

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

June 2014 Newsletter



8F LIVERY CHANGE

(Photos KL Collection)

Former Turkish Railways 8F 2-8-0 TCDD 45160 (NBL 24648) underwent a livery change to BR Black as No. 48274 recently to take part in the Glos Warks Railway 'Back to Black' Gala over the Spring Bank Holiday. This is the third livery the loco has carried since its return from Turkey and is designed to illustrate how the engine would have looked had it remained in the UK. There are only subtle differences between the three colour schemes and all are shown here for comparison, BR, LMS and TCDD – the choice is yours !





I've put the last photo taken in this sequence up first as our most recent work on No.61662's Tender has not been for the faint hearted ! With the metal purchased and sufficient funding in hand to carry out the repairs, a start has been made on renewing the coal coping panels on the right hand side of the tender.

First of all, a section of scaffolding was erected running the full length of the tender. Ian Rough then cut away the worst parts of the wasted sections of the panels. For a short time this gave us the sort of feeling you get at the dentist after he has finished drilling your teeth ready for a filling - a couple of large gaps and lots of empty space ! However, it wasn't long before we had the new panels securely clamped into position ready for riveting and welding to begin.



There is much still to do though, as once the welding and riveting has been completed, the new panels will need to be cut to shape to match the original tender profile. If the current good weather holds out though, we should be in a position to apply a coat of red oxide primer to the new steel by the middle of June. Photos of the progress of our restoration work are being regularly uploaded onto our Facebook page, which incidentally has now reached 601 'Likes' : <https://www.facebook.com/Engine61662ManchesterUnited>

Just a final note to thank everyone who sent in donations to enable this work to go ahead, we couldn't make progress without you so thank you once again for all your support. Please keep the donations coming in no matter how small as every penny helps us move towards our objective of seeing No. 61662 'Manchester United' in steam again one day.



One of the highlights of our Publicity Stand's visit to the Oswestry 'Football Special' was the sight of the fabulous 'Red Arrows' streaking over the historic station building in perfect formation. We had a great day out and met many friends both old and new. Particular thanks are due to Vic Marchant, Ian & Esther Cook and George Smith for making long journeys to show their support.



The main aim of the event was to raise funds for the Hope House Children's Hospice and a good turnout on the day made this possible. Brakevan rides were provided in the station area by Vulcan 0-4-0 diesel shunter 'Telemon' and the local Woodside Choir sang on the platform adding to the holiday atmosphere.

The morning's Red Arrows flypast was followed later in the afternoon by Battle of Britain Spitfire and Hurricane aircraft making three passes over the station before returning to RAF Cosford. The 'finale', or should I say 'final', was a penalty shoot-out on the station platform complete with Football Club Mascots and a cheering crowd ! Our presence generated a great deal of interest and a number of donations so our thanks go to Event Organiser David Owen for inviting us, hopefully we'll be back again next year.

(4)

CONSTITUENT 4-WHEELERS

(photos : KL Collection)



NBL's three Constituent firms built more than 15,000 steam locomotives between them before the 'Great Amalgamation' of 1903. This included several thousand 0-4-0's, the vast majority of which have been lost to preservation. Here are some of the lesser known Constituent locos that survived the cutters torch.

Sharp Stewart No. 1585 was built in 1865, whilst the firm was still based in Manchester, for the then Furness Railway. Originally built as 0-4-0 tender engine No.25, it soon became obsolete and was rebuilt as a saddle tank before being sold to Barrow Steelworks along with five other members of the class. After an incredible 90 years service at Barrow, No.25 was donated to a local school for preservation. It remained on outside display at the school for around 20 years before being taken to Steamtown Carnforth where it is seen in our top photo. No.25 is believed to be at Carnforth in storage but this site is no longer open to the public.

Dubs Crane Tank No. 4101 Affectionately known as 'Dubsy', this loco was built in 1901 for the Shelton Iron & Steel Works in Stoke-on-Trent. After a long career at the steelworks, it was purchased for preservation by two members of the East Somerset Railway and is seen here outside the ESR shed at Cranmore in 1984. Two years later it was sold to the Foxfield Railway at Blyth Bridge. It is now back in working order, appropriately very close to the town of Stoke where the loco spent almost 70 years of its life.

Neilson Reid 0-4-0ST No. 5907 was built in 1901 for Bass Breweries of Burton-on-Trent where it became their No.9. It was one of six engines of its type designed by HA Couchman who was the Chief Engineer at Bass from 1891 until 1917. Their main duty was hauling heavy trains of ale over the winding brewery tracks which contained many sharp curves. These diminutive locos were fitted with steam brakes and sanding gear and could handle up to 30 loaded wagons – a great improvement on the engines they replaced. No.9 was retired in 1964 and can now be seen on display at the National Brewery Visitor Centre in Burton-on-Trent.

