

B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

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As part of the North Yorkshire Moors Railway's Annual Steam Gala and marking the 70th Anniversary of the 1948 Locomotive Exchanges, 1264 adopted the identity of one of the B1s involved in the interchange trials, 1251 Oliver Bury. On 30th September 2018 the loco is seen passing Green End

Photo courtesy of Kenneth Snowden

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Chairman's update

Mike Cobley

The loco has performed really well throughout the 2018 season at NYMR and the trips on the mainline with The Railway Touring Company were an extra bonus, finishing off the season with our albeit short return to Loughborough and our disguise as 1251 *Oliver Bury* for the anniversary of the Loco Exchange Trials of 1948.

The sad loss of our Secretary, Dave Fowler in August, has left a big gap in our organisation. There was a good turnout at his funeral on 17th August, at the East Yorkshire Crematorium near Driffild and then on the occasion of the Members' Day on 3rd November. Dave's daughters Gillian and Julia were on the B1 footplate to spread his ashes by the loco shed at Grosmont and on the climb to Goathland.

We are still without a replacement Secretary, at a critical time in the admin year. Our accounts have yet to be finalised, with some delays experienced with our new auditor and as yet no date for the AGM can be fixed. However, we are looking for a date in January, again at the Brunswick Inn at Derby, fitting in with the matches when Derby are playing away. Dave was also the Company Secretary for the Thompson B1 Locomotive Ltd., where fortunately Stephen Harris has stepped in and made our annual return to Companies House. Our registered office has been changed, now back under my wing, at 10, Furzedown Court, Milton Road, Harpenden, Herts AL5 5PD.

At our last committee meeting and our last get together with Dave, although he was so ill, we had a brief discussion about the future of the loco and the group. I still feel we should discuss the prospects further, at some time in the not too distant future, with what happens if there is no one left to run the administration of the two companies. We are half way through our boiler ticket and half way to our second ten year overhaul. With our continued running on NYMR we should have the overhaul money ready and waiting when our certificates expire enabling the work to be carried out without any financial delay and there will be plenty of opportunity for the newer and younger members to carry on with a long association with 61264, but possibly with a different owning organisation? Something to discuss next time we meet?

Happy 71st Birthday to 61264 and Best Wishes for Christmas and the New Year to everyone. See you at the AGM !



To acknowledge the death of Dave Fowler 1264 carried a wreath for a week. The loco is seen waiting at Grosmont on 13th August

Photo courtesy of Dave Wellington



On 10th August 1264 is seen passing the site of Bog Hall Junction and signal box as it departs Whitby

Photo courtesy of Alf Bousie

Engineering update

Steve Andrews

61264 has run almost without incident this year. Apart from a repair to the reverser screw where the locknuts at the end of the leadscrew had worked loose. We will cut a slightly larger hole in the cab front to be able to get a pair of cut down spanners in and give access to the split pin to look at it all. I can't believe that this took all day on a ladder at the cab window to put right. Also, a nut was loose on a pipe to the vacuum clutch that grips the reverser weighshaft. This required another cut down spanner. We will have to keep an eye on this and check it regularly.

When the loco turned up at Quorn Yard on the GCR, the hauliers, Reid Freight, kindly pushed the tender onto the loco to put the safety link pins in. We found six wheel chocks and pushed the tender to overcome the six-ton preload to get the main draw bar pin in. 1264 was towed to Loughborough and on Wednesday was checked over and lit up. The loco performed well, hauling passenger, goods and the mail train.

The heating valve that provides steam to the steam lubricator for heating broke off, so a temporary plug was screwed in. I have repaired this valve, but there is one on the other side for the steam chest pressure gauge.

I have overhauled the two spare injectors we now have, and it took a full week to do. For the winter maintenance, the fireman's side injector has a loose cone. I will take this off and machine a new one and make a correctly fitting, stainless locking set screw.

The tender wheelsets need to come out and go for turning and we will re-metal the six axle bearings

We will also carry out a full piston and valve exam and fit all new rings. There are some Kopex cables and fittings that need attention where they have fractured or come adrift. No doubt we will find other items to repair, but that happens when you run engines and do mileage.

Reflections on a pair of galas

Dave Wellington

Come October, railway preservation societies start to wind down their operations, ready for a breather before the frantic Santa season begins in earnest. Tourists are in decline, the kids are long since back at school, and the weather turns bleak. The summer drought is history. South Wales is bracing itself for some serious flooding, and another weather-related closure of the Devon coast main line is around the corner...

