

B1 NEWS

Newsletter of the Thompson B1 Locomotive Trust

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Standing in the late afternoon sunshine at Ruddington at the end of the GCR 'Reunification Open Weekend' 1264 is seen in unusual company. Just behind the tender can be seen a replica of 'Locomotion No 1' briefly at Ruddington for testing. Photo courtesy of Alf Bousie.

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Fundraising update

Dave Horton

The Reunification Weekend on 5th and 6th April was a successful one for the Trust, bringing in £534 (when Gift Aid is included) towards the overhaul thanks to the sale of books, magazines, DVDs, pictures, railway ephemera and many other items kindly donated to the Trust.

As well as the sales stand, the public were treated to cab visits with the loco being out in the yard once again. 61264 was positioned in front of a rather famous visitor – the replica of George Stephenson’s ‘Locomotion No.1’, which was briefly at Ruddington for testing before returning to the Darlington area from where, later this year, it will be ‘going mainline’ hauling special trains on sections of the original Stockton and Darlington Railway, for which the original was built in 1825.

The ‘piece of cake’ internal promotion to members launched in December 2024 has resulted in a 30% increase in monthly giving; thank you to everybody that has chosen to increase their contribution, this is a fantastic tribute to the loyalty of our supporters but we are always on the lookout for more members and more funds to build up our reserves for when the big spending starts on the boiler, tyres and tender tank.

Five Gift Aid claims have been successfully made since November 2024, the first two claims cleared a 4-year backlog and netted the Trust a whopping £13,057, the remaining three claims were against individual donations and brought in £264.

Our Crowdfunding appeal to fund the manufacturing of the new tender tank, which will be made by Hill & Webster of Ashbourne, remains open. Any donation, large or small, towards the appeal would be gratefully received, please visit www.thompsonb1.org/tender

General donations are always welcome: www.thompsonb1.org/donate

And finally, discussions have started with the GCR PLC about how we might work together on a joint bid to the National Lottery Heritage Fund (NLHF). A meeting is scheduled in May with their newly appointed Fundraising Officer, Georgina Sanders, together with Malcolm Holmes (General Manager) and Tom Ingall (responsible for the many fine promotional videos that the GCR produce, as well as many other hats that he wears).

One of the challenges is that the GCR are gradually building a relationship with the NLHF, working towards a major bid for grant funding to help with the reunification project. As we

are now a member of the wider GCR 'family', the Trust must be very careful not to jeopardise the fledgling relationship that the GCR is building with the NLHF by attempting to go off and do our own thing. In any case, as many loco owners have already found out, it's a struggle to find any grant funding where 'just' overhauling a steam locomotive would tick enough boxes, particularly where protecting the environment, community engagement and skills / job creation are some of the key principles which you have to satisfy in any bid alongside the straightforward (and much easier to satisfy) conservation of heritage.

By way of an example, the recent completion of the restoration of 35005 'Canadian Pacific' on the Mid Hants Railway was only made possible thanks to £1.25m of NLHF money (awarded way back in June 2014) and it required the creation of 6 apprenticeships, work experience opportunities for unemployed youngsters, community outreach and education activities. None of this sort of extra-curricular activity would be within the capabilities of the TBLT to deliver on our own, hence reaching out to the GCR to go in with something bigger and more collaborative.

Another recurring theme in successful grant applications these days is being able to successfully 'tell your story', to find a way of relating why your piece of heritage is relevant and important and worthy of funding. The restoration of *Canadian Pacific* was able to talk about the contribution made by women who were drafted in to work at Eastleigh Works during the war, some of whom would have helped to build 35005. We need to work on this.

Whatever happens, cultivating a NLHF bid is a process which takes years rather than months, so in the meantime we must not be lulled into thinking that a lottery grant will be the answer to all our prayers, we must keep our foot on the gas and continue our efforts to keep building up our war chest through new members and donations!



