

76084 Locomotive Co. Ltd.

Preserving a British Railways 4MT 2-6-0 Steam Locomotive

Notice

**The Annual General Meeting (AGM)
will be held at the
Principal Hotel, Station Road, York
YO24 1AA**

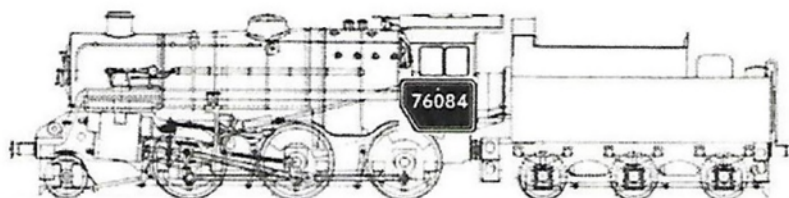
on

Saturday 6th November 2021

at 13.30 Hours



**Annual Reports & Accounts
year-end 31st August 2021**



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Agenda of the Annual General Meeting

The Annual General Meeting of 76084 Locomotive Co. Ltd. will be held to conduct the following business:

1. Open the Meeting
2. Welcome and apologies for absence
3. Matters arising from the Minutes of the previous AGM 10th November 2019*
4. Receive reports from the Board of Directors
5. Approve the Annual Report & Accounts
6. Re-elect the existing 'A' Share Directors
 - a. S. Alder
 - b. M. Elliott
 - c. H. Harkett
 - d. M. Rutter
7. To determine the future of 'A' shareholdings in 76084 Locomotive Company Ltd.
8. To determine the viability / continuation of main line running / registration, ahead of the locomotive's impending heavy overhaul.
9. Any Other Business
10. Date of next AGM

By Order of the Board

N Carter, Company Secretary

Minutes of the previous AGM 10th November 2019 approved by ballot.

Chairman's Report

As Company Chairman I am very privileged to submit the following report for the year ending 31st August 2021. Despite another extremely difficult period we have managed to turn the previous year's loss into a small profit. Apart from daily steaming fees, additional income has been derived through the generosity of Shareholders and Supporters which is very much appreciated in these troubled times. We hope to revert to our normal contractual arrangements with the North Norfolk Railway next Spring. We have an excellent business relationship with the NNR, and they take good care of your engine.

Like all Heritage Railways, Covid had a major impact on the NNR, hence a lower accumulated mileage, this being 1396 miles for the period from December 2020 to August 2021 with early curtailment of the Norfolk Lights Express affecting our income. In addition, the NNR felt it was right to give all the home fleet of engines a fair share of steaming days. It would have been most unreasonable of us to try and enforce the terms of our contract and so a mutually agreeable solution was the outcome.

Due to Pandemic restrictions the AGM had to be cancelled, along with the annual Shareholders and Supporters Day. This was disappointing as it always a good opportunity to meet face to face with everyone, however that special day did take place on 11th September this year in Norfolk. As well as our internal get togethers, there have been no meetings of the British Standard Locos Owners Group either, which is a shame as it is a useful forum for exchanging ideas and experiences from other engine owners with our 76084 representatives at these gatherings.

We are always receptive to additional hire from elsewhere providing it is financially worthwhile, as after all we are a trading company as well as being part of railway history, so we have to generate as much income as possible to help fund the engine overhaul which is on the horizon. We were invited to go main line by one of the major players in the Steam Charter market for a weekend in August running from Ipswich, but sadly, after being badly let down by a parts supplier, we were unable to appear. With the big overhaul coming up, we have launched component sponsorship schemes as detailed in the latest Newsletter, beginning with boiler tubes and springs, the latter being generously match funded on a Pound for Pound basis. I hope you can continue your support as this will help get the locomotive back in service as soon as we can.

The continued success of the 76084 Loco. Company Ltd. is not only due to your input, but we also have a management team who are volunteers giving up their free time along with contributions in terms of sales and publications. Our Company Secretary, Nicky Carter is standing down so on behalf of you I would like to pay tribute to Nicky

for the very professional way in which she has conducted herself dealing with her required responsibilities. Roger Norris has also stood down after many years of successfully running the sales and merchandising side of the business. We thank you Roger for all your ideas and efforts over the years. Finally, a big thank you to Phil Champion who continues to produce high quality publications for us.

Let us now look forward with a positive approach to the new year and thank you again for all your support.

