

# NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

## July / August 2014 Newsletter



(Photo by Ken Snowdon)

Dear All,

Sincere apologies for the non-appearance of our July Newsletter, which was unfortunately caused by yours truly taking an extended holiday in the Royal Berks Hospital due to my gall stones flaring up. I had the Newsletter 80% complete by mid -July but with no access to a computer, I had to wait until I was discharged a few days ago to get it finished. I've been pumped full of morphine and antibiotics for the last few weeks let's hope that you find the contents are still relevant !

On a more serious note, my enforced absence did highlight the Achilles Heel of our current set up as, with no nominated deputy, communication with our Members etc became very difficult. Over the years I've (happily) taken on a number of functions within NBLPG, the 61662 Appeal and more recently the Mizens Railway and this may be a good opportunity to look at spreading some of the load. I have to return to the Hospital for surgery during September so please bear with me if there are any further delays.

As mentioned briefly last month, NBL B1 No. 61264 is currently running as Classmate No. 61034 'Chiru' at the North Yorkshire Moors Railway and we are indebted to the Thompson B1 Trust for sending us the above photo of this superb loco in action. Full details can be found on : <http://www.thompsonb1.org/>



Good progress has been made repairing the right hand side coping plates on No.61662's tender this month with most of the welding and riveting completed and a coat of red oxide primer now applied. Ian Rough is seen above welding the beading back into place on the front plate with the first few rivets already fitted.

With the second and third plates securely clamped into place I was able to start drilling out holes for the rest of the new rivets. One of the long sections of beading removed from the old coping plates can be seen on the scaffolding planks behind me. This was cleaned up and straightened out ready for re-use. The third photo on this page, taken from inside the cab, shows the front coping plate temporarily bolted to the side of the tender, ready for cutting and profiling.



**61662 PROGRESS Continued****(Photos KL Collection)**

The following week, work continued on welding the beading back into place and riveting the coping plates to the tender side sheets and by the middle of June the right hand side was looking much more respectable. Around half the rivets had been fitted and it was decided that we should take some time out at this point to get some red oxide primer onto the bare metal. We'd been very lucky with the weather in mid-June but heavy rain had been forecast – luckily the paint had a full day and night to dry before the deluge started !



We've been asked a couple of times about our decision to rivet the coping plates to the side sheets rather than weld them flush and this was only done after careful consideration.

There were several different types of tenders fitted to the LNER 'Footballers'. Nos. 2862-2872 were originally of all-welded construction and the coping plates were integral with the tender sides. However, Nos. 2848-2861 had an earlier pattern with the coping plates riveted to the outside of the tender side sheets. This can easily be seen in photographs. The tenders were swapped around on a fairly regular basis and we have photos of 'Manchester United' running with a riveted tender. We therefore decided that the most cost effective way to repair our tender in the short term was to rivet the new coping plates to the side sheets. This will prevent further deterioration and make the tender much more presentable to our visitors.

The right hand side has now been repaired using this method and the left hand side has been patched up internally. It will be fitted with riveted coping plates to match the right hand side as time and money allows and both sides will receive a coat of Brunswick Green.



Recent pruning of the trees adjacent to our work area at the Mizens Railway has enabled us show some new views of No. 61662's tender and cab as they now look today. By way of comparison, I've included a photo of the tender as was before we rescued it from the scrapyard last year, in rusty condition without wheels.

There are still a fair number of smaller jobs to continue with on No. 61662's tender but now that we have made some demonstrable progress we intend to focus our main fund raising efforts on starting to build the locomotive itself. This will obviously be a mammoth task but if we can obtain just a small donation from all the Manchester United football supporters and railway enthusiasts interested in our project then I'm sure we will succeed.

New members are needed and people who are able to help with fund raising or practical work on the tender will be particularly welcome. If you can help in any way, please contact us via our website <http://www.engine61662appeal.co.uk/> or email direct to [project.leader@engine61662appeal.co.uk](mailto:project.leader@engine61662appeal.co.uk)  
We still have a long way to go but thanks to your continued support we are getting there !



These photos, confirming the survival of NBL 8F 24740 were taken in Baghdad in April this year. The NB Loco boiler test plate is dated 26/12/1941 showing that someone in Glasgow was working on Boxing Day. A big surprise was the presence of an unidentified 4-6-0, albeit in derelict condition and dumped on its side. This is thought to be one of the North British or Neilson Reid metre gauge locomotives that were shipped to Iraq from India during WWII. Iraq currently has far greater priorities than saving steam locomotives but hopefully they can both avoid the cutters torch in this difficult period for possible longer term preservation.