Out in the sunshine during the Reunification Weekend, visitors were treated to cab access whilst sales continued in the No. 1 shed.

Winter working party updates

Dave Horton

With only two working parties having taken place over the winter for various reasons, there isn't a huge amount of progress to report, but nonetheless work has continued on stripping the tender. This has included removing the nuts and bolts which hold the tender tank to the chassis, removing the fireman's side tender locker, packed behind with years of accumulated coal dust, and removing the brackets which hold the cab doors in place on the tender (salvaged for future re-use).

The cover of the TPWS box just under the front buffer beam, behind the drawhook, was removed to reveal the electrical terminals. A heavy-duty five-core cable had to be disconnected in order to free the cable so that a conduit 'upstream' could be slightly relocated. This in turn will make it easier to remove a piece of angle which allows easier access to remove the loco's pistons and valves, which need to be examined once a year. This was a classic example of a seemingly insignificant job which ended up taking hours!

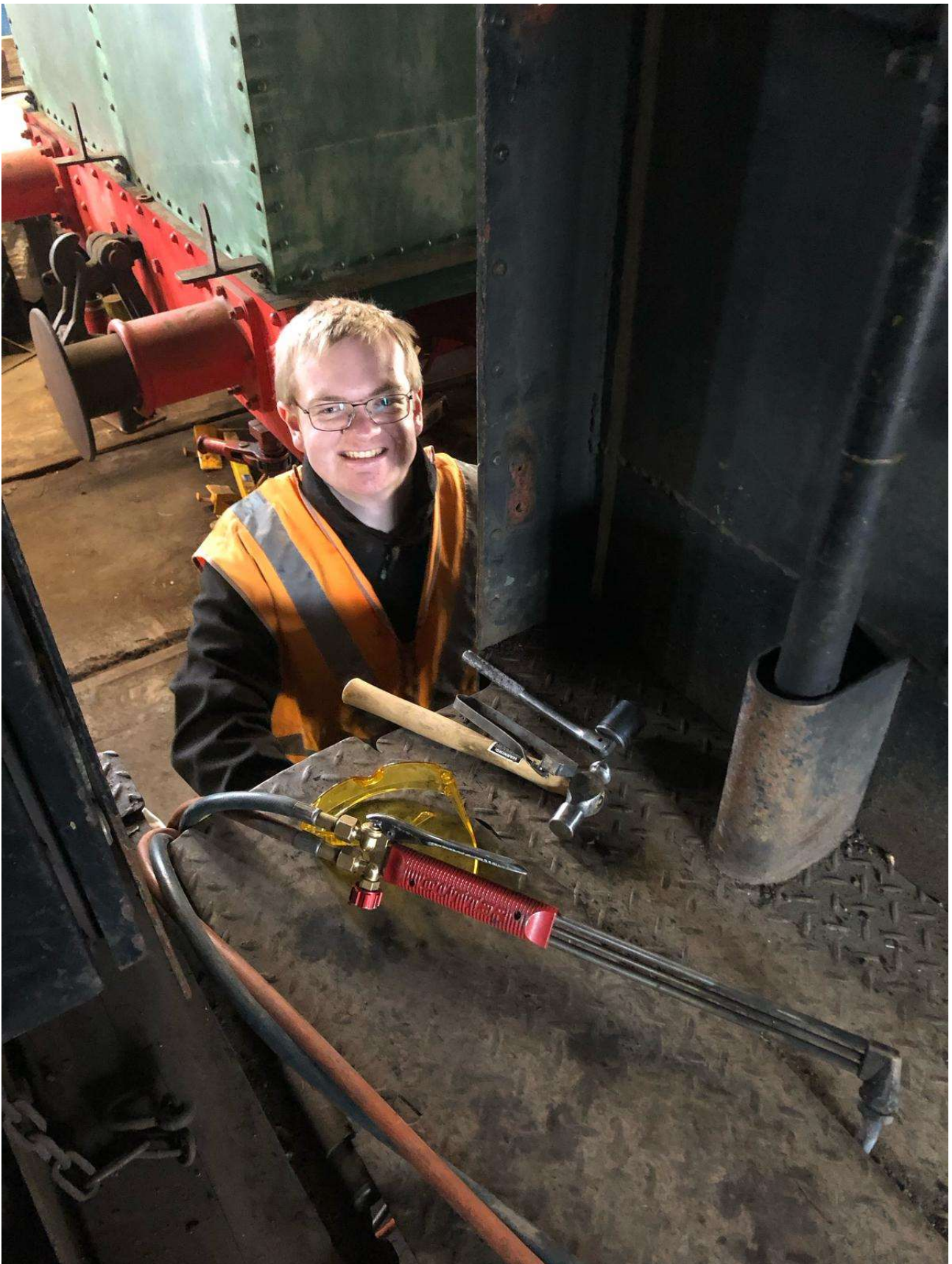
It is worth noting that the intention is to leave the engine's chassis largely intact during the forthcoming overhaul since, other than the need for new tyres, there is virtually nothing wrong with the 'bottom end'. Hence these little improvements can be done now, without being wasted effort for later.