Michael Elliott, Chairman



Matters arising from the Minutes of the last AGM November 2019

Q from PC. The first page of the 2020 AGM booklet indicates that had there been a 2020 AGM, I would have asked the following:

Item 7 of the 2019 Minutes indicates a potential conflict of interest for H. Harkett as MD of the NNR and a member of the 76084 Board. While I am happy for Hugh to be a member of the 76084 Board (I proposed his election), for the sake of absolute transparency will Hugh NOT vote in any 76084 Board voting on whether to accept the terms of any loco hire/fees agreement proposed by the NNR.”

I have no reason to doubt Hugh in any way, but we must be seen to ensure there is no conflict of interest or that anyone may claim so in the future. As there will be no 2020 AGM, I would like the Board to consider this matter.

Q from AC. In the Minutes of last year’s meeting there is no indication of the result of the ballot for the Directors. I know all were re-elected, but the Minutes should show that.

On the matter of the Articles, it was mentioned that Richard would be carrying out an initial review. I appreciate that it is not a top priority but nevertheless it is something that needs doing. Richard could prepare something for next year’s AGM so that the meeting has something to discuss before sending the agreed changes to a Solicitor for the necessary amending.

A from The Board We will ensure that the Minutes of next year’s meeting indicate the result of the ballot for re-election of Directors. On the matter of the Articles, R. Bonnett will be asked to prepare something for the 2021 AGM.

Directors Report

The Directors present their reports for the period 1st September 2020 to 31 August 2021 together with the Financial Statements of the Company.

Incorporation

The Company was incorporated and commenced trading on 5 September 1997. The Company registration number and registered office address is shown on the front cover.

Activities

The Company was established to operate ex-BR Standard Class 4MT locomotive number 76084. The main activity has been on the North Norfolk Railway (NNR) between Sheringham and Holt and the Network Rail branch to Cromer.

Directors Responsibilities

The Company is required to prepare Financial Statements for each financial year to give a fair view of the affairs of the Company and the profit or loss incurred by the Company for that year.

Directors Shareholding

17 Jan 2000	14,126 A	14,126 A
01 Jul 2019	247,532 B	247,532 B
22 Oct 2018	454 A	454 A
30 Nov 2016	8,790 A	8,790 A
11 Nov 2017	250 A	250 A
14 Nov 2015	19,283 A	19,283 A

Directors Loans and Salaries

No director has received any form of loan, fee, or salary during the period.

Directors Board Meetings

For the period under review one board meeting was held June 2021.

On behalf of the Board of Directors

N. Carter, Director & Company Secretary

Company Secretary Report

Shareholders

We thank our shareholders for their continued support and generosity and those who continue to make monthly contributions towards the ten-year overhaul. Sadly, one of our shareholders passed away and condolences have been sent to the family. Two share transfers have been completed. One shareholding has been kindly gifted back to the Company. The total shareholdings registered at Companies House is 206.

Share Capital

£1 Shares Issued 31 August 2021		Increase During Year	Authorised Share Capital
A	545,308	700	600,000
B	247,532	zero	300,000
Total	792,840	700	

Publicity

76084News: Many thanks to Phil Champion who produced the 38th edition distributed during September 2021.

Website: Many thanks to Tim Bonnett for setting up the new website and maintaining it throughout the year.

Social media: Many thanks to Joe Issitt who has retired from the position of maintaining the Twitter and Facebook media over several years.

Printed media: Column-inches in printed media remain low.

Annual Supporter's Day: Held in September was a most enjoyable day. We thank the shareholders and supporters for travelling to Norfolk. Many thanks go to the North Norfolk Railway for hosting and to Mike Elliott for a fabulous raffle. We look forward to seeing you, and those unable to make it, next year.

Re-election: It was a pleasure to be asked to take on the role of Company Secretary and Director of 76084 Loco. Co. Ltd. several years ago. I have enjoyed the role very much and especially getting to know our many shareholders. I have decided to step down but will still be around tinkering around on the engine from time to time.

N Carter, Company Secretary (retiring)

Financial Report year-ending 31st August 2021

Sadly, we have experienced another year of bad luck, continued pressures with Covid 19 and unusually for us, an unreliable engine. The latter, however, is down to the poor quality of repairs to the engine springs and we have decided to buy new from a different manufacturer. The cost of £11,500 was something that we had not budgeted for and with very little income is not what we wanted at all.

However, the Sponsor a Leaf campaign was a big help here, especially as this was boosted by the very generous match funding by Richard Bonnett.

The loss of the Steam Dreams charter was a great disappointment, and it is hoped that next year we can be in a position to work successfully with Steam Dreams.

The sponsorships of springs and tubes has helped us to a small profit, but our hire income is still well below pre-Covid levels. There was a much smaller take-up of sponsorships, and the appeal is still open, so please, if possible, help us to reach our targets.

