

The NBL Preservation Group

Would Like To Wish Everyone

A Merry Christmas !



AN EVENTFUL YEAR

(photo www.colourrail.com)

This year has flown by incredibly quickly and it hardly seems possible that it's now December. My late father once said to me that the same thing happens with life, he remembered being de-mobbed from the army in his twenties and the next time he stopped to look around he was retiring ! They say that time flies when you're having fun and although we've put in a lot of hard work this year, it's always been enjoyable.

Perhaps our biggest single achievement in 2013 was the rescue of our LNER Tender from a scrapyard and the work that then went in towards restoring it. Our Dubs Tank is also looking in good shape following another repaint. Our membership has grown during the year and currently stands at 196 and I would like to thank everyone who has lent a hand with the work parties or has supported us financially. Thank you all so much, we could not make progress without your help and we look forward to 2014 with renewed optimism.

Our photo features an LMS 8F working hard in a snowy landscape at Hendon in the bitter winter of 1963. No less than 208 of these fine engines were built in Springburn making them one of NBL's largest classes.



In the last few weeks, work has concentrated on patching and filling some of the rust marks on the back and left hand side of the tender and painting the frames. Our progress can best be measured by comparing how the tender looked at Doncaster in April this year, when Andrew Goodman & Co were getting it ready for collection, and the latest photo taken a few days ago showing how it looks now. A few short months ago it was just a kit of parts dumped off the track with no wheels and a rusty tank – we've now got it back together again and almost ready for a coat of Brunswick Green ! There is plenty of work to be done but the weather is against us painting at the moment so the right hand side has been sheeted over to give it some basic protection from the elements. In the short term, our next tasks will be to re-fit the tender springs and continue with a number of smaller jobs that are still outstanding on the cab roof and windows.



Like other new-build groups, we'd originally planned to start by having the locomotive mainframes cut and then work from there but the availability of a suitable LNER tender was too good an opportunity to miss and I believe we made the right choice to save it and move it down to the Mizens. Next year we will focus our fundraising efforts on the mainframes and begin construction of the smokebox and front buffer beam. We already have a set of buffers and a smokebox door so, subject to the rate of funds coming in, we should be able to build the 'face' of the new loco in a reasonably short period of time.

In the meantime, you might hopefully enjoy the following youtube video from Hornby Magazine featuring their special edition Model of No. 61662 working a BR parcels train with full sound effects. This is just the type of scene that my friends and I were able to regularly enjoy with the full sized LNER 'Footballers' on the GE lines in the late 1950's. How wonderful it will be to see the real thing again one day. Click on 'full screen' and turn the sound up – it will get you into the Christmas Spirit !

http://www.youtube.com/watch?v=Uk_LAizl0Ns&feature=share&list=UUtbUq0RYSUe21LxIri6HUTQ

IRISH RESTORATION

(photos courtesy Brian Pickup, RPSI & www.colourrail.com)

Thanks to a substantial grant from 'GROW South Antrim', the Railway Preservation Society of Ireland has commenced full restoration of Springburn-built Neilson Reid 4-4-0 No. 131 at their Whitehead depot near Belfast. Designed for the Great Northern Railway of Ireland in 1901 by Locomotive Superintendent Mr. Charles Glifford, No. 131 is the last survivor of his 13 strong 'Q' Class and was originally named 'Uranus'.

Intended for mixed traffic duties, the loco was used mainly on the routes from Belfast to Clones and Belfast to Londonderry and throughout her GNR(I) life was rarely seen south of Dundalk. . She was rebuilt with a superheated boiler, under George T. Glover in Dundalk works in 1920 and in October 1958 when the Great Northern Railway board split between the Ulster Transport Authority and Coras Iompair Eireann, No. 131 passed into the hands of CIE for continued operation until withdrawal from service in October 1963.

After a period of storage, the locomotive was repainted in the 1970's and placed on a plinth at Dundalk station which is regarded as the spiritual home of the GNR(I). A restoration attempt in the 1980's unfortunately fell through and the locomotive, by this time partially stripped down with the boiler and firebox out of the frames, was moved to Inchicore Railway Works for further storage in the late 1990's.