It has been great to welcome several new volunteers to the team; Jim Bailey, Jack Spencer, David Wright and Mark Youngman. In fact, apart from 'old hands' Steve Andrews (50 years service) and Dave Horton (20 years), the team seems to be all new faces now!

61264 has returned to the loco shed from where dismantling will continue. We have now increased the frequency of working parties, meeting on the **first Saturday of every month at Ruddington**. New faces are always welcome. If you're interested in getting involved, please e-mail secretary@thompsonb1.org



Steve Andrews trial-fitting the removeable piece of angle which comes away to allow access to the piston and valves. In turn, the piece of electrical conduit is visible above it; this has been re-routed to allow the piece of angle to be more easily removed. All of these seemingly little jobs will help to make future maintenance (piston and valve exams) that little bit easier and can be done at this stage whilst we focus on stripping the tender and letting our 'war chest' build up before spending on the big jobs begins.



Jack Sharpe working on removal of the door brackets.

How we got involved

Dave & Yvette Horton

Last September (2024) marked 20 years since Yvette and I got involved with 61264, so as a bit of fun and purely for nostalgia value I thought it would be good to reflect on those early days. As I'm sure most people can relate, 20 years has absolutely flown by, and those days seem like yesterday. But anyway....

We got involved with 61264 through Jeff Price, who we both worked for at the time (as students) on his Watford Miniature Railway and Miniature Railway Supply Company, down in Hertfordshire, where we grew up. Jeff had in turn got involved with 61264 through Dennis Howells, who at the time owned GWR 0-6-0 Pannier Tank no. 9466. Both 9466 and 61264 took part in London Underground (LUL)'s wonderful 'Steam on the Met' festivals in the late 1990s.

Steam on the Met, for those lucky enough to remember it, remains to this day one of the greatest steam galas ever staged in the UK. Normally taking place over two weekends in May, one of which being the late Bank Holiday, these galas ran between 1989 and 2000 and usually featured 3 or 4 different steam locomotives taking it in turns to shuttle between Harrow-on-the-Hill and Amersham, Amersham and Watford, and sometimes even to Uxbridge. The trains were normally top-and-tailed with a steam locomotive at one end and either Metropolitan Bo-Bo electric locomotive No. 12 'Sarah Siddons' at the other end, or a Class 20.



Steam on the Met brochure from 1998, featuring 1264 on the front cover.

