

B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

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Nearing the end of its working life in revenue earning service 61264 stands in Nottingham Victoria station on 7th August 1965. Photo courtesy of Tom Boustead.

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Chairman's update

Mike Cobley

I don't think that any of us 'early day members' of the then Rolling Stock Society, when formed in 1973 to rescue Dept. No 29 from Barry scrapyard in South Wales, could have contemplated the task that lay before us. The continuing boiler problems that were encountered from the return to steam in 1997 after 21 years of restoration at Loughborough, our Heritage Lottery funding bid for mainline certification and an early end to our successful seasons operating the Jacobite trips from Fort William to Mallaig due to the problem of a broken cylinder.

The first 10-year overhaul at Crewe and Barrow Hill saw us spending a large sum of money on extensive boiler repairs to keep the locomotive on the register of main line motive power, returning to steam in 2012/3 and then embarking on our first 5-year agreement to be based at Grosmont on the North Yorkshire Moors Railway. The prospect of regular use and regular income looked like a good move and we had expected to have a bank balance in the region of £500,000 in time for the 2023 overhaul, which should have made our task so much easier.

We then had the problem with the cracked wheels, and we were badly let down by the contractor for the welding repairs, losing us more than a season's running time and income before becoming operational again. Our delayed winter maintenance brought us up tight for the 2020 spring season and the loco had experienced problems with poor boiler washout procedures, excessive blow downs when operating, problems with batteries for TPWS when on the mainline to Whitby and a breakdown in communication between our team and the motive power department. Then came the pandemic, and along with every railway project throughout the country there was a vast reduction in operating possibilities, delays in getting any maintenance work completed on site or by outside contractors and again no income. Stuck between a rock and a hard place we ended our agreement with NYMR and the loco was moved to Ruddington in 2022 to await the start of our third overhaul of the locomotive with considerable expenditure on firebox repairs needed yet again.

We have done it before, and we will do it again, but it is going to be a harder task this time with the current cost of living crisis affecting everyone and those 'early day members' are now all in their 60s 70s and 80s and even 'young' Steve Andrews is showing signs of Churchward disease. We will be relying on many of our members to help finance the project, but it is getting near the time when we may have to pass on the mantle to a new generation management team, following some recent criticism from within the group.

Let us borrow the Great Central Railway's motto....*FORWARD !*

Update on claim

Dave Horton - Secretary

Further to the letter sent to members in June 2022, and the update given at the AGM in October 2022 and in the subsequent Minutes of that meeting published in the December 2022 Newsletter, we regret to report that the proposed claim on the North Yorkshire Moors Railway for damages to the firebox, has had to be dropped.

Due to a 6-year 'limitation' on such claims, 31st March 2023 was the latest that we could have brought a claim upon the NYMR regarding damages sustained during the period of the 2013-2018 hire agreement.

Mr Robert Meanley of Tyseley Locomotive Works had been asked to act as our Independent Expert and had willingly agreed to do so. He prepared his Expert Report back in January 2023 and it was sent to the lawyers working on the case at DAS Law.

In order for the case to progress, the DAS Law lawyers had to satisfy themselves that the case had 'reasonable prospects of success'. The initial assessment of the case back in March 2022 had concluded that the case did have reasonable prospects of success but the final decision rested upon legal 'counsel' being satisfied, on the basis of the detailed Expert Report, that the case still had reasonable prospects of success.

The appointed legal counsel was a gentleman named Mr Louis Weston, who on 31st January 2023 gave his written feedback on Mr Meanley's Expert Report. Some clarification was required on certain issues. Mr Meanley was encouraged to use words such as, "on the balance of probabilities" in some areas, terminology which makes it easier for the lawyers to take a view.

Mr Meanley and Mr Weston had a productive Teams call on Friday 24th February to discuss some of the issues. The upshot of the Teams call was that some amendments to the Expert Report were necessary, but subject to the amendments, DAS Law believed that the claim would still have reasonable prospects of success, and that it would then have been able to proceed to arbitration. In anticipation, letters were drafted by DAS Law, ready to be served on the NYMR, offering to settle at a certain amount and inviting arbitration if the offer to settle was declined.

Unfortunately, despite much chasing by both DAS Law and the Trust, Mr Meanley was unable to complete his update to the Expert Report in a timely fashion, i.e. before the expiry of the 'standstill agreement' on 31st March 2023.