So, for the NYMR, GCR and others, it is time to woo the enthusiasts with special events – enhanced by visiting locos. The NYMR Autumn Gala took place over the last weekend in September, and I visited on the Saturday. 1264 was only rostered for the Grosmont-Whitby shuttle on that day so I opted for a photo of her leaving Whitby at 09.50 under blue skies. Guests for the gala were Bullied Pacific 34081 92 *Squadron* from the Nene Valley, and the engine demonstrated its “light pacific” status by failing to get a good grip on the rails for its first departure from Grosmont.

Another visitor was GWR 2-8-0 No. 2857 from the Severn Valley. A freight train was added to the intensive timetable, and another feature was a regular 3-coach shuttle from Pickering to Levisham. This provided the rare occurrence of two locos standing alongside at the Malton end of Pickering station. NELPG's 65894 and 63395 had double headed from Grosmont and after braving the adders to photograph the train at Fen Bog, I followed the train to Pickering where it was later joined by 76079 on the shuttle after 63395 had run round to the opposite end of its train.

The pairing of the two North Eastern engines was, to me, the highlight of the day and a celebration for NELPG, marked by the blue star on the smokebox of 63395 – a reference to its early rescue from BR by young enthusiasts fuelled in those days by Newcastle Brown Ale.

For the record, Standard 4 tank 80136, 926 *Repton* and 5428 *Eric Treacy* completed the nine-engine line-up to the delight of large crowds.

Hordes of enthusiasts were also in evidence at the GCR the following weekend where 10 locos were on show, hauling a fleet of vehicles which comprised three different coloured Mark 1 sets; a freight train of 14 box-vans, the 'Windcutter' mineral wagons, the travelling Post Office and even a 3-car DMU. I was there on the Sunday; the best day for the weather, bringing the gricers out in force. As 61264's roving reporter, I headed for Kinchley Lane – the GCR's top photo-spot, where I fought for space amongst a crowd of 46 other snappers.

Unlike the NYMR, 1264 was the only loco in non-BR livery; the other guest being another "spam-can" – this time 34092 *City of Wells* from the East Lancs.

Deliciously, 70013 *Oliver Cromwell* and 92214 were in "grubby green" in contrast to a sparkling 1264; this provided the bizarre spectacle of a train of freight wagons actually being cleaner than their engine when 70013 took charge of the box-vans. Standard 5MT 73156 was attending its first gala after repair; moguls 46521+78018 were paired together in an attractive combination; Stanier 8F No. 48624 looked appropriate on the freights and fellow Midland loco 'Jinty' No.47406 showed that small engines are just as capable at 25mph on a flat surface. GW Hall, No. 6990, completed the group and represented the theme of the event – the 1948 loco-exchanges, to complement 1264's identity change to 1251 *Oliver Bury*.

The whole event has been well covered by YouTube where our B1 came in for particular praise for its dramatic charge through Quorn on the TPO set. I witnessed the thrash from the road bridge, avoiding the huge gallery clustered round the mail-drop gantry; indeed, the train approached the station cautiously before a mighty roar was heard as the train accelerated past the multitude. Quorn was the place to be, with a fully-justified £7 admission charge, though the sight of a Northern-Rail EMU parked by the up platform would have frustrated some photographers.

With 40-minute delays, due to a faulty signal at Loughborough, I ignored the timetable and just witnessed the spectacle of trains of all varieties emerging from both directions one after another with the crews somehow depicting the locos working hard – even though they weren't. Under these circumstances the GC is still a main-line; and provides the best galas. This was well worth attending and the B1s presence there was the icing on a very sumptuous cake



For the NYMR's Annual Steam Gala the loco appeared as 1251 Oliver Bury and is seen passing along the 'Levisham straight' on 30th Sept Photo courtesy of Ken Snowden



On 28th September, 1251 Oliver Bury is seen departing Goathland together with LMS Black Five 5428 Eric Treacy Photo courtesy of Ken Snowden



At the GCR Gala 1251 Oliver Bury heads towards Quorn & Woodhouse with a passenger train on 7th October 2018
Photo courtesy of Stephen Bottrill



