



B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

NUMBER 99

www.thompsonb1.org

May 2026



In April 2026 came the sad news that the very accomplished railway photographer Tom Boustead had died. Most of Tom's photographs were taken in the East Midlands in the 1950s and 60s and frequently featured B1s and on occasions 61264. Here we see his photograph of 61264 about to leave Nottingham Victoria Station on an empty coaching stock working on 7th August 1965.

In this issue:

Engineering notes.....	2
Working parties.....	3
The Yorkshire Terrier Railtour.....	11
Proposed organisational changes.....	12
Fundraising update.....	19
TBLT 150 Club.....	22
And finally.....	23

Engineering notes

Steve Andrews

When we started drilling out the bolts on the tender on 61264, I had to cut off the welded-on tread plate. I had a bit of a think about this because on GWR 3802 there is a bolt on the tread plate with a turned up end to stop your foot from slipping down the gap. As one side was missing on 3802, I had to get one made.

The GWR tread plate is a better design as basically LNER locos were never fitted with them. However, on the loco cab the enginemen's boots had, over the years, worn the floor plate thin so I fitted on a new plain steel chequer plate section using two rivet holes which I had drilled out.

Then with my scissors and cardboard I made a number of trial fits and worked out that a universal pair could be made that fitted either side using the existing holes. A small piece of the tab beading had to be ground off but there was a gap anyway. I redrew the plates in cardboard and cut these out to check the fit, which they did. I then repeated all this with the tender so there's now no LHS or RHS but just a tread plate that can be fitted by anyone to either side.

I then drew up a drawing for Steve Robb to do on his CAD system which was then sent to J B Engineering at Hatton. A week later I collected two sets of each, that's a total of eight plates all in 6mm stainless steel chequer plate for a grand total of £122.20; that's a lot of laser cut plate for the money. That's also not forgetting £6.20 for the stainless button screws.

Working parties

Dave Horton

Preparation work to disconnect the tender from its chassis is now complete. To keep our costs down, we are splitting the hire of the hi-ab lorry 50:50 with David Wright who owns Locomotive Maintenance Services in Loughborough; he needs to do some work on his Austerity tank (see below).

So we are now just waiting for a date to be finalised to do the lift and send the tank off to Hill & Webster in Ashbourne to act as a partial template for the new one.

Photos recently rediscovered suggest that it is 30 years since the tank and chassis were last apart (1996), some readers probably remember it like it was yesterday – I was in my first year at secondary school!



We've tried to salvage as much as possible from the original tender tank for re-use on the new one. This includes the half-round beading, and on 10th January Jim Bailey is seen progressing with this job, rivet-by-rivet.



30 years ago: in 1996 the tender tank was reunited with the frames at Loughborough, during the loco's original restoration from Barry scrapyard condition.



On some occasions the only way to 'free' a component is to carefully cut it out or grind it off, and here on 7th March we see Jonny finishing the job with a tender handrail (to be re-used).



Once the handbrake shaft had been removed, an important safety notice for shunters was added!



On 15th March it was just Ian Stamp and Dave Horton taking part in the working party, but we were graced with the presence of Giesl-fitted Hunslet Austerity 0-6-0 No. 18 (works number 3809), ex-NCB Wellesley Colliery (Scotland), owned by David Wright of Locomotive Maintenance Services Ltd. Currently No. 18 is the resident steam locomotive operating services at Ruddington.

To date in 2026 (between 1st January and 18th May, when I am writing this) we have had 8 working parties; we originally intended to have 12 but 4 had to be cancelled either due to lack of availability of supervisors (Jonny, Steve or me) or not enough volunteers to make it worthwhile, or both. Nonetheless I am pleased with the progress we have made, and we have still achieved our first goal of 2026 which was to be ready for the tender lift by about Easter.

Attention has therefore returned to the engine, continuing with preparations to separate the boiler from the frames.