The running frames were eventually moved to Whitehead in May 2003 and now, 10 years later, this new initiative will see her restored to full working order once more. First reports from the restoration team have been positive and indicate that, despite the long years out of use, no serious defects have as yet been found. Preliminary work to date has included dismantling the working parts, cleaning and inspection of the frames and also inspection of the boiler. Although slightly smaller than RPSI icon 'S' Class, No.171 *Slieve Gullion*, once restored No. 131 will make a very useful addition to the Irish mainline steam scene and will be easily powerful enough to handle the 7+ coach trains which the RPSI enjoy.

Further details of No. 131 and all the activities the Railway Preservation Society of Ireland can be found on their website : <http://www.steamtrainsireland.com/>



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In 1945, Malayan Railways placed an order with Springburn for 40 very handsome metre gauge pacifics. These were essentially the same as two earlier batches of NBL pacifics built for the previous administration, the Federated Malay States Railways, and all 40 were built at Hyde Park under Order No. L957. They carried NBL works numbers 25756 to 25795 and in service were given running numbers 564.01 to 564.40.

The Class 'O' (or Class 56's as they became known) were the ultimate development of the Malayan pacific, similar to the earlier classes 54 and 55, but with rotary cam poppet valve gear. As well as improving the steaming, this feature helped to reduce hammer blow on the lightweight track. These locos could be seen everywhere on the Malayan system, and were the last class of steam locomotives in service. Up to six locos were preserved, but it is not known if they all still exist. Some years ago, Nos. 564.33 and 564.36 were noted working specials, and were even brought out of retirement at one point, during a motive power shortage.



To our good fortune, Phil Braithwaite made a visit to Malaya early in 1968 and has kindly supplied several photographs of these engines in service. In our main photo, No. 564.32 looks every bit in keeping with her exotic surroundings at Kuala Lumpur station with her diamond worksplate on full view. On the same occasion, No. 564.36 'Temerlou' rotates majestically on the turntable whilst 564.33 'Jelebu' heads out of the city with a uniform rake of coaches. Nos. 564.33 & 564.36 are thought to still exist along with No. 564.25.

Further information on these superb Pacifics and other locomotives that operated in Malaya can be found on the excellent website : <http://www.timlightnostalgia.co.uk/KTM/index.html>

NBL BUILDERS PLATES Part 3 : - Sharp Stewart and Company.**By Malcolm Peakman**

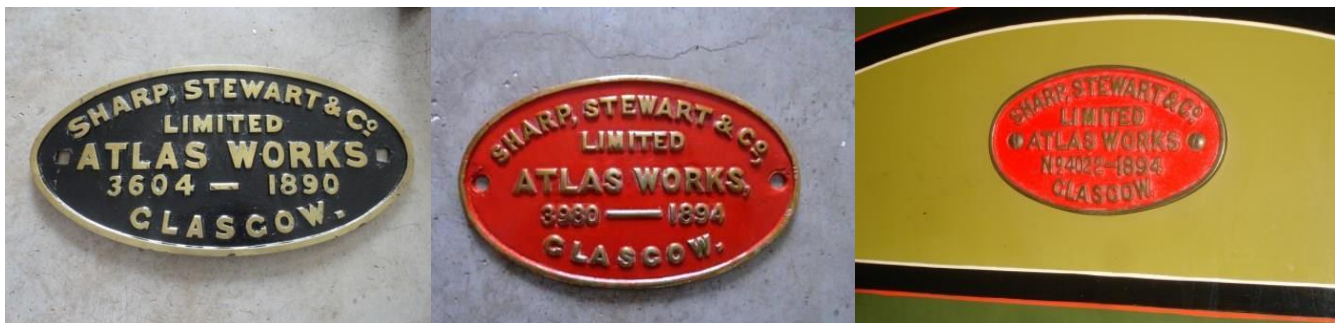
The illustration of the Jones Goods works plate in the August article on Atlas works plates of NBL leads nicely into the description of Sharp Stewart plates.

The company was founded in Manchester around 1811, and after various changes in name, and destruction of their workshops by rioting cotton workers over the invention of the mechanical mule, they established their famous Bridgewater Street premises under the name of Sharp Roberts. Their first locomotive was completed in 1833. Among their early productions were the famous "Jenny Lind" 2-2-2's much used by several early railways. The name of Sharp Stewart and Company was established in 1852.