On its way to Rothley 1251 Oliver Bury approaches Kinchley Lane bridge on 4th October
Photo courtesy of Alf Bousie

Oliver Bury and the 1948 Locomotive Exchanges

Alf Bousie

For a brief period between the NYMR Annual Steam Gala and the GCR's Autumn Steam Gala, 1264 assumed the identity of B1 classmate 1251 *Oliver Bury*. This was to commemorate the 70th anniversary of the 1948 Locomotive Exchanges in which this particular locomotive participated. Although three other B1's were selected to take part in the trials, the others being 61163 and 61292, *Oliver Bury* is always the one that is remembered in the interchange and has achieved a certain celebrity status. This may be due in part to it being the B1 that appeared on 'foreign' lines tackling the Great Western route from Bristol to Plymouth and the Midland Mainline through the Peak District.

The need for a series of locomotive exchange trials or interchange trials, as The Railway Executive referred to them, had been recognised right from the inception of the nationalised British Railways. As approval for the trials was granted by 16th January 1948 it has to be assumed that preliminary discussions had been taking place for some time before the railways were formally nationalised. The proposal of the Railway Executive stated that a "comparison of performance of different standard locomotives in service should be obtained as soon as possible to serve as a guide in the design of future locomotives". Although the constituent regions were still continuing to build some of their own pre-nationalisation designs, B1's included, the newly created Railway Executive needed to reduce operating costs and look to achieve these savings by operating with fewer locomotives than previously. It was intended that this would be achieved by new designs of steam locomotives which would be capable of operating longer workings with shorter turn arounds at sheds. These locos would be built to simpler standardised designs that required less time in main works during general overhauls. The irony is that the Thompson B1 Class had been built by the LNER with the very same aim using standardised parts to a simpler design to ensure less downtime.

It was the intention that a series of trials would give an indication of the most desirable features of existing locomotives which would be incorporated into any new designs.

Unfortunately, the onset of the Second World War had halted work on the Rugby Locomotive Testing Station. This joint venture initiated by the LMS and the LNER only officially opened in October 1948, too late for comparable scientific testing of the various locomotives to take place. Instead the tests had to be carried out by comparing the performance of the various classes of locomotives in ordinary traffic workings in the different regions, hauling normal passenger trains on booked timings. The test was split into three broad groups: -

1. Express passenger locos
2. Mixed traffic locos
3. Goods locos

Unsurprisingly the LNER B1 was selected to be the Eastern Region's representative for the mixed traffic loco trials. It was to be compared to the LMS Black 5, the Southern West Country Class and the GWR Hall. Interestingly the initial suggestion had been that the Western Region should have been represented by either a Hall or County Class. However, at a meeting in January 1948, the Western Region representative proposed that the Hall should be chosen rather than the more recently designed County. On the face of it choosing a class of loco designed in the 1920s in preference to a modern loco might have seemed an odd decision but the modifications to the class, in the 1940s creating the 'Modified Hall' clearly made it the preferred option.

In the initial discussions, in preparation for the interchange trials, the Eastern Region representative quite logically suggested that the mixed traffic locos should be tested on both passenger and braked freight trains in order to provide a more complete test. This proposal did receive general support from the committee but as it would entail scheduling the engines to work during the hours of darkness, it was felt it would “mitigate against the effective working of the dynamometer car staff”. The proposal, which would have given a much better assessment of the overall performance of the mixed traffic locos, was therefore regrettably dropped. It is intriguing to speculate whether the overall outcomes of the trials might have turned out differently had this proposal been implemented.

What was agreed was that the mixed traffic locos would be tested across four different routes. All would be difficult and demanding and would include the lines between-

Bristol to Plymouth
Marylebone to Manchester London Rd
St Pancras to Manchester Central
Perth to Inverness

Unfortunately for gauging issues it was not possible to operate the Hall on the latter two routes.

For the tests that were to be carried out on ‘foreign’ lines the Railway Executive was particularly concerned that locos should be in good operational condition. It therefore stipulated that all locos involved should have run between 15-20,000 miles since their last overhaul. Being allocated to Kings Cross shed no doubt meant that *Oliver Bury* was a possible candidate for selection. The mechanism for how it was selected is unclear but probably an element of prestige entered the equation. This had been the suggestion surrounding the choice of A4 60022 *Mallard* for the express passenger loco trials. Even though local shed staff argued that it was not in best condition, higher authorities deemed that it should take part in the trials. Such concerns were subsequently proved to be justified when *Mallard* failed at Salisbury with a hot inside big end and had to be replaced by fellow A4 *Seagull* for the rest of the trials.

