

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

May 2014 Newsletter



SPRING BREAK

(Photo KL Collection)

Apologies for the late circulation of this month's Newsletter but your editor has been away on a mini tour of Britain in the last few weeks. My travels included visits to railways in Scotland, Wales and the Isle of Man - with of course a few English lines thrown in for good measure. I'll try to catch up on all outstanding correspondence as soon as possible !

Another old timer taking an early vacation this Spring was Gresley NBL N2 No 1744 which left its regular base at the Great Central Railway for a visit to North Norfolk. Looking quite resplendent in its original Great Northern livery, GNR No. 1744, (NBL 22600 and latterly BR 69523) is seen above running round its train at Holt Station on a beautiful April afternoon.

The last survivor of a Class of 107 suburban tank engines, No 69523 would have taken me on many of my regular trips from Cuffley or Potters Bar stations into Kings Cross terminus in the late Fifties and early Sixties. The N2's 5ft 8ins driving wheels gave them a good turn of speed and they would often try to race the likes of Gresley Pacifics etc on parallel tracks on the return journey climbing to the Northern Heights ! The Hyde Park worksplate can be seen on the smokebox, just below the curve of the large condensing pipe.

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61662 APPEAL PROGRESS

(photos KL Collection)



Now that the weather has improved we've made some good progress with the right hand side of the tender. First we removed the main steam pipe so it can be straightened or replaced and this gave us the opportunity to give the frames and axleboxes a good coat of black Hammerite. As can be seen from the photos above, the difference in appearance has been quite startling !

Then our small team of volunteers turned their attention to the coping panels. The right side panels had been exposed to the elements for many years in the scrapyard at Doncaster and had seriously deteriorated. The areas to be renewed have been marked out and the R/H tender side, which was in good condition, has been treated with red oxide primer. New steel for the coping panels has been delivered and is being shown off by our engineer Ian Rough in the lower picture. Funds are still urgently needed to complete this task and any donations, no matter how small, would be greatly welcomed.

Don't forget that our 61662 Appeal Sales & Publicity Stand will be attending the Cambrian Heritage Railways 'Football Special' event at Oswestry Station on Sunday 8th June. Volunteers are needed to help man the Stand so please contact Ken or email : project.leader@engine61662appeal.co.uk

Event Organiser David Owen provided a recent update as follows : *Just to let you all know that things are now falling into place for our second 'Football Special' to be held at the Cambrian Heritage Railways station in Oswestry on Sunday 8th June 2014. The event will run from 11.00 to 15.00. This year's theme marks the joint 150th anniversaries of the Cambrian Railways Company and Wrexham Football Club.*

A number of local football clubs will be in attendance and the RAF has again, promised us a fly past - this time in the shape of a Dakota of the Battle of Britain Memorial Flight. Maybe not as spectacular as last year's Red Arrows appearance perhaps, but being slower and lower it will be better for the photographers! This will be a great day so please come along to support us if you can.

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WORKS VISITOR - by Colin Duncan

(photos : NB Loco Co)



EAR Class 29 2-8-2 and LNER B1 Class 4-6-0 under construction in the Hyde Park Erecting Shop

When I was a wee lad I lived at Strathbungo, within a stone's throw of NBL's Queens Park Works. My daily routine was to walk to the Polmadie Road Bridge and watch the trains to and fro from Central. I would often pop in through the main gate of Polmadie shed, with my school short trousers on and wander around looking at the rows of locomotives. On the way to Polmadie I usually passed through NBL's Queens Park Works.

I have many happy memories of walking around Queens Park and Hyde Park Works. The most impressive parts were the "wells" that were the boiler riveting pits. They made the hairs on your neck tingle just looking down. The wall of the painting shops were covered in all colours, where brushes had been wiped down over the years. Lots of light blues !! The pattern shop was wall to ceiling with light yellow painted wooden patterns - thousands of them ! Everywhere lay plans and blueprints.



Indian YP on the Stobcross Crane Flemington Street Entrance Row of Locos in the Paintshop

After the Works closed I got friendly with the old lad who was the watchman. He used to take me all around the works. He used to swap shifts with his mate in Hyde Park and when going over would take me with him if it was a weekend. One day he asked if I would like a 'souvenir' from the works and took me to a room, wall to wall with dozens of grandfather clocks, Dubs, Neilson, Sharp and lots of NBL Co. The floor was covered with I suppose, about a hundred wall clocks including one the size of a house. It must have been the main works clock. I explained that my Mum would kill me if I took that home, so I elected for a small plate from a wall in the main offices Flemington Street ! Happy Happy Days ! Best Wishes, Colin

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DIESEL CORNER

(The Emu Bay PVH)



NBL took an interesting Order in 1950 for a single 0-8-0 diesel hydraulic locomotive with a 500hp Paxman engine and Voith transmission for the Emu Bay Railway, a 3ft 6ins gauge line in Tasmania. Despite the early withdrawal of diesel hydraulic traction on BR, the locomotive has stood the test of time and can now be found working on the Derwent Valley Railway - where it is affectionately known as ‘The Haggis’ !



The Emu Bay Railway was the longest lasting and arguably the most successful private railway company in Australia, lasting from 1897 until 2002 after which the line and its assets were taken over by TasRail. No. 21, by this time modified with shunters decks at either end and fitted with additional cab windows to improve visibility, became surplus to requirements and passed into Derwent Valley ownership.