This has involved activity in the smokebox, where a 3-4" layer of concrete has had to be removed to reveal the smokebox saddle bolts, which themselves need to be removed. I've written about this before, so this is the last time I will go on about it (I promise), but over the course of several months, Phil Morton has spent many hours in the smokebox with an SDS chisel, making one hell of a racket and getting very dusty in the process. I've done a bit as well and most of it is finally out; probably one more day of hard graft will finish the job.



Here we see before (left) and after (right) shots from Saturday 18th April's working party. Just removing that lot took all day, illustrating how horribly hard the concrete is and why progress on this has seemed painfully slow. The concrete was only added to make it easier to sweep out the smokebox, seemed like a good idea at the time, but we may not put any back in after this experience!



These are the smokebox saddle bolts (that hold the smokebox to the 'saddle').



Meanwhile, elsewhere on the loco, Ian Stamp and Jim Bailey have removed the exhaust ejector pipe, which now sits temporarily supported by the handrail and a length of rope.



To create space on the running board to stow the exhaust pipe (so that we don't spread out all our parts too much at Ruddington), the sandbox fillers have been removed and will be stowed in our containers.



Jonny ponders what to remove next. The cab splits into an upper half and a lower half, and the upper half needs to be lifted off before the boiler can be lifted. The aim will be to take the boiler off and place it on a well wagon so that our volunteers can set forth with removing boiler tubes and drilling out stays, then the boiler can then be moved around if it's on a wagon. The ultimate aim for this year is not only to get the boiler off the engine but also to sufficiently dismantle it (cladding off, tubes removed), so that it can be given a thorough inspection by the boiler inspector, with a view to getting quotes for the repair work.

The Yorkshire Terrier Railtour



This photograph taken by Paul Slater shows 61264 departing the Royal Mail Terminal Doncaster at the head of Past Time Rail's *The Yorkshire Terrier* railtour on 13th March 2004. The tour had started from London King's Cross at 07:10 behind Class 90 electric 90027. At Doncaster RMT, 61264 was attached with the tour booked to go to Scarborough via Knottingley, Milford and York and returning to Doncaster via Driffield.

61264 reached Scarborough at the booked time of 13:00 with a stopover of three hours at the seaside resort. The train duly departed at 16:00 but problems started to arise on the return journey. The Six Bells Junction railtour file records that time started to be lost as falling boiler pressure caused the brakes to start coming on. The cause was believed to be leaking tubes and the loco came to a stand between Nafferton and Driffield. After an hour the crew managed to recover the situation and the plan was then to run to Anlaby Road Jn, Hull where 61264 would be removed. Unfortunately, however a quarter of a mile from Hutton Cranswick station boiler pressure on the loco fell again and the loco was failed at 18:05. Because of issues finding crew signed for the route from Hull to Hutton Cranswick to bring a rescue loco the train didn't resume its journey for nearly another four hours. After a couple more loco changes, Class 66 diesel 66122 eventually brought the train back into King's Cross at 03:44 the next day, perhaps a longer train journey than many of the participants had originally envisaged.

If you have any photos of 61264 whether in pre-preservation days or later, please consider sending them in so that we can publish them in a future B1 News. Send them either via email to bousie@hotmail.co.uk or post to Alf Bousie 18 Woodland Rd Derby DE22 1GF.

Proposed organisational changes

Dave Horton

Summary

For a long time, I have been thinking about how we could streamline the organisational structure of the Thompson B1 Locomotive 'group', the main objectives of this being to:

- Bring our governance in line with modern standards befitting an organisation which looks after heritage assets.
- Make our governance structures less opaque and hence easier for the 'outside world' to understand, particularly important when it comes to attracting grant funding.
- To reduce the administrative burden.
- To reduce overall costs and hence ensure that more of our hard-earned funds go directly towards the locomotive.

This article explains the structure we currently have at the moment, what we might replace it with, and how we might get there.

I stress that this is the 'opening of a debate' and none of this is a fait accompli. Proper consultation processes will of course have to be followed, company and charity law will need to be respected, and appropriate legal advice will need to be taken to ensure that the correct procedures are followed.