61251, being the only B1 that was named out of the dozen allocated to Kings Cross shed in April 1948, may have been a factor in its selection, generating as it might a degree of kudos in the mixed traffic trials. Perhaps more significantly it was one of the more recently constructed B1s at the shed, being only seven months old at the start of the tests. Only fellow classmate 61266 was younger by one month so both locos met the criteria for selection.

As it was a requirement by the Railway Executive that each engine was to be specifically examined before leaving the ‘parent’ region, the dispatch of both locos to Gorton Works for what was classified as ‘Special Repairs’ suggests that both were being considered as possible candidates for the trials. *Oliver Bury* remained at Gorton for 16 days in April and the next month 61266 spent 20 days at the works. Nevertheless, it was 61251 that was dispatched from Neasden depot to Kentish Town in early June in readiness for the trials. Possibly 61266 was held in reserve should any mishaps occur such as befell *Mallard*.



*One of the initial proposals was that mixed traffic locos should be tested on braked goods trains as part of the exchange trials although this never materialised. 1251 is seen on a typical fitted freight at the GCR Autumn Steam Gala on 5th October 2018
Photo courtesy of Stephen Bottrill*



*Two of the protagonists involved in the exchange trials, the West Country Pacific Class and the B1 are seen together 70 years later as Oliver Bury pilots City of Wells out of Quorn and Woodhouse Station on 4th October 2018
Photo courtesy of Alf Bousie*

Prior to the formal tests commencing, the driver of *Oliver Bury* and those of the other 'foreign' locos were permitted to have at least one and if possible two trips on the footplate of the engine that normally operated the route. The following week each loco and crew worked the trains selected for the tests, twice in each direction so allowing them to learn what they could of the route. So, on Monday 7th June 1948 61251 operated the 10.15am service from St Pancras to Manchester Central. For this and all the other preliminary runs 61251 used the coal normally in use for the route. On the footplate with *Oliver Bury*'s crew was a Midland Region conductor or pilotman whose role was to be responsible for the observance of both temporary and permanent speed restrictions. Accompanying the conductor was his fireman whose role was to instruct the other region's fireman. However, the presence of these 'conductor crews' was not meant to excuse the 'foreign' crews from acquainting themselves with the detailed timings for the trains, or the locations of water troughs and permanent speed restrictions on each route. After spending the night at Trafford Park, *Oliver Bury* returned to London on Tuesday 8th June working the 1.50pm Manchester Central to St Pancras service. This schedule was then repeated over the next two days so as to fully acquaint the crew with the route.

The next week, commencing on Tuesday June 15th, the official test began with *Oliver Bury* again operating the same service trains, the 10.15am St Pancras-Manchester returning the following day with the 1.50pm Manchester-St Pancras. This time however the train included a dynamometer car in its 325 tons gross load. In contrast to the preliminary runs all the locos now had to use South Kirkby Hards No 1 coal distributed by the LMR coal office at Derby. This was carefully weighed at the beginning of each test run and then the weight of coal remaining on the tender was taken on completion. Coal used for lighting up purposes was separated from that used in the test, but care was taken to try and ensure that the amount of fuel left in the firebox at the end of the test was approximately the same as at its commencement. To ensure accuracy the tenders of test locos were also calibrated and before taking the final reading at the end of each test, the water in the boiler was brought up to the same level as at the commencement of the test.

All the routes chosen for the interchange trials were challenging for a steam locomotive and the Midland route through the Peak District was no exception. The 190 miles from St Pancras to Manchester was booked for a service train to take an overall time of 4 hours 29 minutes averaging 42.4 mph. Apart from occasional breaks, the 45 miles from the Trent Valley to the summit at Peak Forest involved continuous climbing with the final 15 mile section from Rowsley rising at a gradient of 1:90 /1:100. Driver Howard of Kings Cross depot was on the footplate of *Oliver Bury* for the trials. Unfortunately, on the first day a lot of time was lost with the train arriving seven and a half minutes late into Manchester Central. However numerous permanent way checks and adverse signals affected these timings. The Black 5, 45253, did little better on its runs but West Country Pacific, 34005, *Barnstaple* eclipsed both other locos with its performance on the route.