It was therefore discussed with DAS Law to determine what our options were. The options were:

- To find another expert to support us; the Trustees determined this to be not feasible in the very short timeframe before the expiry of the standstill agreement.
- To 'go it alone', i.e. to make a claim on the NYMR, and to pursue arbitration with the NYMR. But without having the Expert or the Expert Report to back it up, and hence lacking a ruling that the claim had 'reasonable prospects of success' from DAS Law; this would have been very risky, and worst still it would come with a potentially massive financial liability on the Trust. Had we followed this path, we would have been directly liable for paying the legal fees for seeing us through the arbitration, estimated at some £250k, which is far more than the reparations we might have received from NYMR. And worst still, had the arbitration not gone our way, we may have been liable to pay the NYMR's costs as well. All of this would almost certainly have bankrupted the Trust / Ltd Company. Our insurance would only have covered (paid for) the costs of pursuing the claim so long as the claim had reasonable prospects of success. No Expert Report = no reasonable prospects of success.

Unfortunately therefore, the Trustees had no choice but to abandon the claim. This is, of course, extremely disappointing given how close we came to launching the claim, and particularly after all the hard work that Steve Robb and latterly that I had put into preparing the evidence for the claim.

Engineering report

Steve Andrews

I have been busy with my own loco 3802 at Llangollen, getting it back into traffic after having the tyres turned at West Coast, Carnforth.

I will soon be sorting out a container site at Ruddington for three containers and getting our existing 20 foot one delivered. I need six concrete sleepers to place them on because if placed directly on the ground, they suffer from condensation. The big job will be emptying the 30 foot workshop of the tools and spares and setting them up into the new containers.

Derek Hawkins, the castings company used by a lot of railways and loco groups, has retired- he's 90! We have purchased a number of patterns for 61264 at a good price. We are going to have to get a pattern made for the BR1/BR4 brake blocks and Steve Robb has found a pattern maker near to him in the West Midlands. We will continue to use the existing foundries we have always used. We need to get 61264's stock of patterns into a more formal order and I have purchased an industrial rack to go into my workshop where they can be stored in an ordered manner. We have an existing pattern sharing deal with NELPG so as not to duplicate patterns.

New tender tank update

Dave Horton

As detailed in the December 2022 Newsletter, we are designing and having a new tender tank made because the existing one is life-expired.

Design modifications are required in order to accommodate future fitment of European Train Control System (ETCS) equipment. ETCS, a form of in-cab signalling, will eventually become mandatory for all rolling stock operating on the mainline and so if we want the loco to remain registered as such, then it is imperative to make provision for it in the design of the new tender tank, or risk expensive modifications at a later stage.

The equipment to be fitted involves, amongst other things:

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

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

Alistair Leach is acting as voluntary Project Engineer and in his professional life is a rolling stock engineer with Ricardo Rail in Derby, directly involved with the trial project to fit ETCS to 60163 *Tornado*.

There is also another project, which Alistair is not involved with, to fit ETCS to Black 5 no. 45231 *The Sherwood Forester*. Both are being funded by Network Rail, so we can take advantage of the lessons learned from that.

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

Here is Tony's latest update on the design work:

The loco and tender were built under order 963 by North British Locomotive in Glasgow. This batch was ordered in January 1946 and 150 locos were delivered between May 1947 and September 1949. Locomotives numbered 1190 to 61339 were built which of course covers both preserved B1s. We are working from the drawings used for these orders.

The drawings are very good quality, have a few anomalies, but nonetheless are extremely helpful in determining the design without us getting right inside the existing tender which would not be practical.

