

NBL Preservation Group

June 2013 Newsletter



8F LIVERY CHANGE

(Photo KL Collection)

Following its recent appearance as War Department No. 348, Turkish 8F No. 45160 (NBL 24648) has reappeared on the Glos Warks Railway in LMS freight livery carrying its correctly allotted number 8274. Repatriated to the UK in 1989, the Hyde Park built 2-8-0 has now carried three different liveries and four different numbers so no one can accuse the owning Churchill 8F Group of letting the grass grow under their feet ! It is hoped that BR black livery will be carried at some future time.

The LMS 8F's were introduced in 1935 and were essentially a heavy-freight version of William Stanier's very successful two-cylinder mixed-traffic Black 5 4-6-0's, which had been introduced the year before. The 8F's were just as successful and at the time were the most advanced and practical freight engine in the UK, being solidly constructed and easy to maintain. As a consequence, with the advent of the Second World War the design was adopted as the UK's standard freight locomotive and a total of 852 were eventually built, no less than 208 of these coming from NBL at Springburn.

Seen here on the 13-15 hrs train from Cheltenham Racecourse on 4th June 2013, No. 8274 has just left Greet Tunnel and is rolling into Winchcombe station, the last stop before her destination at Toddington. No. 8274 is in regular service on the Glos Warks Railway this year and full details and operating dates can be found on their website :

<http://www.gwsr.com/home.aspx>

Firstly let me please thank everyone who responded to our appeal for funds last month, although we will obviously need further cash to move the project forward, we have now paid off all outstanding bills and have made a start on repaying the money that was borrowed to move the tender. Thank you guys and well done ! New Members, 61662 Shareholders and further donations are of course still urgently needed.

Practical work during the month has focussed on re-instating the track that was lifted when the delivery ramp was laid and tidying up the front of the tender. As can be seen from the 'before & after' photos below, much of the brake rodding, which was found lying in the yard, was dumped unceremoniously in the coal space before we left Doncaster. Unfortunately, many of the other (heavier) spares such as buffers and springs etc, ended up being placed in the tender on top of the brake gear and it was a major task to free everything up – lifting a full set of four LNER locomotive buffers without a crane was no easy task !



Working on the track below the tender was another difficult job but this too has now been completed and the sections of rail successfully brought together and reconnected. When we dug out the remaining coal and slack from the front of the tender (middle photo) it was quite poignant to think that the last person to carry out this task would almost certainly have been a fireman at Darlington shed in 1966 when the final B1's there were withdrawn ! Another small task completed was re-fitting the tender water tank filler cover which will prevent the ingress of further rain. We are holding regular work parties on the tender at the Mizens Railway on (most) Tuesday and Thursday afternoons so please let me know if you would like to come along to help. A phone call or an email will be fine. Our next big job will be to sand blast the tender frames and sides so we are very keen to hear from anyone who may have access to the appropriate equipment.



On the publicity front, Manchester United FC were kind enough to feature us in their Match Programme again at the end of the season and this has resulted in the number of 'hits' on our project website : www.engine61662appeal.co.uk climbing past the 10,000 mark. We just need to translate this interest into Loco Shares and the new engine will be well on its way ! Facebook users please note that during the last few days we have established a 'facebook page' for the project titled : **Engine 61662 'Manchester United'**, if you get the chance, please 'like' this page to help us become established and attract further support.

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THE MOUNT LYELL ABT TANKS (Photos & Info Courtesy Australian Railway Historical Society)



To operate trains over the steeply graded 3ft 6ins gauge line between Queenstown and Regatta Point, the Mount Lyell Mining and Railway Company had a fleet of five 0-4-2 rack/adhesion tank engines which were built between 1896 and 1938. They were designed on the ABT principle with separate cylinders driving their pinion wheels, Nos. 1 – 4 were built by Dubs & Co with No. 5 later coming from NBL. When the line closed in 1963, four of these hard working little locomotives survived into preservation, three at what is now known as the West Coast Wilderness Railway and one at the Tasmanian Transport Museum in Glenorchy.

Throughout their lives, the locos hauled the majority of trains over the steep grades on the line, which in one section reached 1 in 16. A number of modifications were made to the locos over their operational lives, the most noticeable being conversion of all locos from coal to oil firing, fitting of new sandboxes, generators and headlights, and the repainting of most locos from black to green.