Oliver Bury acquitted itself on its final return trip to London on the 18th June gaining 9¾ minutes but again this was bettered by *Barnstaple* on the 23rd June when it showed a net gain of 29¾ minutes from Manchester to St Pancras. However, all these gains did include significant recovery times built into the schedules.

The second part of the interchange trials involved *Oliver Bury* moving down to Bristol Bath Road to take part in the tests on the Western Region route from Bristol to Plymouth. As in the previous tests the drivers were able to acquaint themselves with the line by joining the crews of the locos designated to work the route. Then the week preceding the official tests they operated the scheduled services with these preliminary runs starting on Monday 28th

June for four days. Then on Tuesday July 6th *Oliver Bury* operated the first of its test runs with the 1.45pm service train from Bristol to Plymouth. This was followed on Tuesday with the 1.35pm return run from Plymouth to Bristol. The route is notorious for its climbs up the Devon banks of Dainton, Rattery and Hemerdon with gradients reaching 1:36, 1:46 and 1:42 respectively. The first section of the run between Bristol and Newton Abbott consisted of a 420 tons load. This was reduced to 275 tons for the more severely graded section from Newton Abbott to Plymouth. Again, the West Country Pacific, this time 34006, *Bude*, outperformed the 4-6-0's nevertheless *Oliver Bury* acquitted itself well with some fine runs over the South Devon banks.

Controversy will continue to rage as to what was learnt from all these trials given that conditions varied. Drivers, even from the same shed had different standards and pilotmen gave 'foreign' crews varying advice. For the mixed traffic locomotive trials, without a doubt the West Country Pacifics with their greater power, outperformed the smaller 4-6-0's although records show that this was notably at the expense of their coal consumption. For comparison the overall results for the mixed traffic locos showed that for the amount of coal used in lbs, for work done per hp per hour, for all engines over all routes was: -

B1 – 3.59

Black 5 – 3.54

Modified Hall – 3.94

West Country – 4.11

The conclusions reached for all the classes over all the trials were: -

1. All locos demonstrated their ability to work the selected trains to the overall timings on 'foreign' routes. Despite different geographical characteristics from their home routes, performance was not impaired.
2. For comparable conditions and duties, locos with wide fireboxes were confirmed to have higher overall efficiency than those with narrow fireboxes- but the effect of differences in other design features reversed this in some cases.
3. It was important that the correct firing techniques were employed in relation to the type of coal used and the need to adjust details of design-such as the spacing of firebars to suit the type of coal were especially evident in connection with higher power outputs.
4. The advantages of high boiler output and large thermal capacity to give a reserve of power was clearly indicated.
5. The increase in the degree of super heat effected an improvement in the efficiency in express and mixed traffic locos.

Following the interchange trials, it was decided that a B1 should be sent to the Rugby Testing Station for further testing. 61353 was subsequently despatched in 1950 to assess different blast pipe arrangements. The results for which indicated that the loco's performance was very good, and no modifications particularly needed.

After its period in the limelight *Oliver Bury* returned to Kings cross shed where it remained until 1954. Its final allocation was to Immingham from where it was condemned and sold for scrap in 1964.



In its final years Oliver Bury is seen at Ilkeston North on 13th October 1962 with a train for Derby Friargate
Photo copyright of Colour-Rail.com