Background – the Thompson B1 Locomotive 'group'

As most people are no doubt aware, Thompson B1 Locomotive Ltd (TBLL) owns 61264 and its support coach, but both are on a long lease to the Thompson B1 Locomotive Trust (TBLT). TBLL is a Limited Company with company number 01681263. It has shareholders and currently there are three Directors; Dave Horton, Alan Camp and David Lewis.

TBLT is a registered charity under the Charity Commission for England and Wales, its charity number is 326367. There are currently six Trustees (sometimes called 'Directors' but more correctly called Trustees); Dave Horton, Alan Camp, Steve Andrews, Dave Wellington, Jonny Johnson and Philomenah Holladay.

TBLL and TBLT are the two 'active' legal entities governing the ownership and custodianship, respectively, of 61264 and its support coach.

What you may not know is that there is actually a third legal entity, another Limited Company with company number 01722150, but confusingly this one is called 'Thompson B1 Locomotive Trust' even though it's not a Trust, it's a Company! It was the original legal entity created prior to charity registration being obtained. It has the same Directors as TBLL; Dave Horton, Alan Camp and David Lewis, but doesn't really perform a purpose any more.

TBLL (01681263) was incorporated on 24th November 1982.

TBLT (company, 01722150) was incorporated on 10th May 1983.

TBLT (charity) was officially registered on 6th June 1983. The Charity Commission website notes the link between TBLT (charity) and TBLT (company).

In terms of a governing document, TBLL and TBLT (company) both have a 'Memorandum and Articles of Association' ('Mem and Arts') under the Companies Acts 1948 to 1981.

TBLT (charity) does not have its own governing document, rather it refers back to the "*Memorandum and Articles of Association Incorporated 10th May 1983, as amended 23rd February 2006*", referring to the Mem and Arts of the TBLT (company).

Why have we got the current set-up?

In the 1970s, 80s and 90s, lots of people put money into buying 61264 from Barry scrapyards and subsequently restoring it. Those people became shareholders in TBLL and many of them also became members of TBLT (charity). Buying shares in TBLL gave them ownership, both financially and emotionally, in the loco. Lots of other loco restoration projects, and heritage railways, set things up in a similar way. It was principally just another way of raising money, it seems unlikely that anybody ever thought that they would get their money back, let alone a dividend on those shares. As a matter of fact, TBLL has never issued any dividends to its shareholders, because famously the only way to make a small fortune out of a steam locomotive is to start with a large one!

Shares and their value

At the time of writing, there are 310 registered shareholdings in TBLL (according to the CS01 Confirmation Statement filed with Companies House¹ on 08/10/2025). 36596 shares have been allotted. Shares are sold for £10 each. Shareholdings range from 1 share to 600, the vast majority of these are held by individuals, but a special case is TBLT (company) who own 16223, which is 44% of the total shares allotted. No other shareholder holds more than 1.6% of the shares allotted.

The question arises, "how much is a share worth"? The value of the shares would only be realised if the loco and support coach were sold. Currently the loco is insured for £910,000 and the support coach is insured for £75,000. Therefore if the loco and support coach were sold for those amounts, and ignoring any fees payable or the TBLL's current cash in the bank (which is about £50,000 at the time of writing), then each share would be worth $(910,000 + 75,000) / 36596 = £26.92$ per share. Therefore the person with the most shares (600) would receive a £16,152 payout from the sale of the loco and support coach, assuming the Directors of TBLL were to authorise it. But in reality, it should be remembered:

- The loco is currently in non-working order, being gradually stripped down as part of its overhaul, and as every component is removed, it moves further away from being in 'working order' and therefore its value decreases. The loco, as we all know, requires hundreds of thousands of pounds to get it back into full working order again.
- Even in working order, something like a steam locomotive is only worth what somebody is willing to pay for it, and this can vary considerably depending on who is 'in the market' for buying a steam locomotive at any given time, and where their interests lie. These days, as an individual, you pretty much need to be a millionaire, or as a company you need to have a sustainable business model and plenty of cash

¹ <https://find-and-update.company-information.service.gov.uk/company/01681263/filing-history/MzQ4NDIzMzgwMGFkaXF6a2N4/document?format=pdf&download=0>

reserves to buy, let alone operate, a mainline steam locomotive. The most famous multi-millionaire who buys steam locomotives from time-to-time (via various legal entities) is Jeremy Hosking but he already has a B1 (61306 'Mayflower')! Whilst we could seek an independent valuation of the loco (and support coach), it wouldn't really be that meaningful or indeed independent unless we were actually serious about selling it, and advertised it for sale on the open market.

