

NBL Preservation Group

May 2013 Newsletter



A SAFE ARRIVAL

(Photo KL Collection)

On Thursday 18th April, following some intense activity during the preceding few days, a genuine survivor from Britain's steam age was carefully manoeuvred through the gates of the Mizens Railway at Knaphill. LNER Group Standard Tender No. 041249 had lain undisturbed in a Doncaster scrap yard for more than 20 years before being re-assembled by NBLPG Members and transported South for restoration. The acquisition of this tender represents a major step forward in our project to rebuild LNER B17 4-6-0 No. 61662 and in pure 'weight of metal' terms, we now own more than 25% of the complete locomotive !

That was the relatively 'easy' part of the operation - now all we have to do is pay for it ! We received a terrific response to our original appeal for £6,000 to purchase and relocate the tender but every penny we raised has been spent – and more. The crane hire costs finally netted out at more than £1,000 and we took the opportunity to purchase a number of additional parts, including four LNER locomotive buffers, before we left the yard. As mentioned last month, we were reliant on an interest free loan from one of our Members to move the tender and this money must now be repaid before we can make a start on restoration.

If you are able to help in any way, please complete the form at the end of this Newsletter and send us a small donation, those spare fivers or tenners you may have sitting in your back pocket can be put to good use keeping our Group solvent ! If you have been thinking of joining us or are sympathetic to our aims, please come on board now, there is no annual subscription, just a £10 joining fee – and all donations of £25 or more will qualify for Shares in the new locomotive. Thank you for any help you can give.

THE SALVAGE OPERATION

(Photos KL Collection)



Many of our Members & Supporters will have already seen photos of the re-assembly and recovery of the Tender on our 61662 website but we had such a good day in Doncaster that I couldn't resist adding a few more here ! Those above show the tender frames being lowered onto the wheel sets with Paddy, Adrian, Stuart and Gavin doing their best to get everything lined up – not an easy task in the high winds on the day !



Refitting the tank involved the biggest lift but it went according to plan and we were soon able to pause for a final photo before the tender left the yard. Gavin and Stuart have obviously done a good day's work – but I look a little too clean to have done much ! Our next task is to trace the history of the tender, **Jerry Glover** kindly supplied the photo below showing it in BR Black livery carrying No. 041249 at Darlington in 1980.



We can assume then that it was probably from a B1 or a K3 – but which loco (or locos) was it coupled to ? More than 70% of the 410 strong B1 Class started life in Springburn so there is a good chance that it ran with one of them. Any photos or observations regarding LNER Departmental Tender 041249 are welcomed.

THE REID TURBINES

(photos left : Mike Morant Collection, right : the late Sir Hugh Reid)



At the start of the 20th Century, attempts were being made to improve the efficiency of the steam locomotive and in 1910 Sir Hugh Reid, NBL's first Chief Managing Director, instigated a series of experiments into the use of steam turbines. The first locomotive, known as the Reid-Ramsey Steam Turbine Electric Locomotive was the first turbine locomotive built in Britain. Fairly high speeds were achieved using an electrical transmission but although contemporary reports talk of trials in a positive light, this locomotive never appears to have progressed beyond preliminary trials.

In the early 1920's, a second engine, known as the Reid-MacLeod Turbine Locomotive, emerged from the Company's Hyde Park Works and this featured a mechanical (geared) transmission. This carried NBL Works Number 23141 which was unusually painted on the buffer beam. A unique design of worksplate was also carried - and further information or photos of this plate would be greatly appreciated. Our two photos above show the MacLeod locomotive, at Hyde Park in August 1926 and later on trial between Glasgow and Edinburgh. Many parts, of the first turbine were incorporated into the new locomotive.

Electrical transmission would have been a pioneering concept in 1910, and it appears to have been the cause of many problems because the rebuild replaced it with a mechanical (geared) transmission. The frames, bogies, and boiler were re-used in the rebuild to produce a locomotive with a 4-4-0+0-4-4 wheel arrangement.

The rebuilt locomotive first appeared at the British Empire Exhibition at Wembley in 1924. It may not have been complete at this stage because trials do not appear to have started until 1926. Recorded trials operated between Glasgow and Edinburgh from March 1926 to April 1927. The initial trial failed with problems in the condenser pumps, but railway officials did comment that there was an "*almost entire absence of vibration, oscillation, and rail pounding*". A second trial suffered with axlebox problems followed by a turbine failure. There is some doubt as to whether it ever ran again after this. The Reid-MacLeod Turbine stood at the back of the North British Locomotive Works until it was finally scrapped in about 1940.