Oliver Bury-the man

Alf Bousie

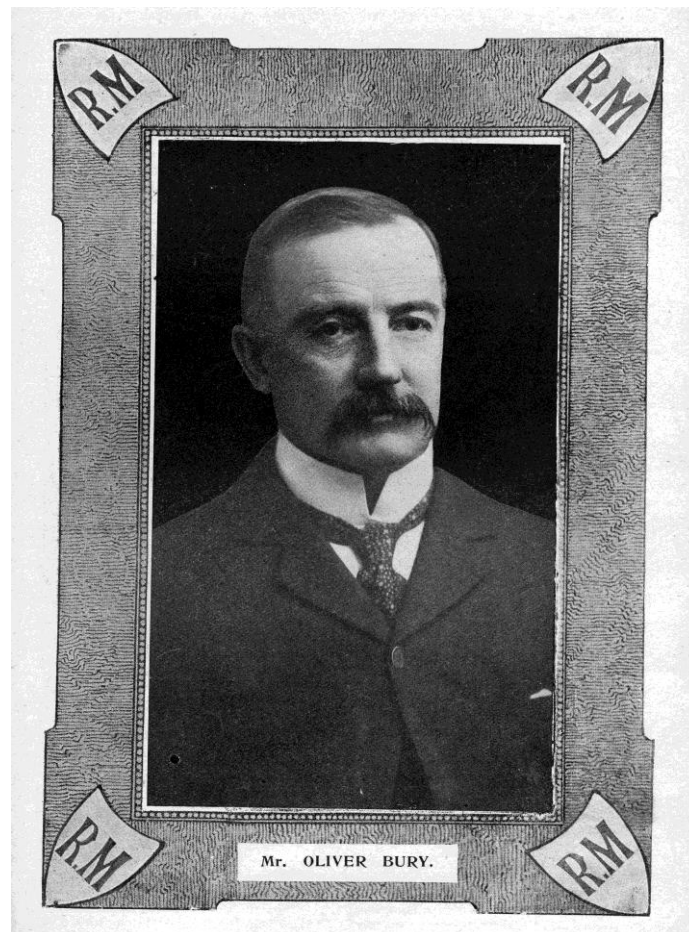
Many enthusiasts recognize the name *Oliver Bury*, associating it with the B1 loco that was involved in the 1948 Exchange Trials, but who was Oliver Bury the man?

By a strange coincidence, as one of our members, John Whitfield pointed out, he was born 157 years to the day of this year's Members' Day Special on 3rd November 1861 in London. His great uncle was the first General Manager of the Great Northern Railway in 1847.

Although he started his career with the London and South Western Railway in 1879, like a number of British engineers he widened his experience by moving to South America where by the age of 29 he had been appointed the Chief Engineer and General Manager of the Great Western Railway of Brazil.

A decade later the GNR back in Britain was in urgent need of an experienced and capable General Manager and persuaded Oliver Bury to return and take up the post in 1902. This appointment came at a critical time for the GNR coinciding with a period of rivalry and competition for traffic following the opening of the MS&LR London Extension.

Oliver Bury's legacy can be seen in bringing stability to the situation and at the same time being instrumental in improving the GNR services as a whole. He was credited with overseeing some major improvements to the network such as the completion of a new Gasworks Tunnel, adding two extra lines into Kings Cross. At the same time the suburban station was reconstructed providing additional platforms so increasing the number and capacity of trains operating these services. By so doing it was suggested that he increased



*A portrait of Oliver Bury which appeared in the June 1908 edition of the Railway Magazine
Reproduced with kind permission of The Railway Magazine*

season tickets sales by 20% in those areas served by the GNR and making them “the most popular residential suburbs in London.” He also oversaw the modernisation of rolling stock with more modern coaches and larger locos making it possible to run at higher speeds, over longer distances, between stops.

Perhaps one of his most significant measures was to split the management structure of the GNR into two divisions. By creating a separate business section, it allowed the technical division to concentrate their activities on operational duties whilst allowing the commercial division to develop and attract new traffic.

Oliver Bury was appointed to the board of the GNR in 1912 and at the Grouping became a director of the LNER where he remained until his retirement in 1945 at the age of 84. Perhaps a little less well known is that not only did he give his name to a railway locomotive but also one, maybe two ships were named after him. Possibly not quite so glamorous as a steam engine, a dumb bucket dredger (i.e. unpowered) was named after him. Based at Hull and launched in 1929, it was owned by the LNER and used to dredge the Humber Estuary.

The second ship named *Oliver Bury* was a collier which was used to transport coal from the North East to power stations in the London area. Possibly Oliver Bury was also a director of one of the companies involved in this traffic.

As this ship was completed just 10 days before his death in March 1946 it suggests that this may have been the final honour to Oliver Bury the man. However, for railway enthusiasts it will always be the steam locomotive that bore his name that will mark his long and distinguished career.

Members' Day 2018

Alf Bousie

This year's special was both a happy and yet poignant occasion. Around 120 members, friends and relatives joined the train headed by 1264, back to its original identity after its brief stint masquerading as 1251 *Oliver Bury*. Joining us on the special was Dave Fowler's widow and family.

Unusually for the NYMR, the loco was turned at Pickering and bearing the headboard '*The Fowler Flyer*' headed chimney first, down to Grosmont. An excellent buffet was served to guests in the ex GNR invalid saloon during the course of the journey.