- The Directors of TBLL have no intention of selling the loco any time soon and the Trustees of TBLT have no intention of terminating the long lease and giving up on the overhaul. We have set forth on the long road of the latest overhaul and although we'd love to have the money to get it back into working order much quicker, we're doing reasonably well compared to other groups in terms of monthly income and number of supporters.

So why change the status quo?

The problem with the status quo is that it's a complicated setup (2 companies and 1 charity) for what it ultimately achieves.

It costs us money and time to administer them; it's admittedly not a huge amount of money but it's still money which could otherwise go towards overhauling the locomotive. In 2024, the cost of running TBLL was around £2000.

But time is the biggest nuisance. Both TBLL and TBLT (charity) are run by volunteers, who do the administration in their limited free time (evenings and weekends). That management time would be better spent on raising funds for and managing the loco's overhaul.

For TBLL, administrative duties include:

- Managing the shareholder database.
- Writing to shareholders, responding to queries, dealing with share transfer requests (especially when people pass away).
- Managing the annual share issue (which includes printing and posting the share certificates).
- Keeping on top of the accounts.
- Doing the annual accounts and getting the accounts audited.
- Doing the annual Confirmation Statement and Statement of Shareholder Capital.
- Preparing the Annual Report.
- Holding an AGM.

For TBLT, administrative duties include much the same, just with members instead of shareholders.

Having both TBLT and TBLL means we need to have two separate bank accounts, and also two separate contact databases (one for TBLL shareholders and one for TBLT members).

Where people are both shareholders and members, this creates additional complication when it comes to mailouts.

In theory we should be having separate periodic meetings – one for TBLL Directors and one for TBLT Trustees, even though two of the TBLL Directors are also Trustees of TBLT and much the same things would be discussed every time. In practice we only have a single committee meeting in the name of TBLT.

Every year we have to compile, print and send out a set of AGM paperwork for both TBLL and TBLT, then we have to have two AGMs (even though in practice they are both on the same day, one after the other).

In an ideal world, to prevent any conflicts of interest, the Directors of TBLL should be different people from the Trustees of TBLT. But a few years ago at the AGM I appealed for volunteers to become Directors of TBLL, offering to resign as a Director myself, but only one person stepped forward. Therefore as things stand, David Lewis is the only 'independent voice' – he is a Director of TBLL but not a Trustee of TBLT.

All of this duplication of admin and nominal separation of legal entities creates an administrative burden and seems pointless when you consider that fundamentally both TBLL and TBLT exist for the same reason – to restore, to maintain and to operate 61264. It's even more pointless when you consider that shareholders of TBLL are never going to get their money back or make a profit unless the loco is sold, and as mentioned previously, there is no intention of doing that.

So what would be a better structure?

My proposal is that we convert the existing charity (TBLT) into a 'Charitable Incorporated Organisation' (CIO), then sell the loco and support coach to the CIO for a nominal fee and wind up TBLL and TBLT (company).

A CIO is a legal structure which has been available since 2013, designed exclusively for charities in England and Wales, providing corporate status and limited liability without requiring registration with Companies House. It acts as a separate legal entity, allowing the charity to enter contracts and own property in its own name. In effect, it combines the best bits of being a charity and a limited liability company. The key features of a CIO are:

- **Legal Personality:** A CIO is a corporate body that can own land, employ staff, and enter contracts directly, rather than through trustees.
- **Limited Liability:** Trustees have limited or no liability for the charity's debts, providing protection for individuals involved.
- **Single Registration:** CIOs are regulated solely by the Charity Commission, not Companies House, reducing administrative burden.
- **Structure:** There are two types: Association (has voting members other than trustees) and Foundation (trustees are the only members).