The Derwent Valley Railway Preservation Society was formed in 1990 and has established an operating base at New Norfolk in Tasmania. It currently own 11 locomotives, 9 carriages and 11 wagons and is working towards returning tourist rail excursions to the Tasmanian rail system. Further details can be found on their website at : <http://www.dvr.org.au> or on their Facebook page : <https://www.facebook.com/pages/Derwent-Valley-Railway-Tasmania/125404400859782>

Our photos show three views of locomotive No. 21. (1) In Emu Bay service, with a down ore train near milepost 66.5 in February 1963 - the late Weston Langford. (2) Idling in the DVR’s New Norfolk Yard during shunting operations in April 2014 – Dennis Hewitt (3) The additional cab windows and shunters deck, note that NBL diamond worksplate No. 27080 is still in place ! – James McCulloch

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AUSTRALIA TOUR

(photos from Neil Berry)



Continuing the Australian theme, NBLPG Member Neil Berry is currently on an extended tour of the country and has sent back some interesting photos of various North British steam locos that he's noted on his travels. There are more than 50 NBL and constituent locos preserved in Australia, and just a few of Neil's photos are shown here. Many thanks go to Neil, we look forward to more of his photos in due course.

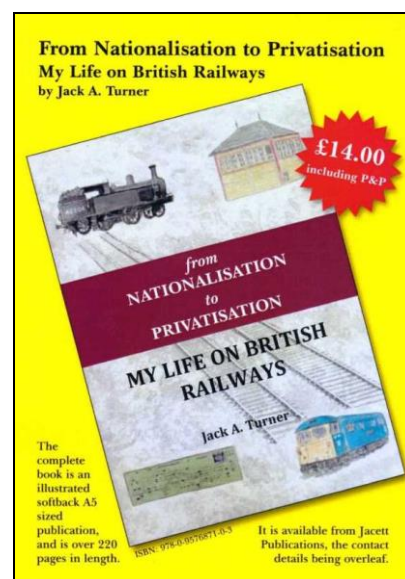
1) ABT 5 (NBL 24418) at Queenstown

2) Emu Bay No 8 (Dubs 3856) at Devonport

3) No. 752 (NBL 26787) stored at Port Adelaide

4) Rx93 (Dubs 2193) in Port Adelaide Museum

5) & 6) Shades of Crewe ! The V/Line workshops at Newport – with R761 (NBL 27051) under repair



Two new books have caught our attention this month, and although written worlds apart, they will both be of great interest to steam age enthusiasts.

Camels & Cadillacs by Phil Girdlestone (160 pages, A4 format, c200 photos ISBN 978-91-7266-185-1)

After the Second World War, the South African Railways were in dire need of more motive power for its growing traffic, particularly for the artery connecting Johannesburg with Cape Town. This included the 340 mile crossing of the semi-desert Karoo section where water supplies are scarce. Comprehensive studies and development work led to orders being placed with North British and Henschel for a total of 90 Class 25 4-8-4 locomotives with condensing tenders and 50 non-condensing Class 25NC's.

The locomotives were built between 1952 & 1954 and their low water consumption and excellent riding qualities earned them the 'Camels & Cadillacs' nicknames. In this book, the renowned steam engineer Phil Girdlestone details the development of these ultimately very successful locomotives that incorporated a great deal of American technology such as cast steel frames, automatic axlebox wedges and firebox circulator tubes. Regular services ended in 1992 but several of these fine locomotives have been preserved. UK buyers can purchase the book from Camden Book at : <http://www.camdenmin.co.uk> price £28-50.

From Nationalisation to Privatisation by Jack A. Turner (226 pages, softback ISBN 978 0 9576871 0 3)

Jack Turner, who our readers may remember contributed a piece for us about the NBL LNER L1's a while back, has written a new book about his 46 year career working for the LMS and British Railways.

Most of Jack's experiences in the book go to reinforce the loyalty and love of railways that typified his generation. In an unassuming way it illustrates just why the railway was as efficient as it was. He and his colleagues would often put right such problems that, if they had been allowed to develop, would have caused major disruptions to services.

Throughout his 25 chapters, Jack takes the reader from his early days as a youngster at Aylesbury, his days as a relief stationmaster at Ridgmont and onwards to Willesden and Euston and finally, retirement in 1993. Very interestingly, the final chapter is subtitled 'A different railway from when I first started' ! This book is a very pleasant read of a loyal railwayman who typifies the many thousands of men and women who kept the trains running during the days of Nationalisation. It's available from Jacett Publications @ £12-95.



The unique Dubs 0-6-0T MNR No. 4 'Caledonia' has been used recently to power Dining Trains on the 3ft gauge, Isle of Man Steam Railway. This superb little loco, Dubs 2178 of 1885, is seen above running round at Castletown Station after arriving with the 11-50hrs Dining Train from Douglas on Sunday 4th May.

Our Southern Region Colour Slide Show at Enfield on 13th May was well attended and I would like to thank The Enfield Transport Circle and its Members for their generous support. Further shows are planned covering all BR Regions in steam days plus South Africa, China and of course, the North British Locomotive Company.

Several people commented on the Chinese 'NBL Worksplate' in our last Newsletter which was of course intended as an April Fool's spoof and was sent in by our old friend Malcolm Peakman ! Rob Dickinson from 'International Steam' kindly provided the exact translation from the worksplate which reads **"Beijing 27 Rail 'Cart' Factory" 1992 year " " month.** ('cart' being a literal translation) Many Chinese enterprises bear numerical names which relate to significant revolutionary dates. Further information about this factory can be found at : <http://www.27rail.chinacnr.com/en/Enterprise.aspx?faid=121&Lan=2&title=The+enterprise+values>



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. 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.**