The locomotives were stabled at Neasden LUL depot overnight and to take advantage of needing to move the stock to where it needed to be, in the earlier years the highlight was always parallel running out of Harrow-on-the-Hill in the morning; two steam-hauled trains would set off together in the direction of Amersham and take in turns to run alongside each other, at speeds up to 50mph, overtaking and then dropping back, all the way to Moor Park where one of the trains would diverge and go up the branch line to Watford and the other would carry on to Amersham. As an historical aside and in homage to 61264's current home, readers may be interested to know that between 1906 and 1948, the lines north of Harrow-on-the-Hill as far as Verney Junction were owned / operated by the Metropolitan and Great Central Joint Railway (M&GCJR). The branch line to Watford, opened in 1925, was a M&GCJR project.

So many locomotives took part in Steam on the Met over the years, it was hard to keep up. These locomotives included ex-GWR nos. 9466, 4144, 7715 and 7760, ex-SR no. 31625, ex-LMS nos. 2968, 41312, 44932 and 46441, ex-LNER nos. 61572, 62005, 69523 and our very own 61264, ex-BR Standard nos. 75014, 80079 and 80080, and the 'jewel in the crown' Metropolitan E Class No. 1.

61264 (then as green-livered 1264) worked Steam on the Met in 1998, so in hindsight this must have been the first time I encountered her.

As a quick aside, my very first volunteering encounter with a full-size steam locomotive was when, as a 14-year old and hence the slimmest and most bendy person available, I was lowered into the (empty!) pannier tanks of 9466 at LUL's Ruislip Depot, asked to crawl along to the front of the tank, in order to hold one end of some bolts with a ring spanner whilst the nuts were tightened up from the outside. A 14-year-old working in a confined space in an electrified London Underground depot, even under supervision, wouldn't be allowed now. I'm not sure it was then either, and it's probably best that my mother never really knew where I had been.



The always immaculate 9466, seen at Neasden depot in 1990.

Roll forward to September 2004 and I was just about to embark upon the first year of a Mechanical Engineering degree at Imperial College in London. 61264 was at that time working the Jacobite trains up in Scotland and Jeff had asked me earlier in the summer whether I would like to help on the support crew. I didn't need much persuasion. Having passed the railway medical, sat a Personal Track Safety (PTS) course and got myself joined up as a member of the TBLT, I was introduced to Bob Mitchell, who was responsible for organising the support crew amongst his many other duties. I got myself on to the roster and the stage was set for a week in Fort William.

If I remember rightly, the itinerary was as follows. Take the sleeper train from Watford Junction to Fort William on a Friday night, arrive Saturday morning. Spend Saturday and Sunday preparing and cleaning the loco. Sunday afternoon a warming fire would be put in the loco. Monday to Friday the support crew would get up around 04:00 to prep the loco, oil up and bring the fire round. The loco would come 'off shed' around 08:00, collect the carriages and back everything down into the station. At the station you would assist with cleaning the carriages. Departure time was about 10:00.



Yvette gets stuck into cleaning the rods, probably on a Saturday or Sunday afternoon.



The Caledonian Sleeper in those days was Mk3 coaching stock with Class 37s in charge of the portion from Edinburgh Waverley (seen here) to Fort William. Locomotive 37406 'The Saltire Society' was cut up in May 2013.

During the run out to Mallaig and back there wasn't a huge amount to do (unless you were having a cab ride), apart from sitting in the support coach, listening to the sound of the engine working hard, drinking tea, chatting and watching the beautiful scenery pass by, with the occasional nap thrown in. It was all rather blissful.

At Glenfinnan station, one of us would take cups of tea to the crew (driver, fireman and guard) and ensure that passengers didn't cross the line in front of the loco whilst waiting for the service train to pass us in the other direction.

At Mallaig some shunting had to be done which normally took about 20 minutes, and whilst this was taking place, one of us would go to get the fish and chips for the rest of the support crew.

When the loco was back on the front of the train, it was a case of plugging in the hose to refill the water in the tender, raking the coal forwards, cleaning the fire, and having an oil round. Occasionally you would have to stand on the roof of the cab, holding a shovel in the air, attached to which was the Radio Electronic Token Block (RETB) aerial with a magnetic base, pointing it towards Fort William in order to try and make contact with the signaller to give up the token!