Let us hope that the next two years settle down to the much-needed levels of income as we try to increase our bank balance to where it should be.

Very many thanks to those who have contributed and in advance to those who may yet do so.

S. ALDER

FINANCE DIRECTOR

Profit & Loss Account year-ended 31st August 2021

	31.08.21	31.08.20
	£	£
Income:		
Locomotive Hire Fees	41,500	37,425
Sales	653	85
Sundry Income	5,189	4,244
Other Donations	10,189	3,846
	57,531	45,600
Less Expenses:		
Administration	407	421
Engineering	34,478	50,646
Publications	1,579	1,031
Insurances	7,822	6,947
Sales	342	488
	44,628	59,533
Net Profit (Loss) Before Taxation	12,903	(13,933)

Balance Sheet as at 31st August 2021

	31.08.21	31.08.20
	£	£
Fixed Assets		
Ex BR Standard Class 4MT No 76084	30,000	30,000
	30,000	30,000
Current Assets		
Bank Account	75,496	62,948
North Norfolk Railway Bond	40,000	40,000
Debtors North Norfolk Rly	9,450	8,925
Items for Resale	0	470
Container	1,400	1,400
Less Current Liabilities		
Creditors		
Parts Loan	15,000	16,000
Total Net Assets	141,346	127,743
Capital and Reserves		
Issued Share Capital	792,840	792,140
Profit & (Loss) Account	(651,494)	(664,397)
	141,346	127,743

Financial Statements

The Financial Statements have been prepared under the historical cost convention.

Under The Companies Act 2006

- The company was entitled to exemption from audit under section 477(2) of the Act.
- The members have not required the company to obtain an audit in accordance with section 476 of the Act.
- The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

S. Alder
Finance Director

Approved:

N. Carter
Company Secretary

Engineering Report

My Engineering Report is a repeat of the Two Engineering Reports for the 76084 NEWS, except for recent events (up to September 2021).

Loco was available to traffic in September 2020, through to December 2020, with particularly good availability, accruing 1500 miles. The N.L.E. trains were delayed due to the Government restrictions, until the first week in December 2020, when 76084 was lead engine, & running for 14 days before being stopped for a Water Change. The plan was to continue running after the 9F's turn on the N.L.E. but that was curtailed after another Government Shutdown for Norfolk. The N.N.R. were then closed & all remaining services cancelled. The original plan was to continue running until the middle of January 2021, which included "Mince Pie" Specials, where we could have been involved & added some more income to the Loco Fund. Altogether, the total mileage run for 2020 was 2,600 miles with only minor problems, which the Running Shed were able to address when the Loco was stopped. As reported in the earlier 76084 NEWS, we were in a pool of 4 Serviceable Loco's.

The various minor issues with the Loco were, Piston Rod Glands, Blowing, Injector Steam Pipes, Passing, the Odd Pipe Joint weeping etc., nothing to get excited about. There was a report of a slight "wisp" of steam, coming from above the Firebox Cladding, (to be addressed during January and February). The existing Piston Rod Glands were on their last adjustment & replaced with new during Winter Maintenance. During the Piston & Valve Exam in 2020, a small "Gas/Blow Hole" was discovered in the wall of one of the Cylinders. This was checked out & monitored during the year. There was no worsening of the hole, but a decision was made to have it rectified by contacting a Contractor specialising in this type of work. This was also carried out during Winter Maintenance 2021.

We have been working with the N.N.R. Overhauls Department to make a joint order for Boiler Tubes, to give us a favourable price & to buy before any future price rises. This has since proved to have been the right decision as Steel prices have increased significantly.

With the extensive Maintenance carried out last year & the limited running being available, the plan, this year, was to only carry out essential Safety Maintenance (especially for the 2 Boiler Inspections & our V.A.B.) plus any Booked Repairs.

Steam Dreams Chairman David Buck invited us, to attend the EUR175 Anniversary in & around the Colchester/Ipswich Area in August 2021, which would involve travelling on the Main Line from Sheringham to Colchester & taking part in a couple of Rail tours along with B1 Mayflower.

Loco passed both Boiler Insurance Company Exams, successfully, along with its VAB Main Line Engine in Steam Exam in March with only a couple of minor issues, which were rectified whilst the Examiner was in attendance. (1 item was the Rear Sander Steam Pipe needed tightening up). In early April, a new Brick Arch was fitted as the

old one was looking a little “tired.” The Loco Steam Brake was stripped, cleaned & checked out, as a report had been made about the Brakes “slightly slow to release” (approx. 20 seconds). A few alterations were made to the inner parts to achieve the correct specifications as per drawing. After a Steam test to check out the alterations, it was found to have improved the release of the Brakes to approx. 10 seconds “coming off the wheels”.