Why choose a CIO?

- Easier Management: It combines the benefits of a charitable company (limited liability) with simpler administration (no company law requirements).
- Credibility: The structure is often preferred by funders and simplifies dealing with banks.
- Suitability: Ideal for charities that employ staff, own property, or enter into significant contracts.

My proposal would be that we create a CIO with the Association structure, so that we can continue to have voting members other than just the Trustees.

This would also be an opportunity to create a brand new constitution, in fact we would have to anyway, using a 'model constitution' (template) provided by the Charity Commission². As part of this, we would review our Charitable Objects, taking the opportunity to bring them up to modern expectations which would, in part, be aimed at making us more attractive to funders.

I have experience of setting up and being a Trustee of a CIO; the Bricket Wood Station Heritage Trust: <https://bricketwoodstationtrust.org.uk/>

By setting up a CIO we would only need:

- One set of trustees (clear accountability for decision-making).
- One bank account.
- One AGM to organise, and one set of AGM paperwork to produce.
- One membership database to manage.

There would be:

- No shareholders to service.
- No separation between shareholders and members; everyone would just be a member of the CIO.
- None of the specific admin burden of running a Ltd company (i.e. needing to comply with company law).

Getting from here to there

The process of moving from the current situation to a CIO would clearly require careful consideration and most likely some legal advice would be required. But in principal I see the first steps as being to present the proposals 'informally' in writing to both TBLL shareholders and TBLT members, seeking informal feedback, and then seeking specialist legal advice, being very conscious of costs - of course.

2

https://assets.publishing.service.gov.uk/media/65c644f59c5b7f0012951c47/Association_CIO_model_090224.pdf

Then, subject to the legal advice, I see the process being as follows:

1. Encourage as many existing TBLL shareholders as possible to donate their shares to TBLT. This is a simple process involving a single transfer form.
2. Convert TBLT into a CIO. This part should be relatively straightforward because TBLT is already a charity, it's just changing the form of the charity. This can mostly be 'DIY' for little to no cost by following online advice. The changes will need to be formally presented and approved by members via an AGM or EGM.
3. Via an AGM or an EGM, remaining TBLL shareholders will be asked to:
 - a. Approve the sale of the loco and the support coach to the CIO for a nominal sum of £1. At this point the long-term lease of the loco and support coach from TBLL to TBLT would also be annulled.
 - b. Approve the winding up of the TBLL once the ownership of the loco and support coach is transferred. The Directors of TBLL will then decide what to do with the remaining money in the TBLL bank account, most likely this will be donated to the CIO.
4. The Directors of the TBLT *company* (01722150) will wind it up. Since there are no shareholders of this company, it is effectively 'dormant', this will not require an AGM or EGM.

Disenfranchisement

One legitimate concern that TBLL shareholders might have is that they will be disenfranchised through the loss of their shareholdings.

As explained previously, the shares only have any 'real' value over and above their sale price if and when the loco and support coach are sold, and that isn't going to happen any time soon.

One answer to the disenfranchisement question is that those shareholders with a 'significant' shareholding could be offered cash for their shares at the sale price (£10 per share), or at a level which the Directors of TBLL feel to be appropriate. But ultimately that takes money away from the loco's overhaul and the total payout could not exceed the TBLL's cash position (£50,000 at the time of writing). What constitutes a 'significant' shareholding would have to be considered by the Directors of the TBLL.

Another answer would be to offer 'significant' shareholders free lifetime membership of the CIO, thus guaranteeing they have a stake in the loco's future.

More likely, recognising that the vast majority of shareholders just want to see the loco back in traffic as soon as possible and never expected to get their money back or make a profit on their shares, the sensible thing is that TBLL shareholders are invited to become normal paying members of the CIO (if they aren't already by virtue of already being TBLT members), first donating their shares to TBLT as per step 1 above.

In summary

I hope this article has explained the rationale for the proposed changes and I hope that both shareholders and members alike will find the proposal to be amenable.