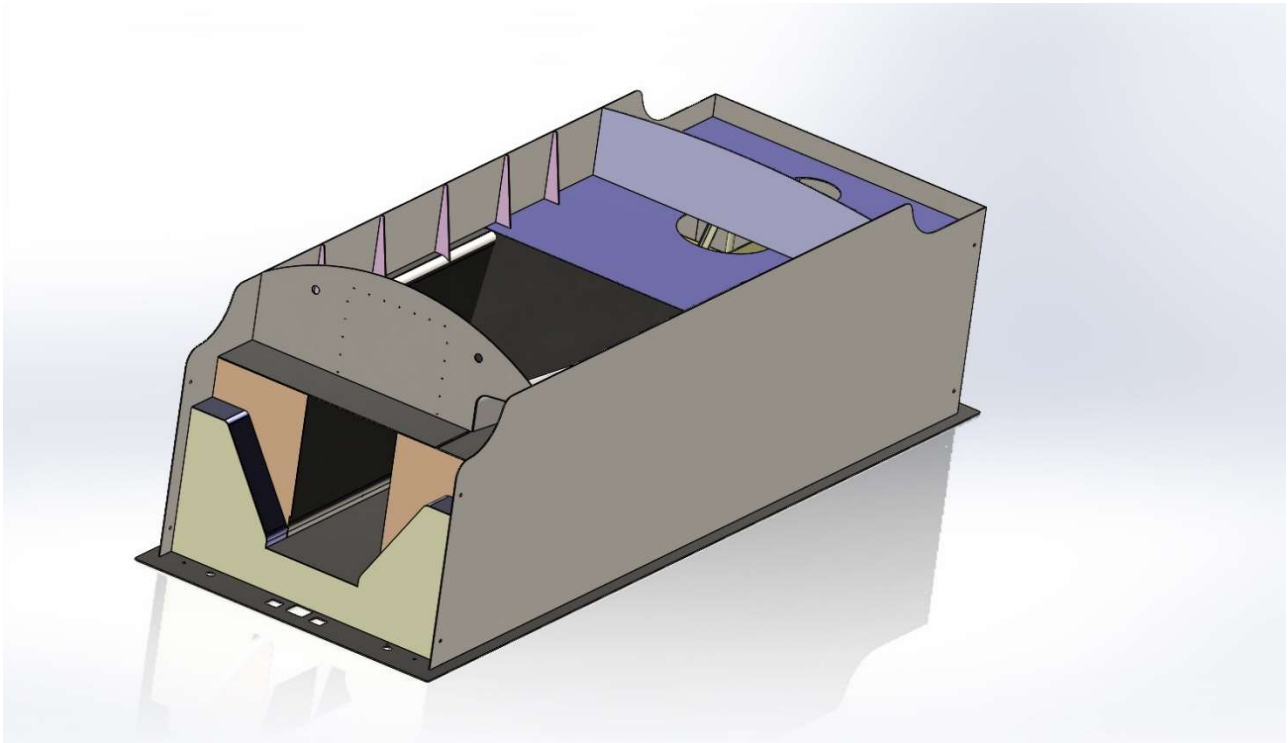
Currently the main issue is that modern materials are of course metric in dimension and the tank was made from imperial dimensioned steel. In order to keep the external dimensions the same, small adjustments for thickness need to be made without compromising strength. Some imperial dimensions happen to be practically the same as metric, which is very helpful, however, others need to be slightly larger thereby adding strength and durability.

There are benefits in using modern materials and manufacturing techniques, an example being the largest part, the tank bottom. Originally this was made from 4 parts welded together but nowadays it can be a single part avoiding substantial welding, grinding and alignment processes. This is of course structurally superior and more durable too. The current weight of the tank as modelled in S275 steel is 5.4 tonnes.

Typically, we intend to reuse fittings so they can be cut off and welded on to the new tank; very few features are riveted. There are features of the original design which are no longer relevant such as the feed pipe from the water scoop; omitting this will create additional water space but without compromising the external visual appearance of the tender. Coal space remains unchanged and, once this design is finished, we will need to add additional features such as cable conduits for the electronic equipment required to run on the main line (ECTS, TPWS, OTMR etc.).

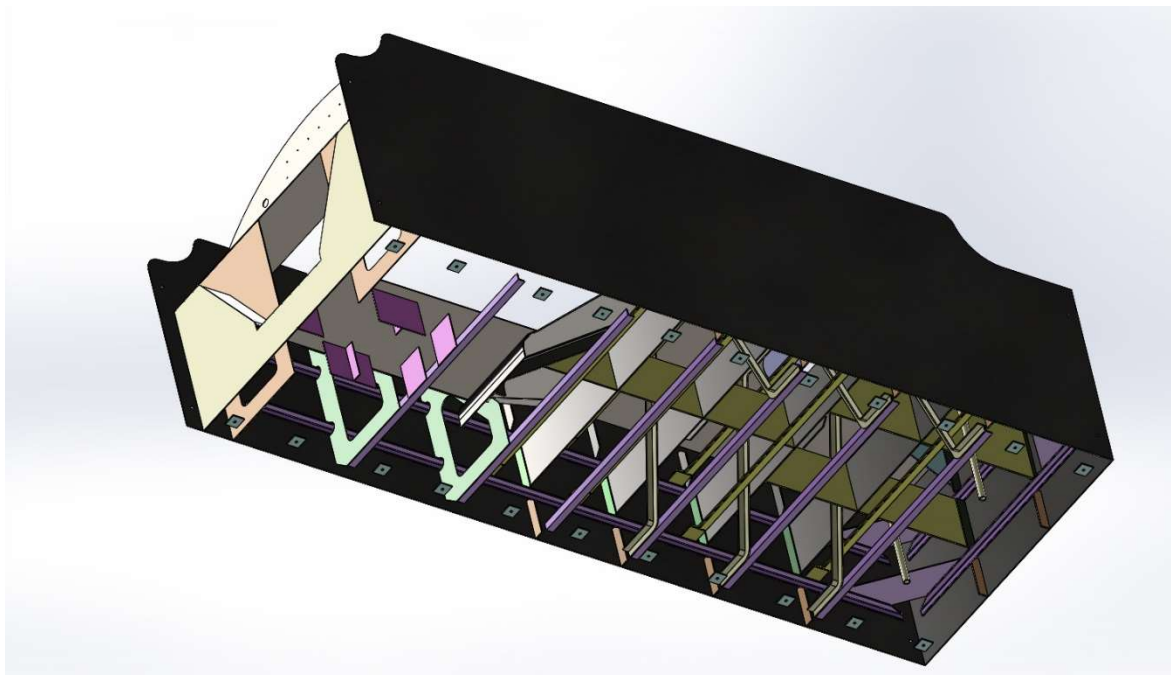
Running a tape measure over the existing tank shows that it is quite accurate to drawing and will be even more so using modern cutting technology. The advantage of modelling the design using a 3D design system is that we can assemble all the parts, check for fit and analyse any clashes; all subject to material and processing tolerances. Equally, we can check the mass and the centre of gravity helping to evidence a viable design before committing to manufacture.