At that time there was only one round trip to Mallaig, and you'd be back on shed at Fort William by about 16:00 or 17:00.



Leaving Glenfinnan on the way back to Fort William, the train crosses the Glenfinnan Viaduct, now famous as the 'Harry Potter' viaduct.

I say 'on shed' but there wasn't actually a shed available to maintain the loco at Fort William's Tom-na-Faire depot. The loco was stabled, outside, at the end of a long siding just a few feet from the Fort William to Mallaig running line and just down the line from the bridge over the River Lochy, so every so often the normal service train would rumble past but apart from that it was the most picturesque and quiet location – in the shadow of Ben Nevis and overlooking Loch Linnhe.



With Ben Nevis and Class K1 2-6-0 no. 62005 temporarily named 'Lord of the Isles' in the background, Dave Horton and Dave Judd take a moment's break from the hard work to appreciate the surroundings at Fort William's Tom-Na-Faire depot.

Nor was there a maintenance pit, so if you had to work underneath the loco, for example to rake out the ashpan, then it was a case of climbing underneath the wheels, rolling over the ballast, standing up without banging your head on the axles, getting as close as you dare to the (hot) ashpan and pulling the ash pretty much down on to your feet, wearing a mask and goggles to protect yourself. Being young and fearless I didn't mind doing this at all, but it wasn't to everybody's taste, that's for sure.

The freight company EWS (owners of the depot at the time) did have a shed available with an inspection pit which they used for maintaining their Class 66 diesel locos, this was available if we were desperate (for urgent repairs or inspections etc), but EWS didn't want this used for day-to-day preparation and disposal of the steam locos due to the mess it makes.

After raking out the ash and cleaning the smokebox, the waste had to be taken in wheelbarrow loads to a nearby heap, whereupon it was taken away periodically for proper disposal. Thankfully, putting coal in the tender was done by a mechanical loader (stand well clear).

Having disposed of the loco in the evenings, it was time to get cleaned up, which took place one-by-one in the adjacent EWS office block with only one shower (which shall we say was not exactly salubrious), and then it was off down to the local pub for dinner, normally getting back to the loco around 21:00 to finally put our feet up.

We didn't get hungry. Breakfast was a bacon and egg cob from the support coach kitchen, lunch was fresh fish and chips at Mallaig and dinner was in the aforementioned Fort William pub adjacent to the station; Steve Andrews recommended to have the giant Yorkshire pudding filled with sausage and mash for dinner, which didn't disappoint!

The whole experience of getting up at 04:00 and going to bed at 22:00 or 23:00 and doing that for five days in a row was exhausting but unforgettable and incredibly satisfying.

Sleeping was 'on the cushions' of our Mk1 support coach, stabled in an adjacent siding. Sleeping on the cushions wasn't entirely uncomfortable but it wasn't comfortable either, especially when it got too cold or too hot; Mk1 carriages have no insulation whatsoever, so it was like camping.

One unlucky person every night was assigned to get up every few hours to check on the fire / water level on the loco; a small fire 'under the arch' was kept in overnight to keep the loco warm, thus reducing the time needed to bring it round in the morning and being generally better for the boiler anyway.

The best bit of all was having the privilege of a cab ride every day on 61264, these were shared out equally amongst the support crew of course, and often the West Coast Railways fireman would allow us to fire the loco, even though I had never myself had any formal training. It's probably hard to imagine a more challenging route than the West Highland extension to learn to fire a steam locomotive. You're constantly having to manage the boiler – gradients are steep (I believe that the maximum gradient is 1:37), there are sharp curves, long tunnels, deep cuttings, high viaducts, and with 6 or 7 coaches behind you, the loco is often working on the limit of both power and adhesion.