Very little was recorded about the performance of either of the Turbine's but an excellent article setting out what is known about them can be found on the 'London & North Eastern Railway (LNER) Encyclopedia' website : <http://www.lner.info/locos/Experimental/ReidMacLeod.shtml> The information shown here above has been reproduced with grateful thanks to the website's Editor, Mr Richard Marsden.



Thanks to an initiative begun by the Sri Lanka Railfans Society in 2010, NBL G2 Class Bo-Bo Diesel Electric Shunter No 535 has been preserved at Bandarawela Station on the Sri Lanka Highland Line. John Raby kindly sent us two photos of the locomotive on display on 1st March and two more of Classmate No. 536 in store at Ratmalana Works in Colombo on a previous visit. No. 535 looks to be in excellent shape and still carries the NBL / GEC flying wing motif (as carried by SAR electric locos) on the far side. No. 536 seems to be slowly deteriorating but still has a rather battered NBL diamond works plate 26711 / 1950.

Eight of these 5ft 6ins gauge, 625hp diesel shunters were built for the then Ceylon Government Railways on NBL Order No. L990 in 1950. They had 12 cylinder Paxman diesel engines and GEC electrical equipment. The traction motors were nose-suspended and drove each axle through double reduction gearing. Maximum Tractive Effort was 35,000 lbs and their top speed was a nominal 20 mph.

As previously noted, the G2's bear a striking external similarity to the D84xx Type 1 diesel electrics built for British Railways in 1958. It would be interesting to know if further members of the original eight strong class survive in Sri Lanka. Who knows - could a repatriated G2, fitted with a couple of standard gauge bogies, one day run on the UK's preserved railways ??



The Sri Lanka Rail Fans Society is now discussing their next project, a plan to open a small Museum at Nanu Oya Station, with the Sri Lanka Government Railways. A full account of the preservation of G2 No. 535 and some excellent photos of the class along with other information about the history of railways in Sri Lanka can be found on their website : <http://railpagesrilanka.blogspot.co.uk/p/projects.html>

NEWS IN BRIEF

There will be a rare chance to see Sharp Stewart Darjeeling Himalayas 0-4-0STT No. 19 in action at the Leighton Buzzard Light Railway during May as the loco is currently on loan to the LBR from the Beeches Light Railway. Several workings are booked for the 124 years old locomotive but it would be best to check with the Bedfordshire line before travelling to see it. Further details can be found on the LBR website : <http://www.buzzrail.co.uk> (Photos below courtesy Steve Knapman)



Sad news this month is that the first Chairman of the then embryonic NBL Society, John Heath, passed away in Kent on 30th March following a fatal aneurism. John kindly agreed to take on the role of Chairman for a short time when the Society was set up in 1989 to preserve one of the North British Class 25NC 4-8-4's which were being taken out of service at that time in South Africa. Happily the project was a success and No. 3405 was repatriated in 1991. It is currently on display at Quanton Road Station.

NBL 'Jubilee' 4-6-0 No. 45596 "BAHAMAS", the recipient of a recent £776k grant towards its overhaul from the Heritage lottery Fund, left the NRM on Tuesday 16 April. It was hauled through York Station by 'Deltic' 55002 and, after being loaded on to a road trailer at Holgate Depot, returned to Ingrow Station, KWVR that night. It was unloaded the following day and is now housed once more inside the BLS Workshop at Ingrow. No. 45596 will be on view for probably the final time on Saturday 18th May, before stripping for its overhaul commences, when the BLS will be celebrating the 10th Anniversary of the opening of Ingrow loco shed in 2003.

Dubs 0-4-2 Rack Tank No. ABT 3 has returned to steam at the West Coast Wilderness Railway in Australia. One of five such locomotives built in Polmadie in 1899 for what was then known as the Mount Lyell Mining & Railway Company, these engines utilised the ABT Rack & Cog system for very steep sections of the line. ABT 3 carries Dubs Works Number 3730, we will try to include some photos and further details next month.

And finally, don't forget our next slide show '**Routes From Paddington 1958 – 1962**' for the East Anglian Railway Museum, in Enfield Town on Tuesday 14th May. Please let me know if you would like to come along so I can ok this with the organisers. We currently have 10 different railway slide shows available and these are proving very popular with enthusiast groups, I'll be happy to send out the full list of shows to Society event organisers if required.

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

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.**