A specific fundraising appeal for the tender tank will follow, once the design is finalised and we have a much more accurate idea of manufacturing timescales and costs.



There are un-dimensioned parts which interface with the tank chassis such as the 30 holding down bolts. It is not possible to reliably dimension their location, but we will be able to assess them once the tank is removed from the chassis. It is likely that parts like these will have to be fitted in situ rather than at the chosen sheet metal fabricator.

In terms of progress there are around 200 parts in the assembly and so far 45 parts have been modelled, comprising 103 components. The most likely choice of material will be structural steel S275N as used in many other replacement and new tender tanks of late. Hopefully the initial design of the tank will be finished in a couple of months' time. You'll see from the pictures attached the current state of progress.



B1s to the seaside

Alf Bousie

As winter recedes and spring approaches thoughts start to centre on summer holidays and when and where to go. For many this will involve 'jetting off' to warmer climes in another country or driving to another part of the UK. Few people now rely on the railways to take them to their main summer holiday destination. Yet up to the 1950s, early 1960s, catching the 'holiday special' to their chosen holiday resort was routine and sometimes the only way to get there.

It was the advent of the railways that created the holiday excursion giving, initially the skilled tradesmen, but then the mass of the working classes the opportunity to travel to the seaside for the first time. The arrival of vast numbers of day trippers dramatically affected the growth of many seaside towns, changing them forever. Thomas Cook is well known for his first organised railway excursion in 1841 and for his longer distance excursions a few years later. These excursions coincided with acts of parliament giving workers time off, allowing them the opportunity to take trips by train to the seaside. As working conditions for the working classes continued to improve so did their spending power and the seaside became a popular attraction. One resident of Weymouth was clearly unimpressed and wrote to the London Evening Standard to protest about 'the whole town being turned into a quasi-*Bedlam* let loose by the hordes disgorged day after day by tripper trains'. Places like Brighton, Eastbourne, Llandudno, Blackpool and Skegness grew rapidly thanks to the influx of summer visitors.

By the end of August 1939 40,000 extra trains were transporting holiday makers to the seaside with an estimated 20 million people taking their holidays in the same few weeks.

Skegness, a holiday location 61264 ran numerous excursion trains to in later years whilst shedded at Colwick (40E), typified the dramatic growth of seaside towns thanks to the railways. In 1856 it was described as a pleasant village on the East Coast of England with 366 inhabitants. In 1873 the Great Northern Railway opened its Skegness extension and excursion traffic started to reach the town, initially from local towns such as Lincoln and Peterborough. By August 1880, 47,068 excursion passengers arrived at Skegness, now from a much wider area. Bearing in mind the resident population of the town at that time was around 1000 the influx of so many people must have been particularly dramatic. Into the twentieth century excursion traffic was coming from Leicester (Belgrave Rd), Nottingham Victoria, Derby Friargate and from numerous towns and villages on the Nottinghamshire-Derbyshire coalfield. Such was its popularity that 321,260 people visited Skegness in 1907, almost exclusively by train.