Many heritage organisations are now going through similar processes to simplify their governance and have all benefited from doing so, examples include the Severn Valley Railway, Swanage Railway and Great Central Railway.

I personally feel that this is necessary not just to reduce the administrative burden for me and my fellow volunteers in the here and now, but also to create a positive legacy for future generations who will hopefully step forward to look after 61264 when we are long gone.

Formal consultation will begin in due course, once legal advice has been sought, but if you would like to have a discussion about any of the above in the meantime, please feel free to contact me on 07739 023316 or e-mail secretary@thompsonb1.org.



Another of Tom Boustead's superb portraits of a B1, this time 61039 Steinbok on a 2pm local from Nottingham Victoria to Sheffield Victoria photographed after just passing Bagthorpe Junction on 3rd November 1962.

Fundraising update

Dave Horton

You may have heard that Flying Scotsman will be visiting the GCR(N) this coming May. It is being marketed as 'Flying Scotsman: Legendary Journeys' and the weekends are being run by Fox & Edwards, an Events Management company that specialises in steam trains and heritage railways.

It will be a very big and popular event so naturally we are keen to take full advantage of the many thousands of people who will be visiting Ruddington over the course of the two weekends, in order to promote the Thompson B1 Locomotive Trust.

Therefore, we intend to field our sales stand with our display boards telling the public all about the loco and its history, recruit new members, and hopefully flog some of our 'high class merchandise' to raise money for the loco!

We will of course welcome volunteers to help on the sales stand, so these are the dates:

- Saturday 23rd, Sunday 24th and Bank Holiday Monday 25th May
- Saturday 30th and Sunday 31st May

Please let me know if you would be able to help on any of those dates, by contacting me on 07739 023316 or e-mailing secretary@thompsonb1.org

Three more Gift Aid claims have been made since the last Newsletter, bringing in £6064.25 of 'free money' for the Trust.

The novel idea of writing a letter to the Top 100 most profitable UK companies to see whether they would donate towards our overhaul appeal generated a few polite 'boilerplate' responses but sadly no money. Oh well, nothing ventured nothing gained.

Membership fees

Dave Horton

It seems incredible to think that over 3 years have already passed since we changed our structure of membership fees from the old £10 per year (or £40 for 5 years) to the '6-12-64' scheme whereby it's £6 per month for 'Bronze' membership, £12 per month for 'Silver' membership, and £64 per month for 'Gold' membership. This change took effect from 1st January 2023.

We were, and are still, very grateful to the many members who upgraded their membership to the new scheme and also, at the same time, went 'online only' by opting to manage their membership through 'Membermojo'. This change more than doubled our average monthly income and is the main reason why we can afford to keep the loco undercover at Ruddington (we pay £100 per week for this), and also why our cash position has been steadily growing such that we now have just slightly over £200,000 across all three of the TBLT 'group' bank accounts.

However, the unavoidable fact is that we still need to raise around £400,000 to return the loco to traffic and once the big bills start coming in (for tender tank, re-tyring and boiler repairs), we would soon run out of cash. To state the obvious, the only two ways around that are:

- to progress the overhaul only as fast as our funds will allow and do as much as we can with volunteer labour alone; this is the current situation.
- to raise more money.

As we have said before, having more money in the bank actually helps you to spend it more efficiently (i.e. once the boiler work is underway, we won't have to play 'stop start' with the spending, which means that the work undertaken on the boiler can be carried out more efficiently, ideally without stopping). This then means that we get more 'bang for our buck', so the ideal situation (to state the obvious again) is to have the money in the bank before you start spending it. It also means we take less financial risk by asking for loans etc, either from members, or a heritage railway, or the bank; we very definitely want to avoid getting into debt like we did in the past.

Reflecting on the '6-12-64' setup, the £6 and £12 elements have worked well but it's quite a big gap between £12 per month and £64 per month and the Trustees feel that this gap may be hindering us; effectively some people might think, "I can probably afford to give more than £12 per month but £64 per month is far too much".