THE LBA MOGULS

(Photos Courtesy: <http://gwrarchive.org/index.php>)

Once again we have dipped into the extensive Archives of the Restoration and Archiving Trust and have discovered some wonderful images of North British & Constituent 2-6-0's working in Spain in the mid 1960's. Between 1889 and 1905 Neilson, Sharp Stewart and NBL built a series of handsome Moguls for the Spanish 'Ferrocarril de Lorca a Baza y Aguilas' (known as the LBA).

These fine engines were long lived and passed into RENFE ownership in 1941. The photographs on this page were all taken in 1966 and as reported a while back, one of the Class, No. 130-2124 (LBA No.4 / Neilson works number 3846) has fortunately survived into preservation in its home town of Aguilas.



Top : Making an evocative sight, FCA 2-6-0 number 130-2139 'Olula', built by Sharp Stewart (4793/1901), departs Alcantarilla with a Correo to Granada train on 17th June 1966. Photo Tony Bowles

2) A pair of Glaswegians show off their handsome lines in the heart of Spain as LBA 2-6-0 number 130-2127 'Guadix', built by Neilson (3889/1890), stands on the right as a sister engine number 130-2145 'Almendricos', built by North British (16731/1905), awaits departure on 17th June 1966. Photo Tony Bowles

3) 2-6-0 number 130-2125 'Huercal', built by Neilson (3847/1889), stands in Fines-Olula station with an Alicante to Granada Correo train on 12th October 1966. Photo Mike Randall

More superb photos of these locos can be found on the GWR website : <http://gwrarchive.org/index.php>



Keiron Thorogood, Press Officer of the new Class 22 Project, has kindly provided details of his group's plans to build a North British Class 22 Diesel Hydraulic. These notes are taken from their 1st Newsletter.

Hello and a warm welcome to The Project Class 22 Society. The Society was formed on the 3rd May 2014 at the Alexandra Pub, Siddals Road, Derby. The committee was formed and the ongoing agenda finalised, with some real eye opening revelations being announced (watch this space). After only a month or so since the idea was formulated by David Forster (Chairman) the Project is moving on in leaps and bounds. The Project Class 22 Society Constitution & Mission Statement was agreed and is being written up. So please bear with us, get those memberships and donations coming in and we'll get this 'Baby Warship' built.

British Railways Class 22 Diesel Hydraulics No's D6300-5 were ordered as a Pilot Scheme and built by the North British Locomotive Company in Glasgow. There followed a Production series No's D6306-6357 all delivered by 1962. Commonly referred to as "Baby Warships" due to the fact they were in essence one half of a D600 Warship. The majority of the class always operated in the West of England, on a range of local passenger and freight work, with smaller numbers of the later units operating on local work in the Bristol area and around London Paddington. They were primarily used for moving empty carriages between Paddington station and Old Oak Common depot. Initially thought of as being 'unreliable' it is now believed that they performed far better after the initial problems of the Class had been resolved.



Our historic Colour Rail photos of the Class 22's show, D6327 at Paddington in 1969, D6322 piloting 5043 at Dainton in 1961 and Class leader D6300 brand new at Swindon with D603 in 1959.

If you would like to receive further information about the project or would like to make a donation, please see their website : www.class22newbuild.co.uk (website currently under construction) or write to them at : **Project 22, 44 Penrith Court, Hazelmere Drive, Gillingham, Kent ME7 2TE.**



Charles Raven has emailed to say that EAR Class 30 2-8-4 No. 3020 'Nyaturu' (NBL 27466) was steamed during May for ITV's forthcoming series 'Slow Train Through Africa' with Griff Rhys Jones which is due to be screened late 2014/early 2015. The loco is seen above at Kijabe with the Great Rift in the background. Charles will be happy to supply further information about preservation activities in Kenya and can be contacted by email at charlesraven.ofac@yahoo.com The Friends of Nairobi Railway Museum also have a Facebook page at : <https://www.facebook.com/groups/513987752005794/permalink/665341076870460/>

North British / LMS 'Jubilee' 4-6-0 No. 45593 'Kolhapur' made a rare appearance away from its Tyseley base during May to attend the 175th Anniversary of Railway Engineering in Derby. This was a private celebration held at the Bombardier Works in Litchurch Lane and other attendees included No. 60163 'Tornado', Midland 4F 0-6-0 No. 43924 and Midland Compound 4-4-0 No. 1000. Several Derby built diesel locomotives completed the impressive line-up.

The second UK based Turkish 8F No. 45170 (NBL 24755) remains for sale at a private site as no deal to purchase the loco has yet been confirmed. Several enquiries have been reportedly made about the engine but prospective buyers have been put off by the (allegedly) six figure price tag.

We'll start and end with livery changes this month as another livery change for an NBL loco took place at the North Yorkshire Moors Spring Steam Gala on May 3rd – 5th. This time it was LNER B1 No. 61264 (NBL 26165) in the frame running as Classmate No. 61034 'Chiru' for the weekend. 'Chiru' was of course a 1947 product of Darlington Works – but No. 61264 made a close enough look alike to make the deception complete !

**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. 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.**