

NBL Preservation Group

October 2013 Newsletter



ISLAND DUBS

(Photo Kevin Starley)

Dubs 0-6-0T No. 4 'Caledonia' has been in regular use on the 3ft 0ins gauge Isle of Man Steam Railway during the summer and can be seen running round her train at the line's main terminus in Douglas on 28th August. This unique locomotive dates from 1885 and is the only engine in the Island to have been built in Glasgow, the majority of their steam locomotives coming from Beyer Peacock in Manchester.

Originally Manx Northern Railway No. 4, when the Isle of Man Railway merger took place in 1905 she was re-numbered numbered 15 in the fleet and only saw sporadic use, most notably on Ramsey Cattle Market specials and for snow clearing trains. With traction on all six wheels, she was felt better suited to this work than the usual BP 2-4-0T's. When the Marquess of Ailsa took over IOMR operations in 1967 she was repainted into spring green livery and saw more frequent use but by 1975 she had been put back into Manx Northern colours and placed in the then new museum at Port Erin where she remained for almost twenty years. Salvation came in 1993 when she was returned to Douglas by road for restoration to working order.

In 1885, 'Caledonia' had been used in the construction of the Snaefell Mountain Railway and 100 years later the little engine once again tackled that line's 1 in 12 gradients when she starred in the 1995 Centenary Celebrations. This event required installation of a third rail up to the summit as the SMR is laid to 3ft 6ins gauge ! Following her latest major overhaul, 'Caledonia' returned to traffic in January this year and is now in regular service once again. Full details of steam operations in the Isle of Man can be found on the IOM Steam Railway Supporters Association website : <http://www.iomsrsa.com>



This rare colour photograph, taken in 1951 shows one of the North British 'ROD' 2-8-0's, No. 3015 that was taken over by the GWR after the end of World War 1. As can be seen, the safety valve cover gives it a very 'Westernised' appearance. Built in 1919, this loco was one of the last three WR examples to be withdrawn, remaining in regular service until October 1958.

During the First World War, from around 1916 onwards, the Railway Operating Division of the Royal Engineers requisitioned about 600 steam locomotives from various UK railway companies. It soon became clear that the ROD needed its own standard locomotive, so they adopted the existing Great Central Railway 8K Class 2-8-0 that had been designed by the GCR CME, JG Robinson in 1911.

The ROD placed three batches of Orders for a total of 521 new locomotives from 1917 onwards and NBL, having already built 50 of the Class for the Great Central itself, received the lion's share of 369 engines. Other ROD Orders were placed with Robert Stephenson, Kitson and Nasmyth Wilson. As soon as they were constructed around 300 of these locos were immediately shipped to France for war service. They were mainly used to haul military supply and troop trains, plus some services for civilians.

After WW1 ended, many of the class returned from France to the UK and, after an initial loan period, they were eventually sold to what were to become the LNER, LMS and Great Western Railways. Having absorbed the Great Central, the LNER already had GCR 8K's on their books and they took over some 273 ROD's re-classified as Class O4, some lasting in service until 1966. The GWR and LMS had around 100 each but the LMS engines proved too heavy for their intended use and were all withdrawn by 1932. Thirteen of the Class were sold by the War Department to the mining firm of J&A Brown in New South Wales, Australia during the 1920's and they worked on until 1973 outlasting their UK based counterparts.

Four of the Class survive in preservation. No. 63601, a Gorton built example, can appropriately be found on the Great Central Railway at Loughborough in the UK and three more, including NBL 22042, can be found in Australia. There is much more to the ROD story than we have space to cover here and further information about their wartime exploits and service careers, plus details of their LNER Class O4 sisters, can be found on the excellent website : <http://www.lner.info/locos/O/o4o5.shtml>



A superb range of 00 Gauge NBL Type 2 mixed traffic diesels have recently been released by the Danish based model manufacturer, Heljan. None of this short lived class are preserved so Heljan could only work from drawings and photographs but despite this they have succeeded in capturing the unique 'feel' of the prototype. Their North British works numbers were 27671 to 27680 and the models carry NBL diamonds.

Forming one of the 'Pilot Scheme' designs for the British Railways Modernisation programme, 10 of these 800hp Bo-Bo units were built in 1958. They were based on the LMSR pioneer diesel No. 10800 which had been constructed by NBL some eight years previously but sadly their performance on the road was fairly unpredictable and frequent breakdowns and failures led to their demise after just 10 years in service.

Based at Stratford shed (30A), virtually all their careers were spent in the London area of the Eastern Region with occasional trip freights to the Southern and Midland lines. They were regular performers on pick-up goods trains to my own home station of Cheshunt on the Great Eastern section in the early sixties and very soon, all 10 of the Class were underlined in my Spotters Notebook !



Thanks to Heljan's initiative, six of the NBL D84xx's are now available in a good range authentic liveries. Class leader No. D8400 is shown in our main picture in original plain green and numbers D8409 (left) and D8405 (in weathered paintwork) are also shown. We are very grateful to Hattons Models for the use of these photographs. Further illustrations can be found on their website : www.ehattons.com



The two rather melancholy black and white photographs on this page depict what were almost certainly No. 61662 'Manchester United's final appearances in front of a camera lens. They were taken at Doncaster Works scrapyard in February 1960 when the locomotive was in the final stages of dismantling and clearly illustrate the wrong we are trying to put right by rebuilding the loco. No. 61662 is seen to the left of the above picture in the company of Classmate No. 61658 'The Essex Regiment'. Quite incredibly, given the high prices paid for railwayana today, No. 61662 still carries at least one 'Manchester United' nameplate !