I was back there in August 2005, this time with Yvette. We had at the time been a couple for just over 2 years. We have now been married for 16 years and have two children. That week on the Jacobite remains one of our favourite holidays, if it can be called a holiday!

Other highlights included meeting the late great Driver Frank Santrian. Frank, veteran of firing and driving steam, diesel and electric-hauled expresses on the West Coast Main Line, was a short little fella but incredibly agile and made firing look easy. He carried on doing this right into his 70s and sadly passed away in August 2022. Frank was a local celebrity, to such an extent that one time I remember the emergency brakes coming on because Frank had been a little late cancelling the TPWS warning on account of being busy with his head out of the window waving at his adoring public! Ditto 'Wizzer' a.k.a Brian the fireman who had a unique sense of humour. These guys, who had worked on steam in steam days, were the last of their kind, it was a privilege to have had the opportunity to watch them in action.

Another interesting episode was having to clamber into the firebox when the loco was barely cool enough to be in there, sitting on top of the warm brick arch, assisting Mike Sanders in 'pulling up' some weeping tubes. This means that water had started to seep out around the ends of the fire tubes which run the length of the boiler. Obviously, this is not good news, so this has to be rectified by attempting to expand the ends of the tubes back into the tube plate and/or 'caulking' (hammering) the copper beading which is there to help seal them. Again, in hindsight I'm not sure we would be undertaking such boilersmithing ourselves these days, it would probably be left to the trained professionals, but nonetheless it was yet another new experience to add to the list.



Ready for the off, August 2005's support crew poses proudly with the loco at Fort William station.



Frank Santrian with 'The Santrian' headboard we made for him, out of cardboard, can't remember the occasion now, but he obviously appreciated it.

Yvette and I will always be grateful that we were welcomed so warmly by the Trust at the time, it was not every loco group that welcomed young people (especially women) so readily and we were allowed to undertake any job that we felt capable of doing, as long as we were prepared to learn, take advice and do our fair share of the work. I would like to make special mention of those people who made it so; Mike Cobley, Steve Andrews, Bob and Brenda Mitchell, Dave Fowler, Mike Sanders, Dave Judd, Stephen Harris, Neil Snuggs, John Whitfield, and Alistair Moffat. I hope I haven't missed anyone. If I have then please accept my apologies. Sadly, some of those names are no longer with us but their memory lives on.

One final memory to finish up with. Just before we departed our second visit in August 2005, it was suggested that Yvette and I might be able to wrangle a cab ride in the Class 37 which was hauling the sleeper train back down to Glasgow on the Friday night. This we duly did, but to our great surprise, not long after we had departed from Fort William at dusk, the driver said, "Would you like to have a go then?". And so it was that Yvette and I were both able to take the controls of the sleeper train. Between us, we drove it as far as Rannoch, including across the famous Rannoch Moor at dusk. If I remember rightly, we had to get out of the cab at Rannoch because the driver was worried about the driver of the other train (which was due to cross with us at Rannoch) seeing and reporting us. We now routinely dine out on this story if anybody should ever mention a Class 37!

It seems unlikely that 61264 will work the Jacobite again so in hindsight we were very lucky to have been involved, it couldn't have been a better introduction to mainline steam and it is probably one of the reasons why we have stuck with the loco and are motivated to see it steam once again in future.

A great day out

Dave Wellington

In a recent Edition of Steam World magazine, I spotted a photo of Castle class 7029 *Clun Castle* leaving Leicester Central southbound on a returning Ian Allan Locospotters' Special from Doncaster Works - complete with headboard. "Hang on a minute" I thought, "even though it was 61 years ago, I was on that train"!

So dear reader, let me regale you of the one time I ever boarded an enthusiasts' special during BR days; the date being Tuesday April 7th, 1964. I was 14 at the time.

So, it was a one-off; few such specials traversed the Great Central, and my home town was Lutterworth, 8 miles from a pick-up point at Rugby Central. Shame no one told the driver of this though, as the train passed straight through without stopping, until coming to rest at the point where the GC crosses the main LNWR line at Rugby Midland.