In our main picture, ABT No. 2 sits outside Queenstown locoshed in October 2002, above left, ABT No 1 passes South Queenstown in February 2006, No. 2 gets ready for the day's work in Oct 2011 and No 1 pauses at Dubbil Barril station in October 2003 prior to departure up the 1:20 grade towards Queenstown. Many thanks are due to Stuart and Michael Dix for these photos, full details of the Mount Lyell line and much more can be found on the excellent website : <http://www.railtasia.com/loco/abt.php>



I believe most people think diamonds when NBL worksplates are mentioned – and while a good many were diamonds, approximately half were not, but perhaps I am putting the cart before the horse. Let us go back to 1903 and the Great Amalgamation which formed the Combine. Each of the three constituent companies had a distinctive worksplate and in the case of Dübs a distinctive shape - the diamond. Sharp Stewart and Neilson Reid both used an oval, with the latter company occasionally employing an engraved style of plate with a highly polished background.

After the amalgamation the Dübs works continued with the diamond and the name of Glasgow locomotive Works, Neilson Reid adopted a circular style while keeping the name Hyde Park Works and Sharp Stewart's Atlas Works retained the oval and factory name. In 1905 it was decided to rename the Dübs factory "Queen's Park Works". Atlas Works was closed in 1924, and Queen's Park ceased loco production in 1935, leaving only Hyde Park to continue alone to 1943.

In 1943 after receipt of large orders from the British Army a new style of plate without a works designation but of diamond shape was introduced, and this served NBL to the end in 1962, certain diesels and electrics built for British Railways had a diamond plate bearing both General Electric Company and North British Loco Co with an NBL progressive number. Additionally two batches of Garratts were built under subcontract to Beyer Peacock had oval BP style plate and carried only their progressive numbers.

Of course in the vast production of NBL, special plates existed - the Reid Ramsey Turbine Loco of 1924, works number 23141 had massive plates, and LMS 6399 Fury had special plates for instance. This is the first of a series of articles in which I will examine in turn each of the various styles of all NBL works and predecessor companies. My next article will deal with the plates of Neilson Reid; in the meantime here is a photo of the very first NBL plate from Hyde Park Works – No 15732. Luckily it was a humble "pug" shunter from Glasgow Gasworks and so escaped the fate that befell many mainline plates of this period.

I would again request any photographs – in particularly any on preserved engines, which will be the subject of one of my articles. Many thanks to those who have kindly sent pictures already.

We are grateful to Malcolm Peakman for these very interesting notes, if you can help with worksplate photos please send them direct to Malcolm at : mopeakman@hotmail.com



Jinty Makeover : North British 'Jinty' 0-6-0T No. 47327 has recently undergone a dramatic transformation into Somerset & Dorset Railway Prussian Blue livery at the Midland Railway, Butterley. Although not one of the seven Jinty Tanks that were originally built for the line in the 1920's, No 47327 looks very convincing in the above photo that was taken at Swanwick Junction during May. Work continues on sister loco 47357 (NB 23436) at the same location – for details visit : <http://www.thejintyappeal.co.uk/introduction.html>

WD Overhaul : The boiler of War Department 2-10-0 No. 90775 (NB 25438) has been lifted from the frames at Weybourne on the North Norfolk Railway and sent to Chatham Steam Ltd for overhaul. Although more corrosion than was originally anticipated has been found, work is proceeding at a rapid pace and replacement sections for the boiler barrel and inner firebox corners have now been made.

Scotch Arthur on loan : National Collection 'King Arthur' Class 4-6-0 No. 30777 'Sir Lamiel' has been loaned to the North Norfolk Railway to cover a locomotive shortage and is expected to be used on the line until the end of June. 'Sir Lamiel' is expected to work turn and turn about with ex LNER B12 No. 8572 which allows the opportunity to compare the performances of 1920's built inside vs outside cylinder 4-6-0's.

Seeing Double : Preservation history was made at the North Yorkshire Moors Railway during May when both surviving Thompson B1 Class 4-6-0's worked together on a UK Heritage Railway for the first time. A special treat for visitors on 11th May was the identity change of BR black liveried No. 61264 to become one of the original LNER named locomotives No. 61002 'Impala'. No. 61306 'Mayflower' is currently in LNER green making a fascinating pairing. Both locos were built by NBL in Glasgow, in 1947 & 1948 respectively.

**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
A Not for Profit Organisation**

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.**