In 1908 the GNR purchased an oil painting from the artist John Hassall. This depicted a pipe smoking fisherman skipping along a beach. The GNR added the words 'Skegness is so bracing' so creating probably the most well-known railway poster in the UK. It appeared at King's Cross station advertising trips to Skegness for 3/6 return. The trip took three and a half hours leaving London at 11.30 am so clearly passengers didn't get a long time in Skegness. This poster is such an enduring image that it has been used on countless occasions well into the era when B1s were operating the majority of holiday excursions into Skegness and then into the privatisation era.

Excursion traffic to the East Coast resorts and to Skegness in particular continued to grow prior to the Second World War with up to 55 trains per day arriving into the resort. Traffic was so busy that anything and everything in terms of motive power was employed on excursion trains, so it was not uncommon to see J6, J11, J39s as well as K2s and K3s

hauling trains to Skegness and Mablethorpe. Even in the 1950s-60s up to 40 trains were working into Skegness, filling the station sidings and up along the branch sidings up to Firsby.

As the older classes of ex LNER locos began to be scrapped in the early 1960s so B1s took on the major share of hauling excursion traffic to the East Coast resorts. On 27th November 1960, 61264 was transferred from Stratford shed to Colwick (40E) There it joined the forerunner of the class, *Springbok* and so by November 1961 there were twenty B1s shedded at Colwick. One observer on 3rd June 1963 observed no less than 23 B1s pass at Firsby South junction on the East Lincolnshire line between 8.15am and 6.43pm; fifteen going to Skegness, four to Mablethorpe and four travelling between Peterborough and Grimsby, nine of these locos were shedded at Colwick. Unfortunately, by this time some of them were in less than clean external condition but were still routinely hauling up to 11 coach trains.



*On one of its many excursions to the East Coast 61264 is seen leaving Firsby South Junction with the 12.56 Mablethorpe to Derby Friargate on Saturday 31st August 1963.
Photo by the late Gordon H Brown.*

Holiday trips to Skegness can't be talked about without mention of Butlin's holiday camp. Skegness was Billy Butlin's first and longest lasting camp, having opened in Easter 1936. Part of its success lay in its launch coinciding shortly afterwards with legislation forcing all employers to provide paid holidays for their employees. Butlin's policy was 'a week's holiday for a week's pay'. This clearly paid off as the camp became a resounding success and entertained millions of holiday makers for years afterwards, many arriving by train. After the Second World War, Butlins opened more holiday camps, ultimately finishing with ten across the whole country. Because of their popularity, the Eastern Region of British Railways introduced special trains from London to the camps at Skegness and Clacton-on-Sea. These were frequently hauled by a B1 carrying the headboard 'Butlins Express'.

The inaugural run to Skegness was made in June 1958 when B1 61331 hauled the train. Travelling on it were BR executives who were given a guided tour of the camp by Billy Butlin himself in the afternoon. At Filey, so many holidaymakers went by train to Butlins holiday camp that a dedicated station was opened in 1947 which saw services arriving and departing to and from towns across the country. One particular working from Glasgow introduced in 1957 was colloquially known as the 'Gorbals Express' by station staff. However, with the increase in popularity of foreign holidays in the 1960s so the patronage of holiday camps declined. The numbers of people arriving by train at Filey holiday camp station slowly diminished, ultimately resulting in its complete closure and the Butlins Expresses from London to the camps at Clacton and Skegness ceased to run.



61406 stands at Peterborough North with the Up 'Butlins Express' from Skegness on 18th July 1959. Photo Copyright of Colour-rail.com.

Sadly 1963 was probably the last year that so many B1s were employed on excursion traffic into the East Coast seaside resorts. Gradually the stations that had catered for all the holiday trains started to close; the first being Leicester Belgrave Road. At one time this route had continued to provide regular excursion traffic even when the intermediate stations between Melton Mowbray North and Leicester had closed in 1953. In summer 1956 there were four trains each way along the branch on Saturdays. A train left Belgrave Road for Skegness at 8.25am followed by one to Mablethorpe at 8.45 am, the usual power being a Colwick B1, 61264 included. Even though these trains were well patronised it was eventually deemed that these seasonal services were uneconomic and in September 1962 the last service ran and the line taken out of use. In September 1964 the line from Derby Friargate to Nottingham Victoria also closed to passenger traffic. This again had provided a significant amount of excursion traffic to the East Coast holiday resorts.