GC stations were built on an island platform basis - thus rather unimposing and possibly the reason for this error. Eventually the sheepish footplate crew reversed the train back to the platform before a delayed re-start to the journey.

The train had started at Paddington, switching to the GC north of Princes Risborough at Ashendon Junction and using the main line as far as Sheffield on its way to Doncaster, where the Plant at that time was being used mainly to manufacture diesels, so hardly a steam bonanza for spotters. However, the day produced my only-ever sighting of Annesley shed - a place only accessible by bus, as there was no passenger services north of Nottingham at this time - apart from the daily York-Bournemouth and a few Saturday extras.

Annesley had been the main provider of power for GC services, but with the line being run down, its stud of cascaded-down 7MT 4-6-0s had been reduced to 5 Scots and a rebuilt Jubilee: all in neglected condition but healthy enough to cope with the two 4-coach daily Nottingham-Marylebone semi-fasts plus the 11.15 up parcels. Another service was diagrammed for a DMU. Some 9F-hauled famous “runners” or “windcutters” were still operating to Woodford Halse, but Neasden shed at the south end of the line had been closed with maintenance transferred to Cricklewood.

On the day, Leicester Central's 73069 had the 08.15 ex-Nottingham; 46125 *3rd Carabinier* hauled the parcels; 45735 *Phoenix* had the 17.15 southbound whilst from Marylebone 44932 of Annesley was in charge of the 2.38pm and Woodford's 73157 powered the 4.38pm.

Back on the special at 10.46, 7029 was exchanged at Leicester Central for a Scot. 46163 *Civil Service Rifleman* may have delighted the Doncaster spotters but to us it was a local engine - albeit cleaned for the occasion.

Several Colwick locos were observed in the Nottingham area, including “celebrity” B1 61264; 2 x WD 2-8-0s and a couple of Ivatt 4 moguls. Annesley shed was obscured by parked wagons so it was Staveley GC and Mexborough sheds that provided the majority of steam cops that day, including 17 x O4 2-8-0s.

As mentioned, Doncaster works housed mostly diesels; a short transit at the station noted both the Northumbrian and Flying Scotsman behind Gateshead “Peaks”; Deltic D9010 had charge of a Kings Cross - Aberdeen, and Darnall type 3 D6801 the York - Lowestoft.

Back at the works, a quintet of departmental J50 tanks were of interest, as were a couple of interlopers, e.g. K1 no. 62030 from Tweedmouth and 9F 2-10-0 92081 from Leicester Midland. Named locos were a rarity that day; the only examples being Doncaster's own A1 60157 *Great Eastern*; A4 60008 *Dwight D Eisenhower* prior to withdrawal and V2 60800 prior to preservation (ironically back there now at the Rail Heritage Centre).

It was back to the GC for the best cop of the day; Gateshead B1 no 61019 *Nilghai* on the 5.15pm Nottingham - Rugby local.

After a relatively short day out, return to Leicester occurred at 5.38, with *Clun Castle* at the helm again from there; this time remembering to set down at Rugby. It had been a moderately successful day out with a few dozen steam being eclipsed by the logging of 104 diesels plus 10 EM2 electrics from the Woodhead route. And I had traversed new territory. It wasn't the end of steam; nine days later a visit to an aunt in York allowed the opportunity to bunk the shed; this time steam had the upper hand over diesel by 51 over 24.

What a place - and where you are still able to call in and view an A3 Pacific - a one-time GC engine to boot....