Rostered for the 1st of May Service, Loco performed well, but on disposal, it was failed, due to finding the L.H. Trailing Wheel Spring with a Broken Leaf. Being a Saturday Night, the Spring was replaced with a spare from the Spring Rack the following Monday. Another Loco from the “Pool” taking over the service for the rest of the week.

As the Loco had not been weighed, successfully, since 2017, we wanted to make sure that the Loco was “Fit for the Main Line”, so NNR C.M.E. Keith Ashford, contacted the NYMR, to travel to Weybourne and use their Kelbus” Weighing equipment, this was carried out W/C 24th May. The Loco weighed successfully to specification but unfortunately the Tender had problems with the Springs. As the Tender Springs had caused several problems on Weighing, which included a Broken Leaf, the NYMR Weighing Team suggested to us that we replace the Springs with New ones.

The next Service Slot was Saturday 29th May, which the Loco carried out until Tuesday 4th June, where on Disposal, it was failed again with another Broken Spring on the L.H. Trailing Wheel. As the Repaired Springs from the last time had not been returned from the Spring Company, the Loco was taken out of service. We have been informed that 76084 is the only Loco out of the “Steam Loco Pool”, that has experienced Breaking Springs, so obviously, there is a problem there. After several discussions with Keith Ashford, it was decided to check out all the Horn Guides to make sure all were getting Grease throughout. The L.H. Trailing Front, Horn Guide, was found to have a fitting that had worked loose & was not letting the Grease pump through under pressure to all Faces. After fitting the replacement Springs on the Loco, a test run was carried out on 7th June & upon disposal, yet another Spring was found to have a cracked Leaf. The Spring Company were contacted & the defective Springs returned and checked out. They admitted that there was a problem with the Manufacture of the Springs & would be repaired “Free of Charge.” (NNR normally pay for Spring Breakages). Overall, there have been 6 Spring Leaf Breakages since May, which is abnormal & all, apparently down to “Heat Treatment” of the Leaves, which made them “Brittle”. Two of the Springs were replaced with 5 New Leaves each & when fitted, still had breaks in the Leaves.

6-off New Tender Springs were ordered in June, using a different Spring Manufacturing Company & because of the ongoing Loco Spring problem, we added, 2-off New Loco Springs. Unfortunately, these could not be manufactured & delivered until late August, which meant that we would not be available for the EUR175 Anniversary.

Currently the Loco is available for services on the NNR, using the Recently Repaired Springs (these have the correct Heat Treatment to the Leaves & are supplied without Locating “Nibs” on the ends, which was another of the areas that cracks were running through), running for 10 days consecutively without any problems. The Loco took part in the NNR “Mixed Traffic” Gala in July as well as the Steam Gala in early September successfully without any problems. Also, on the Shareholders/Supporters Day, the Loco was turned out in excellent condition & sounded in fine form going up past Kelling Heath on both occasions.

For this year’s Norfolk Lights Express, the Loco is scheduled to be Lead Engine again, starting in the Middle of November.

The 2- New Loco Springs, were delivered as ordered, on 20th August & the 6 – New Tender Springs on 31st August. These are planned to be fitted & the Loco Re-Weighed using the NYMR “KELBUS” Weighing Equipment.

So, a sizable loss of available Income, & all associated with Spring Breakages. Hopefully, this has come to an end & availability will be restored to previous years.

76077 Loan Parts:

Apart from the 2 Return Cranks, which are being Forged & Machined at Stephenson Engineering in Manchester, along with 2 Return Cranks for Std. 3MT 82045, all Loan parts are now with Locomotive Maintenance Services at Loughborough, who are Restoring 76077.

Footnote:

Through Steam Dreams, the West Coast Railway Company, Informed the 76084 Loco Company that, as we had not been using them for a number of years on the Main Line, they would like to carry-out an Audit on our Maintenance & Overhaul Policy. This was carried out successfully during the week in early May which included a visit to WCRC HQ. at Carnforth. They also asked for a couple of additional items to be included in the Policy, which has been added, as well as organising a visit to Weybourne by their C.M.E. to examine the Loco. We are still awaiting confirmation from WCRC Chairman, David Smith.

Mel Rutter, Engineering Director



A non-profit making organisation running and maintaining 76084 on heritage railways and the UK mainline. It is run entirely by volunteers. Much has been achieved by many since the Barry Scrapyard days.

Contact Us

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Notes