On the return run from Grosmont, with the loco now running tender first, Dave Fowler's ashes were scattered in two locations. Firstly, they were placed in the firebox as the train passed the engine shed where he spent many an hour working on the loco. The remainder were spread at Darnholm on the 1:49 climb to Goathland adjacent to where a seat overlooks the line.

Our thanks go to the NYMR for providing the train, to all those involved in the catering for the delicious buffet and finally to Dave Wellington for organising the event.



1264 pulls in to Pickering Station complete with 'The Fowler Flyer' headboard in readiness for hauling the Members' Day Special

Photo courtesy of Mike Cobley



*Some of the members and guests in the Gresley tourist third open coach
Photo courtesy of Alf Bousie*



*1264 gives a long blast on its whistle to mark the placing of Dave Fowler's ashes in the firebox as it rounds the curve at Darnholm
Photo courtesy of Owen Evans*

Obituary- Dennis Howells

Steve Andrews

Now that Dave Fowler's ashes are now in orbit over the NYMR, I would like to mention Dennis Howells MBE who has been a friend to 61264.

In the mid 1990's I popped in to Quainton Rd and in a chance encounter met Dennis and his dad working away on his GWR Toad brake van, renewing rotten woodwork.

I next met him a few years later at '*Steam on the Met*' at Ruislip Underground Depot, when the GC loco depot had allowed 61264 to leave the GCR with no days left to run because a boiler washout was due. So, Dennis, Geoff Price and I did a washout in the depot and lit 61264 up for use next day. The loco struggled to run over the following days and failed for traffic on the Sunday. Really the Trust at the time should not have agreed for 61264 to go anywhere until the boiler problems had been sorted out.

However, Dennis asked if I would help out at Amersham MPD instead, to water, empty ashpans and smokeboxes. Amersham MPD turned out to be a siding with no live rails and consisted of a large cardboard sign fastened to the wire fence, with two shovels, a wheelbarrow and two deck chairs; one for me and one for Dennis.

Dennis asked what I did for a living and when I told him I had just been made redundant he said that he needed some parts machining for GWR 0-6-0PT No 9466 and other projects he was involved in. I also used to get all the parts that no one else wanted to do on the GWR King No 6023 *King Edward II* and later the GWR Railmotor. We used to regularly visit two firms in Burton; Tim's Fabrications and Geoff at Baggaleys. They now have a modern factory at Coalville and still do railway work, retyring, tyre turning and axles.

The two pubs we used to visit were The Stenson Bubble which overlooked the Trent and Mersey Canal where we had roast dinners and The Ragley overlooking the same canal and where we had bangers and mash and liver and onions; Dennis liked traditional food!

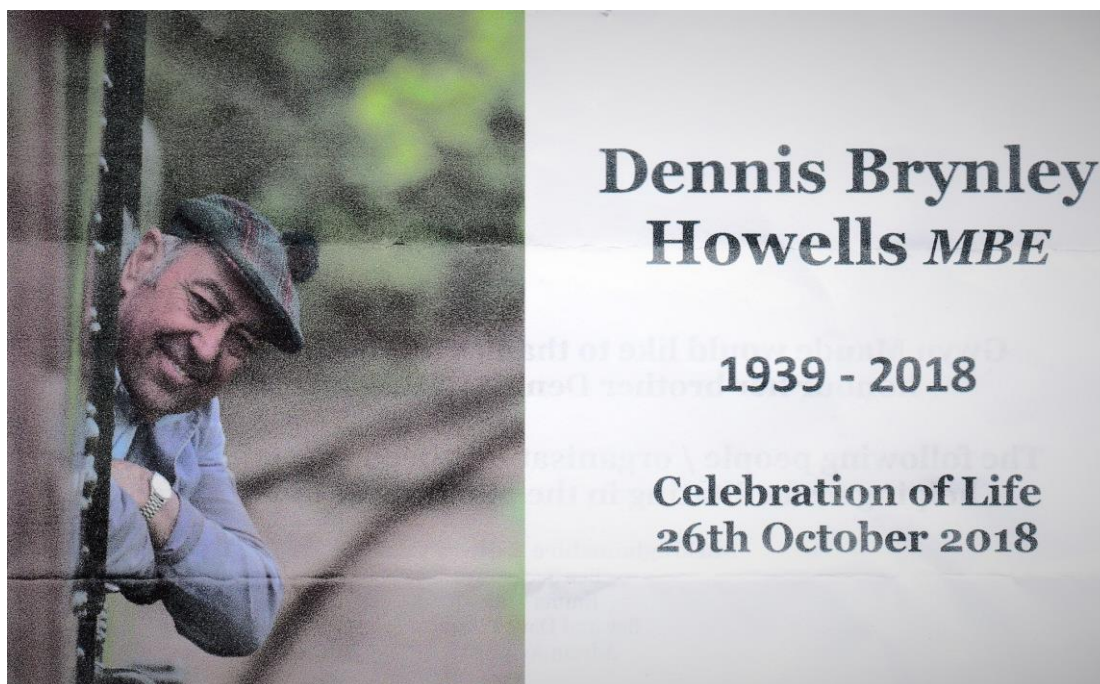
Also, someone else who helped with 61264 at '*Steam on the Met*' was Martin Pearson. Sadly, he died a few years back when he was involved in a motorcycle crash. He fired on 61264 until it failed. He was brash, clever and a skilled electrician, a sad loss to railway preservation. His brother, Richard is in charge of the engineering workshop at NRM Shildon.