Engineering report

Steve Andrews

First of all, some good news. The NYMR has now paid in full for the eight replacement Holman fire grate sections. Just after Christmas I ordered a complete set of the eight bars from Mark Sutton Castings at Oxton, Notts. To date he has cast four, the other four ongoing. The pattern was obtained from Neil Boden by swapping brake block and fire bar patterns used by the *Mardy Monster* which is now in steam. A new mounting board, moulding box and runner feed bar was made at Cradley Heath. To cut the amount of sand used and cut the casting cost, Mark Sutton Castings cast the fire bars for GWR 3802 as well and of which another 40 bars have been ordered. They still cost £485 each plus VAT. The loco number is cast on all bars to stop other groups helping themselves to our paid-for assets. It saves a lot of time trying to track them down when they go missing.

In any future loco contract for 61264 a clause needs to be included stating that no parts are to be taken off the loco or our spares used without permission of the CME.

Other good news is that Gift Aid is now being claimed. In previous years it was thought to be too difficult to administer but the Trust and 61264 needs every penny we can lay our hands on.

At Ruddington, the loco is now on the middle road and there is more room to work around it in reasonable safety. The lamps are being dismantled and various pipework removed. It is very important that pipe clips/clamps are not left lying around and must be collected up with the nuts and bolts etc. It is very difficult to make a pipe clip for loco use as you need oxy-propane heating, the correct steel bar and a press tool for each sized clip and also not an inconsiderable time to make them. It is also very difficult to buy the brass wing nuts for the lamps.

The workshop container gets more organised every week with nearly all of the tools needed in various cupboards and filing cabinets etc. If you do need to use them, please put them back where they came from.

Our vast spanner collection is being sorted out; ring, open ended, brass and specials. The leftovers and duplicates will still be kept in reserve. It's all getting better as we're not allowed to dump stuff around the shed or on pallets outside. The days of scattering parts around the site are over. It makes me weep the amount of loco stuff that has been lost, unaccounted for or just scrapped because no-one knows what it is or which loco it belongs to. 20% of everything we do in railway preservation is wasted and we must all work at reducing this.

The reunification weekend at Ruddington went really well. 61264 was on display with cab access and our sales stand was in full flight selling donated stuff; books, mags, jigsaws and trinkets etc. Whatever it is, we put it out and let the public decide, not forgetting to put a label with a price on everything to shift it.

Our new display board and collection box did well and is certainly different from every other one. If you should have any books, mags or any other items, bring them along to the AGM with you. We can then put them into stock ready for the next sales event at Ruddington as every penny/pound counts.



The new TBLT display board put together by Steve Andrews and on show next to the sales stand at Ruddington during the GCR Reunification Open Weekend. It includes an eclectic mix of B1/61264 related items. Photo courtesy of Alf Bousie.



The GCR Winter Steam Gala in January coincided with the windiest spell of weather all winter with storm Eowyn hitting on the Friday followed by storm Herminia on the Sunday. Fortunately, the marquee at Quorn withstood the gusts and the sales stand continued to operate. Steve Andrews is pictured chatting to visitors. Photo courtesy of Alf Bousie.



One of the bonuses of having a sales stand in the marquee in the station yard at Quorn is being able to observe a steady stream of passing trains. Waiting to depart on a Leicester bound train on Sunday 26th January is 6990 Witherslack Hall. Photo courtesy of Alf Bousie.

150 Club

Stephen Harris

TBLT 150 Club Prizewinners January to June 2025

2025	Special	£50	£30	£30
January		145 M Rogers	76 M Shorten	87 R Palmer
February		12 A Camp	15 A Bousie	105 C Godliman
March	£100 118 C Steward		58 Mrs F Morrell*	137 C Ellis
April		161 A Naylor	137 Mrs F Morrell*	26 P Kaufman
May		141 D Westbury	61 F Carter	6 C Steward*
June	£100			

* Denotes prize donated to TBLT

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

There are some numbers available so why not 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, together with a prize to ensure that the rule stating that 50% of the subscriptions are paid out each year is maintained.

You can subscribe £2 each month for each number, up to 10 numbers. Payment by monthly 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 on e mail at stephenharris@hotmail.com to subscribe or increase your subscription.