the Thompson B1 Locomotive Society, members gather round the loco for a group photograph. How many do you recognise?
Photo courtesy of Mike Cobley.*



In what is rather reminiscent of the current situation, 1264 is seen standing in a shed minus a set of wheels. On this occasion it is at Colwick after its use as a stationary boiler had come to an end. We are indebted to Dick Manton for supplying this photo which he took on 29th January 1967. Dick lived in Nottingham in the 1960s and regularly visited Colwick Shed. He recalls the arrival of 1264 through to its final demotion to stationary boiler.



This photo from our archives shows 1264 then designated as Departmental No 29 having been moved to the outside of Colwick Shed subsequent to its departure to Woodham Bros Scrapyard. Photo courtesy of Mike Cobley.

150 Club

Stephen Harris

2015	Special	£50	£30	£20	£10
July		87 R Palmer	38 R Morris*	146 M Rogers	64 R Flintoft
August		59 D Wellington*	15 C Baines	25 F Carter	191 R Palmer
September	£100 80 R Goldthorpe*		178 H May	124 S Ackley	126 P Bates
October		14 C Baines	93 P Kaufman	57 C Clarke	107 J Whitfield
November	Special £40 55 Mrs J Whitfield	92 M Pearson	174 G Phelon	144 M Rogers	111 Steward C
December	£200 91 J Moore £100 67 R Goldthorpe*	26 P Kaufman	15 C Baines	75 T Davis	108 H May

* denotes prize donated to TBLT

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