Therefore, we have taken the decision to change our membership fees to the following:

- £10 per month for 'Bronze'
- £15 per month for 'Silver'
- £25 per month for 'Gold'

This ends the '6-12-64' gimmick (shame there wasn't a B1 with the number 101525!), but overall, we think this will help us to increase our average monthly income still further by encouraging more uptake of the 'Gold' membership, therefore strengthening our financial position and helping us to get the loco back into working order more quickly. The benefits for Bronze, Silver and Gold membership will remain unchanged and as per the table below.

For those that already pay via 'GoCardless', we will update your Direct Debit for you, effective from 1st July 2026. For those that pay by other means, we will write to you. If you are uncomfortable with the changes, please do not hesitate to get in touch to discuss it with me on 07739 023316, by e-mailing secretary@thompsonb1.org or by writing to me at Green Cottage, Lower Tysoe, Warwickshire, CV35 0BY.

We would of course encourage everybody to consider upgrading if they can; either from Bronze to Silver, or Silver to Gold, or even Bronze to Gold! Again, please write to me as above if you want to make the change.

If you are an existing Gold member paying £64 per month, please consider continuing at this level (we will not change your Direct Debit), but if you feel that the £25 for new 'Gold' members is unfair then of course you are free to reduce your giving down to £25 per month. Please contact me to discuss if you wish.

We hope that members will understand and have sympathy with the need to increase our membership subs and the Trustees are sensitive to the fact that this places slightly more of a burden on members, but the principle of everybody giving a little bit more per month can be surprisingly effective.

What you get:	'Bronze'	'Silver'	'Gold'
	£10 per month	£15 per month	£25 per month
Regular e-mail news alerts, keeping you up to date with what is happening with 61264.	Yes	Yes	Yes
Invitation to an annual 'Members Day'.	Yes	Yes	Yes
Regular opportunities to view progress with the restoration of the locomotive and to get involved if you wish.	Yes	Yes	Yes
Entry into an exclusive prize draw for a full-sized reproduction B1 nameplate (see note 1).		Yes	Yes
Hard copy of 'B1 News' magazine twice a year.		Yes	Yes
1 x free footplate ride per year aboard 61264 when up and running (see note 2).			Yes
Entry into an exclusive prize draw to win 2 x tickets on a steam-hauled mainline railtour (see notes 1 and 3).			Yes
1 x exclusive invite per year to join a mainline railtour hauled by 61264 as guest of the support crew aboard the TBLT support coach (see note 2).			Yes

Note 1: Winner will be selected at the AGM each year. Name to be of your choice from the 40 'named' B1s.

Note 2: Subject to loco availability, member meeting physical fitness requirements, and permission/rules of the host railway and/or Train Operator at the time.

Note 3: Not necessarily hauled by 61264. Choices of railtour subject to TBLT selection and availability at the time. Winner will be selected at the AGM every year.

TBLT 150 Club

Stephen Harris

Prizewinners January to May 2026

2026	Special	£50	£30	£30
January		74 D Wellington*	63 R Goldthorpe*	75 T Davis
February		69 N Snuggs	14 N Snuggs	111 C Steward*
March	£100 106 C Godliman		102 A Hartford	34 A Naylor
April		69 N Snuggs	125 S Ackley	19 C Steward*
May		83 R Kirk	120 P Morrell*	97 W Redmond

* 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 two 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, on 01822 618395 or by e mail at stephenharris@hotmail.com to subscribe or increase your subscription.

And finally.....

The next B1 News will be the 100th edition of the newsletter. It is also a notable occasion as this year marks the 50th anniversary of the loco leaving Barry. To mark this double anniversary, it would be great to hear from those members who were around at the time of the recovery of the loco from Barry. Any written recollection no matter how long or short would be very welcome as well as any photographs taken at the time.

If you have any material, please send it via email to - bousie@hotmail.co.uk or post to Alf Bousie, 18 Woodland Rd, Derby, DE22 1GF.



And a reminder of what the loco looked like following recovery from Woodham Brothers Ltd scrapyard at Barry 50 years ago. Here 1264 stands at Loughborough station in July 1976. Photo courtesy of Janette Reed GCR(N).