*B1s regularly hauled excursions to west coast seaside resorts particularly Blackpool. Seen leaving Blackpool North is Low Moor allocated 61386 in July 1965.
Photo courtesy of Glenn Clarkson.*

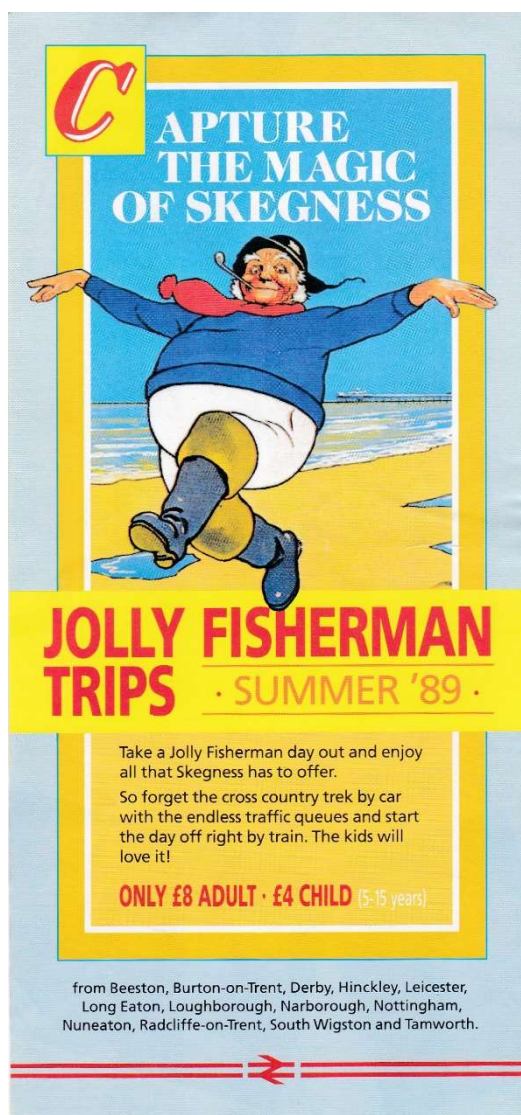


A trio of B1s are seen on shed at Blackpool North in July 1965. At the front are 61386 and 61123 with another unidentified B1 at the rear. Photo courtesy of Glenn Clarkson.

However this line had also provided excursion traffic, often entrusted to B1s, to less familiar destinations such as Alton Towers, Trentham Gardens and Dudley Zoo. There were also regular excursions from Nottingham Victoria and Derby Friargate to West Coast resorts such as Rhyl, Colwyn Bay, Llandudno and of course Blackpool. The latter was an extremely popular destination for day excursions and many B1s crossed the Pennines from other northern towns and cities such as Leeds, Bradford and Sheffield with holiday trains lining up with ex LMS Black 5s at Blackpool North station.

Although Nottingham Victoria remained open until 1966, excursions to Skegness and Mablethorpe hauled by B1s had ceased well before then. The final nail in the coffin had been the transfer of Colwick shed from the Eastern Region to the London Midland Region in January 1965. With much haste all the ex LNER locos were removed and replaced by ex LMS types. 61264 was of course retained at Colwick as a stationary boiler until 1967 but its days of hauling special excursion trains was over: at least for the time being.....

Memories of the Jolly Fisherman trips and excursions to the seaside.....



Even well after the end of steam the image created by John Hassall and purchased by the GNR in 1908 showing the fisherman skipping along the beach was still being used to promote trips to Skegness.



One of the Trust's members, Mr J G Thomas, would never have realised what a significant photo was being taken when his father captured this image at Mablethorpe in September 1963. Photo courtesy of the A J Ludlam Collection.

Nameplate and Oryx

Dave Horton

As part of our recently re-launched '6-12-64' membership scheme, if you sign up to 'Silver' or 'Gold' membership levels then you are automatically entered into a prize draw every 1st May to win a full-sized replica B1 nameplate. And, for Gold members only, you are also in with the chance of winning a pair of mainline steam railtour tickets.

We are pleased to announce that the prize draw has been undertaken and the winners, who wish to remain anonymous, have been informed.

So, if that was you – congratulations again. If not, better luck next year!

The winner of the mainline railtour tickets has very kindly donated them back to the Trust, wishing us to spend the money on the locomotive's overhaul instead.

The winner of the replica nameplate has requested the name *Oryx*, which was given to locomotive 61004.

61004 was built as LNER no. 8305, later 1004, and was turned out from Darlington works in December 1943. Apart from being one of the first forty B1 locomotives to be built, she seemingly led a rather uneventful life and was withdrawn in December 1963 from Canklow shed (19C), being scrapped the following March.