Several early Sharp Stewart plates have survived, the earliest from the 1850's does not show the serial number, and the only picture I have seen is very indistinct. All are large (15 3/8" by 7 5/8") and with sunken letters on a polished background as per plate 2441. During the late 1870's the design was slightly changed in both letter style and layout to that of plate 3139. At some point in 1884 the Sharp Stewart plates became cast with raised lettering but still of a similar size (15 3/4" by 8") as shown below on plate 3391.



The cramped and non-rail connected Great Bridgewater Street Works was unable to handle the larger locomotives demanded by the railways, so when the opportunity to acquire Walter Neilson's Clyde Loco Works arose in 1888 the decision was taken to relocate to Glasgow. Following this move the Works location on the plate was naturally changed (plate 3604), but all else remained the same until 1894. In that year, the plate was greatly reduced in size, now being 9 3/4" by 6", this change is illustrated by plate 3980. The only exception in the last 9 years of the Companies life were the plates on the Jones Goods illustrated again below by plate no. 4022, which for an inexplicable reason are smaller at 8" by 4 5/8"



The origins of the Builders plates illustrated above are as follows : -

No. 2441 a 0-6-0 for Portugal that became CP 2134,

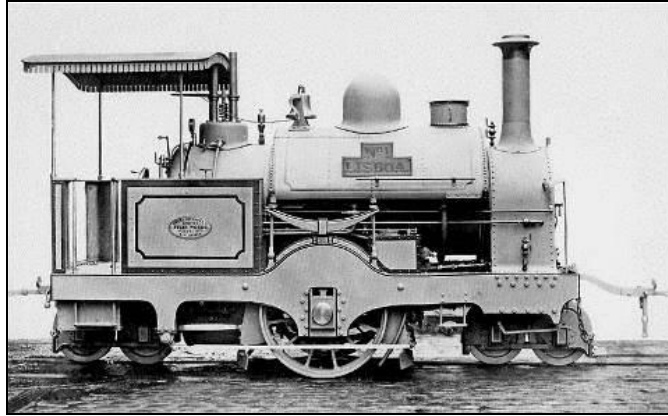
No. 3139 a 0-6-0 for Portugal that became CP 1141

No. 3391 a 2-4-0 for Spain that became RENFE 120-2042,

No. 3604 a 0-6-2T for the Barry Railway that became GWR 242

No. 3980 a 4-6-0T for Spain that ended its days at the Sagunto Steelworks as No 210

Editor's note: We are very grateful to Malcolm for writing this article and for the use of his photographs.



Many Sharp Stewart locos survive – including very early metre gauge 0-4-0 locos in India, and a Furness Railway loco that was preserved for many years in a playground before being rebuilt and returned to steam.

The oddest locos built by Sharp Stewart though, must be the 1-1-2-1-1 “Larmanjat” monorail locos for Portugal. Much mystery surrounds these, many accounts claiming that only 2 or 3 locos were delivered, but Portuguese sources indicate that they operated 3 lines each of 20 to 25 km for a couple of years – which would take many more than 3 locos to accomplish. After the lines were abandoned some went to South America and others were rebuilt to 0-6-0T's that helped build the Tilbury Docks. The photo above shows their rather odd appearance but their full story will probably never be known !

BAHAMAS CONTRACTS SIGNED

(photos & information from John Hillier)