The last job I made for Dennis was an all stainless steel spark arrestor for 9466. My neighbour Ron and myself went to Dereham on the Mid Norfolk Railway taking the old sample spark arrestor and the brand new all stainless one. He was well impressed, especially as it was slightly cheaper than the old one I had made nine years previously. Ron and I had a nice day out on the footplate of the always immaculate 9466 with Dennis on what was almost his last driving turn.

At the end of the day the diesel loco failed and 9466 had to run the last train of the day. We had by this time driven down the line to visit Nigel Tulon at Hardingham Railway Station. Whilst having a cuppa on the platform we watched 9466 go through on its way to Wymondham and then stayed to watch the return to Dereham. You could hear 9466 in the distance with Dennis driving. It shot through Hardingham Station with wheels whizzing and

a very loud exhaust. That's how I will remember Dennis Howells.

Some of us went to the Celebration of his Life which was held in the Banbury Merton Street Visitor Centre building at Quainton Road in October. 9466 was running a shuttle service and the whole day was a good send off for Dennis.



The Thompson B1 Locomotive Limited Company

Stephen Harris

The sad loss of Dave Fowler has also impacted the Limited Company. He had served as Company Secretary and Director for very many years and is, of course, sorely missed.

For this year I have stood in and managed to complete the Companies House returns and will file the accounts, as well as acting as Treasurer. However, we need a permanent Company Secretary. The duties are not onerous and consist of filing the Company Annual "Confirmation" with Companies House, filing the accounts, again once a year, recording the minutes of the AGM and other (infrequent) board meetings, producing the AGM calling notices and checking the impact of any new Company legislation.

Helen Aylett very ably maintains and manages the Shareholder Register and issues the new share certificates which is a significant part of the Company Secretary's duties.

A volunteer is urgently needed, preferably a shareholder, to act as Company Director together with Mike Cobley and myself.

150 Club
Stephen Harris

Prizewinners 2018

2018	Special	£50	£30	£20	£10
July		171 W Wilson	68 Mrs J Whitfield	163 A Hartford	15 C Baines
August		143 M Rogers	36 P Hunt	185 P Morrell	85 P Kaufman
September	£100 61 F Carter		91 J Moore	144 M Rogers	84 R Castling
October		54 Mrs E Blair	151 A Naylor	151 A Naylor	39 R Morris*
November		74 D Wellington*	14 C Baines	116 G Brothers*	145 M Rogers
December	£200 £100				

*denotes prize donated to TBLT

If you would like to subscribe or increase your subscription, please contact Stephen Harris at: 7 Church Lea, Tavistock, Devon PL19 9PS

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Oliver Bury heads out of Loughborough with a southbound 'Windcutter' during the GCR Autumn Steam Gala
Photo courtesy of Stephen Bottrill

Summer 2018 on The North Yorkshire Moors Railway



2018 was one of the hottest summers on record and on one of those long hot sunny days 1264 is seen passing Green End

Photo courtesy of Michael Anderson



Having departed Grosmont 1264 heads along the 'deviation straight' on 24th August

Photo courtesy of Michael Anderson