The photo shows 61004 backing on to empty coaching stock as D4041 (a Class 08 shunter) looks on at Sheffield Midland on Saturday 29th June 1963. The photo was taken by Dave Wragg and was sourced from <https://www.flickr.com/photos/dave1963/6829689961>

According to Wikipedia the Oryx is a genus consisting of four large antelope species called Oryxes. Their pelage is pale with contrasting dark markings in the face and on the legs, and their long horns are almost straight. The exception is the Scimitar Oryx which lacks dark markings on the legs, only has faint dark markings on the head, has an ochre neck, and has horns that are clearly decurved. The Arabian Oryx was only saved from extinction through a captive-breeding program and reintroduction to the wild. The Scimitar Oryx, which is now listed as extinct in the wild, also relies on a captive-breeding program for its survival. So, there you have it.



It would be interesting to know what the LNER Directors were smoking when they decided to try and give antelope names to the first 40 of the class!

Great Central Railway 50th Anniversary Gala

Dave Horton

We are pleased to announce that for the first time in many years, the Trust will have a fundraising stand at the forthcoming Great Central Railway 50th Anniversary Gala.

Dates: Saturday 17th and Sunday 18th June 2023

Location: Quorn station, GCR

Can you help?

We would like:

- Volunteers to help attend the stand and explain the work of the Trust.
- A miniature B1 (or two!) to put on display.
- Your photos or photo albums of 61264 through the ages including her restoration at Loughborough (if you are happy to put them on display for the general public).
- Any memorabilia or railwayana pertinent to 61264 or B1s, perhaps real (or replica) number plate or name plates.

We will have a 3m x 3m gazebo plus some display banners and a table.

Look out on the GCR website for further details of the event: www.gcrailway.co.uk

Please contact Dave Horton to discuss further.

E-mail: secretary@thompsonb1.org

Mobile: 07739 023316

Address: Green Cottage, Lower Tysoe, Warwickshire, CV35 0BY

Fundraising

Dave Horton

We are looking to recruit a Fundraising Officer, or perhaps a team of several people to seek out funding opportunities and apply for them.

This is a voluntary role with an expected commitment of 3 to 4 hours per week.

The role would primarily involve seeking out grant funding opportunities, big and small, local and national, towards the aim of restoring 61264 to mainline condition by December 2027 (the loco's 80th birthday).

Previous experience of securing grants for charitable organisations in the past would be an advantage, but not a necessity, most of all we just need people with a bit of time on their hands, a flair for researching and 'rooting out' funding opportunities through the use of the internet and/or other organisations in the heritage railway movement, and a creative spirit!

If you would like to help make a significant contribution to the future of our locomotive, then we'd like to hear from you!

All reasonable expenses will be paid and the successful applicant(s) will be rewarded with free 'Gold' membership of the Trust. For more details of the benefits of Gold membership, please see here: <https://membermojo.co.uk/thompsonb1>

Please contact Dave Horton to discuss further.

E-mail: secretary@thompsonb1.org

Mobile: 07739 023316

Address: Green Cottage, Lower Tysoe, Warwickshire, CV35 0BY

Membership matters

Dave Horton

Membership stands at 213 members in total; 149 (70%) are now managed through the online 'Membermojo' system and the remaining 64 (30%) are managed 'offline'.

The use of the new online membership management tool has considerably reduced the administrative burden and improved our 'reach'.

24 members have been 'lost' for various reasons since October 2022, representing an estimated £240 per annum on the old membership fee of £10 per year. Whilst this is regrettable, the loss has more than been offset by the fact that annual giving has increased by over £7000 per year from those who have now signed up to the new '6-12-64' membership scheme.

The total amount received on the basis of regular Standing Orders and online 'GoCardless' donations now stands at £17,292 per annum, which is fantastic, but still means we have an awful lot more money to raise if we are to restore 61264 to traffic by December 2027 (her 80th birthday). Clearly we are not going to achieve this in that timescale on the basis of membership subscriptions alone, hence we are launching our component sponsorship campaigns and seeking sources of grant funding.

For reference:

- Our total bank balance is around £203,000 at the time of writing.
- storage of the loco at GCR(N) is costing £5200 per annum

We would encourage anybody who has not yet upgraded to the 6-12-64 membership scheme to consider doing so. As a reminder, the scheme offers three levels of membership:

- £6 per month will entitle you to 'Bronze' membership benefits including regular e-mail news alerts, an invitation to attend an annual 'Members' Day' and regular opportunities to view progress with the restoration of the locomotive.
- £12 per month will entitle you to 'Silver' membership benefits including all of the 'Bronze' benefits plus a framed print of 61264 and entry into an exclusive prize draw for a full-sized reproduction B1 nameplate.