How far steam fell from grace in the Sixties can be gauged by comparing the two pictures of No. 61662 below. They were both taken at Doncaster Works a mere 7 years apart - but in the 1953 picture on the right Doncaster's pride shines through on every nut bolt and rivet ! All was not completely lost on that sad day in Doncaster scrapyard however, as No. 61662's boiler, which was only a few years old at that time, had been marked up 'Boiler Wanted' with double underlining to make the point ! Her tender had also been detached and both these items would have probably seen further service on LNER B1 Class 4-6-0's. It's quite ironic that we now own most of the major parts that were missing from the locomotive in this photo. We have a Tender, a full set of LNER Buffers and a Smokebox Door - all we need now is the rest of the engine !



(Irwell)



(ColourRail)

Sandblasting work to clean up No. 61662's 'new' Tender ready for painting is booked to take place on Thursday 24th October at the Mizens Railway and funds are urgently needed to cover the costs. Although we are still a little way short of the total needed for this job, we are very keen to get the tender cleaned up and a new coat of paint applied before the winter sets in. If you are able to help, please use the form at the end of this Newsletter to send us a donation, no matter how small. All will be acknowledged and every penny will be greatly appreciated. Details of how to make donations via Paypal or by credit transfer etc can be found on our website : www.engine61662appeal.co.uk

Thank You

ENDANGERED SPECIES**(Photo Nick Newport)**

Disposal of Steam Locos: At the start of October, South Africa's Transnet Foundation released a stock list categorising more than 150 of their remaining steam locomotives. Around 80 of these are now regarded as surplus to requirements and expressions of interest in them are invited by the end of October. If no interest is shown by organisations wishing to either purchase these engines or take them over on a lend/lease basis by the end of the month, they will be sold by auction and that is likely to mean scrapping. The list contains an incredible variety of steam locomotives ranging from diminutive shunters to mighty 25NC Class 4-8-4's and their condition varies from virtually complete to semi-derelict. More than half of the 150 engines listed are of North British origin - such as the modern Class 24 2-8-4's seen stored at Queenstown shed above. At the other end of the spectrum, the list contains Neilson Reid and Dubs locomotives that are well over 100 years old. Most of the engines for disposal are of 3ft 6ins gauge but there are five 2ft 0ins gauge Garratts and four 2-8-2's thrown in for good measure. This could be one of the last opportunities to acquire NBL steam locomotives from South Africa so please contact us urgently if you would like further information.

Book for Sale : Graham Warburton has kindly contacted us to say that he has a copy of the very interesting book '**Beyer Peacock – Locomotive Builders to the World**' for sale and is happy to donate the proceeds to NBLPG project funds. If you would like to make an offer for this excellent hardcover publication, please contact Graham via email on : grawar@quikmail.co.uk or give me a call on 01189 864 706.

Lucky Draw : We are delighted to announce that the lucky draw to win the Hornby 00 Gauge Model of No. 61662 has been won by one of our keen supporters, Peter Hall of Leek in Staffordshire. Congratulations Peter, a small ceremony to present the loco to him will be arranged asap.

Slide Show : NBLPG presented a successful colour slide show featuring railways of the South Coast and the Isle of Wight in steam days at the Hoddesdon Railway Circle meeting on Monday 14th October. Further shows are planned and Society secretaries are invited to contact us for the full list of shows currently available.

**Thank you all once again for your continued support
More News Next Month, Best Regards, Ken**

**Newsletter published by the NBL Preservation Group Ltd, Company Registration Number 7508287
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MEMBERSHIP & INFORMATION

If you would like to comment on our preservation activities or would like further information on any of our projects, please contact our Secretary Ken Livermore or our Webmaster Steve Knapman by letter or by e:mail. Photos and articles for our website should be sent to : steve.k@rubihorn.demon.co.uk

New Members and Supporters are always welcome and funds are urgently needed for all our projects. Please join us and help to preserve North British locomotives from around the World. Our Website Address is : www.nbloco.net

Remember, **there is no annual Membership Fee**, just a one-off joining fee of £10 which will give you regular news updates and the option to participate in our locomotive preservation projects.

If you would like to join us or make a donation, please complete the form below and send it to : Ken Livermore, **Hon. Secretary, NBL Preservation Group, 4 Porchfield Close, Earley, Reading, Berks, RG6 5YZ**. For further details, please e:mail : ken.livermore@btinternet.com

**NORTH BRITISH LOCOMOTIVE PRESERVATION GROUP
A NOT FOR PROFIT ORGANISATION**

MEMBERSHIP / DONATION FORM

NAME :

ADDRESS :

TELEPHONE NUMBER :

E:MAIL ADDRESS :

ASSOCIATE MEMBERSHIP JOINING FEE (Optional) : £10

DONATION TO DUBS TANK No. 196 RESTORATION FUND : £

DONATION TO HENDRIE CLASS 1 4-8-0 SHIPPING FUND : £

DONATION TO LNER TENDER RESTORATION FUND : £

****SHARES IN ENGINE 61662 (AT £25 PER SHARE)**** : £

TOTAL ENCLOSED : £

All donations, loans and subscriptions will be acknowledged, thank you for your interest and support. Please make cheques or orders for Donations or Membership payable to 'NBL Preservation Group'

****Please make Cheques for Shares in Engine 61662 payable to 'Engine 61662 Appeal' thank you.**