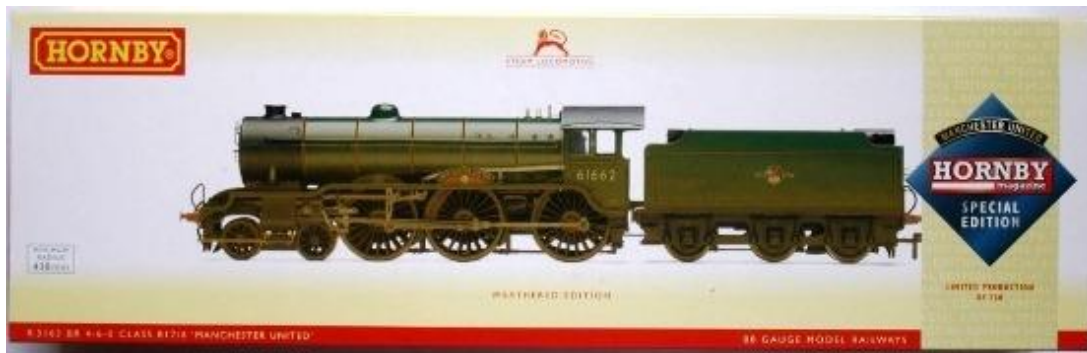


John Hillier from the Bahamas Locomotive Society has written to say that the contract for their NBL - built ‘Jubilee’ No. 45596 “Bahamas”, to be overhauled at Tyseley Locomotive Works, was signed on 31st October. It was anticipated that the LMS 4-6-0, the overhaul for which has attracted Heritage Lottery Fund support, would reach Tyseley Works by the end of November. The photos show Steve Allsop (BLS Chief Engineer) and Bob Meanley (TLW) shaking hands in front of sister NBL ‘Jubilee’ No. 45593 ‘Kolhapur’ at Tyseley and ‘Bahamas’ itself on display at Ingrow on the Worth Valley Railway. Further information about the BLS and progress updates on ‘Bahamas’ overhaul can be found at : www.bahamas45596.co.uk

Once again I’m afraid that I’ve run out of time and space but before I close this month I’d just like to wish you all a Merry Christmas and a safe & prosperous New Year. Thank you all once again for your continued support and here’s to success in 2014.

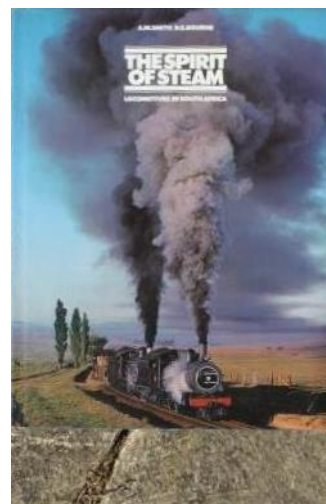
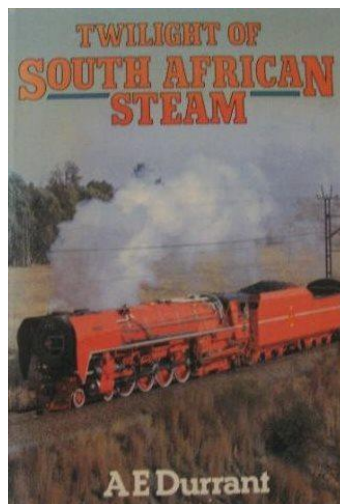
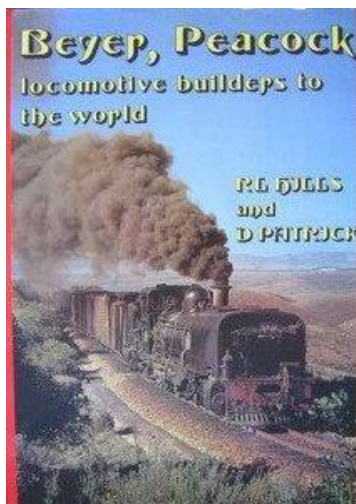
Best Regards, Ken

MEMBERS SALES & WANTS



Now that we have a little more space in the Newsletter, this feature has been returned by popular demand. NBLPG Members are welcome to submit details of railway related items that they may wish to sell or want to buy for their collections. There are some exciting pre-Christmas gifts on offer this month including a brand new Hornby OO Gauge model of No. 61662 'Manchester United' for just £99.99 plus postage. This fully weathered locomotive is the latest re-tooled and upgraded version of the Hornby 'Footballer' and retails at £127-99. It is currently only available as limited run 'Special Edition' from Hornby Magazine and we have just one to sell towards NBLPG funds so it is being offered on a first come first served basis.

If you'd prefer reading matter, some of our members are generously offering a selection of classic hardback books for sale with the proceeds being donated to our various projects. Last but not least we have a full size alloy replica '61662' smokebox numberplate for your railwayana collection. Offers of £25 each plus postage will secure any of the items below so please contact Ken by email at : ken.livermore@btinternet.com or telephone **01189 864 706** asap if you are interested.



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. All donations and membership fees will be acknowledged in writing. For further details, please email our Hon. Secretary : ken.livermore@btinternet.com

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.**

**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.**