- £64 per month will entitle you to 'Gold' membership benefits including all of the 'Bronze' and 'Silver' benefits plus one free footplate ride per year aboard 61264 when up and running, entry into an exclusive prize draw to win two tickets on a steam-hauled mainline railtour and one exclusive invite per year to join a mainline railtour hauled by 61264 as guest of the support crew aboard the TBLT support coach.

Visit <https://membermojo.co.uk/thompsonb1> to join up today, or alternatively if you don't use the internet, please consider contacting your bank to set up a Standing Order.

Our bank is HSBC and the details are:

Sort code: 40-09-29
 Account number: 81236903
 Name of account: Thompson B1 Locomotive Trust

Please put your name as the reference e.g. 'A.N. Other' so that we can identify who the money is coming from.

Of course, you are very welcome to give a different amount per month if you feel so inclined, in which case an amount between £6 and £12 would still bestow 'Bronze' membership, between £12 and £64 would bestow 'Silver' membership, and above £64 would bestow 'Gold' membership.

If you decide to go ahead and upgrade, please write to us (details below) to confirm your intentions, stating your name, your address, how much you intend to give per month, and on which day of the month the funds will transfer to our account.

Write to Dave Horton about membership matters:

E-mail: secretary@thompsonb1.org
 Mobile: 07739 023316
 Address: Green Cottage, Lower Tysoe, Warwickshire, CV35 0BY

Bequests

Dave Horton

Leaving part or all of your estate to The Thompson B1 Locomotive Trust as a bequest in your will means we can continue our work and celebrate your passion for the cause after your death.

Writing a will can be a complex legal process and we would always advise you to contact a solicitor, and we advise you to regularly update it as your personal circumstances change.

The solicitors will need to know the details of the Thompson B1 Locomotive Trust; our registered charity number is 326367.

There are several different types of bequest:

Specific bequest

If you would like to give something in particular to a specific recipient, you would make a specific bequest. Specific bequests are often made for passing on a house, car, wedding ring, or family heirloom.

Example: "I leave my father's pocket watch to my only son, Philip."

General or pecuniary bequest

A general bequest, also known as a pecuniary bequest, is one in which you leave a fixed sum of money to a particular individual. Note that due to inflation, the real value of pecuniary legacies decreases over time.

Example: "I leave £2,500 each to my grandchildren, Amy and Leanne."

Reversionary bequest

You may want to specify who gets your assets should the original recipient pass away before you – this is known as a reversionary bequest.

Example: "I leave my wedding ring to my wife, Donna, but if she predeceases me, I leave it to my first daughter, Bethany."

Demonstrative bequest

A demonstrative bequest is a gift of money to be paid when a specified asset is sold. This could be a physical item, stocks, or shares.

Example: "I leave my son, James, the proceeds from the sale of my Yamaha motorbike."

Residual bequest

A residual bequest is made for the remaining value of your estate after all other bequests have been made and any tax demands or debts have been settled. This is typically left to the next of kin, such as a spouse, partner, child or sibling.

Example: "I leave the remainder of my estate to my husband, Brett."

Charitable bequest

Many people wish to donate money or assets to a charity, political party, or any other organisation, in their will.

Example: "I leave £1,250 to the Thompson B1 Locomotive Trust."

If you leave money to charity, this not only helps a good cause, but can also cut your tax bill. According to current government advice, your donation will either:

- be taken off the value of your estate before Inheritance Tax is calculated.
- reduce your Inheritance Tax rate, if 10% or more of your estate is left to charity.

TBLT 150 Club

Stephen Harris

2022	Special	£50	£30	£30
October		42 A Hartford	82 R Kirk	111 C Steward*
November		65 N Snuggs	79 J Whitfield	85 P Kaufman
December	£200 93 P Kaufman £100 155 C Steward*	30 D Wellington	41 K Parkes*	108 D Wellington
2023				
January		118 G Brothers*	98 F Carter	153 R King
February		114 J Whitfield	169 C Steward*	51 J Whitfield
March	£100 4 K Parkes	-----	44 J Whitfield	73 J Whitfield
April		25 F Carter	103 P Morrell	2 A Hartford
May		78 Mrs. R King	159 W Redmond	26 P Kaufman
June	£100	-----		

*denotes prize donated to TBLT

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

Subscribe to the 150 Club and have a chance to win one of three cash prizes each month with an extra 2 prizes in December.

You can subscribe £2 each month for each number, by standing order, or annually by cheque for £24 for each number.

Please contact Stephen Harris at: 7 Church Lea, Tavistock, Devon, PL19 9PS or on 01822 618395 or by email at stephencharris@hotmail.com