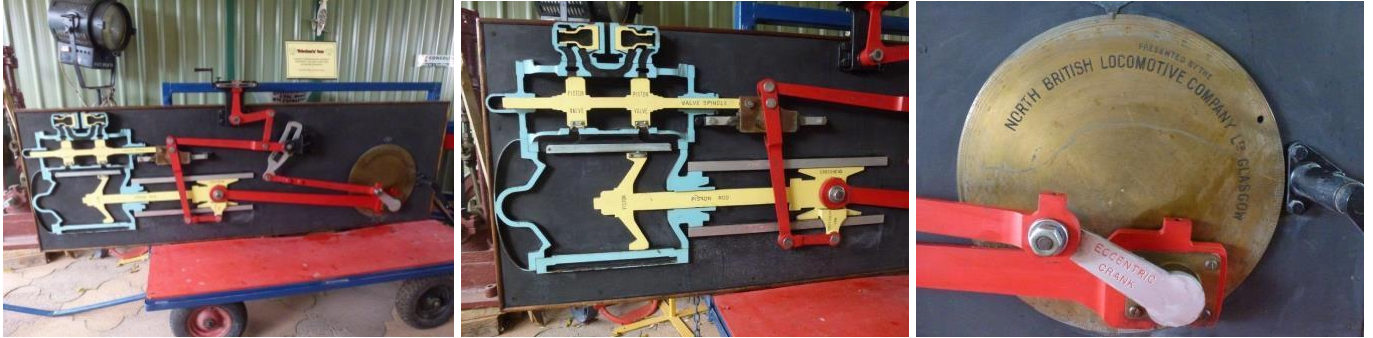
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## QUERY CORNER

Our recent photos of North British locomotives in Australia seem to have struck a chord as we have two interesting queries from the continent this month. If anyone can help with answers to either of these questions, please let me know and I will pass them on.

### 1 - WALSCHAERTS VALVE GEAR

(photos from Ralph Thomas)



Dear Ken

I am the owner of a Walschaerts steam valve gear display which was made by the North British Locomotive Company Glasgow and wondered if you may be able to supply me with some information about it. I think it was presented to the University of Western Australia here in Perth, from where I acquired it during one of their clear outs many years ago and have displayed it with other steam and vintage machinery I own.

I am a member of the Machinery Preservation Club of W. A. and my wife and I are webmasters of their website :- [www.machinerypreservationclub.com.au](http://www.machinerypreservationclub.com.au)

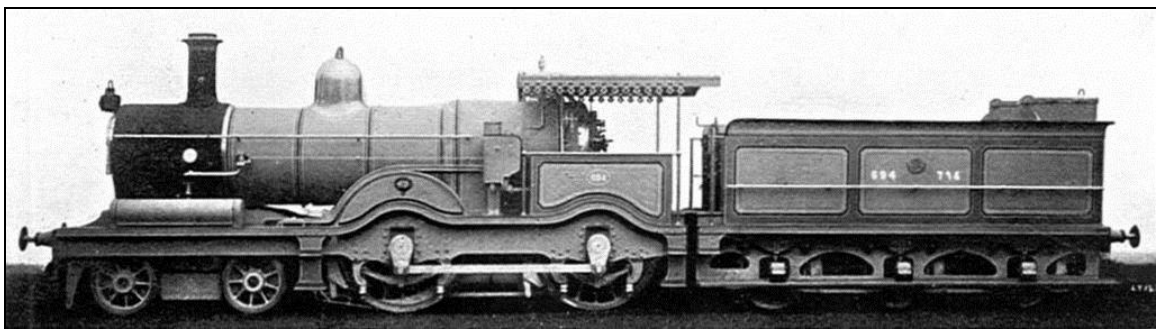
I have attached some photos that hopefully will help you with my request.

Thanking you in anticipation.

Ralph Thomas

### 2 – NORTH BRITISH 4-4-0

(photo from Bryan Cole)



Bryan Cole recently sent us the above photo of an exotic looking 4-4-0 with what appears to be a Hyde Park style works plate on the smokebox.

The only identification Bryan has is the number 694. Any further information about the locomotive itself or the railway it was built for would be greatly appreciated.



We are very grateful to a small group of the Mizens Railway's junior members for pressure washing our Dubs Tank and giving her a good clean up a few weeks back. As you can see, she is now sporting a wooden replica cabside plate courtesy of John Cowlshaw which looks almost as good as the real thing !



I'd like to end this month by featuring a couple of NBL diesel shunters which have fortunately survived into preservation. On the left is NBL No. 27941 which John Payne recently acquired from the Gwili Railway and has now moved to a private site near Salisbury for restoration. The loco was part of a small batch that was originally built for NBL Stock on order L99. It was first preserved at the now defunct Swansea Vale Railway and we wish John the very best of luck with its restoration. Hopefully he will send us further updates in due course.

The photo on the right shows NBL No. 27426 which was built for the Ministry of Supply on Order L43. It is currently running in the guise of BR Class DY11 No D2700 and is seen at Castle Hedingham station on the Colne Valley Railway. Originally numbered WD8205, it worked at Bicester, Marchwood and Longmoor Military Railways before passing into private ownership in the 1980's.

**Thank you all once again for your continued support  
More news to follow as soon as possible, 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](mailto: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](http://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](mailto: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.**

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**NORTH BRITISH LOCOMOTIVE PRESERVATION GROUP  
A NOT FOR PROFIT ORGANISATION**

**MEMBERSHIP / DONATION FORM**

NAME :

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ADDRESS :

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TELEPHONE NUMBER :

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E:MAIL ADDRESS :

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ASSOCIATE MEMBERSHIP JOINING FEE (Optional) : £10

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DONATION TO DUBS TANK No. 196 RESTORATION FUND : £

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DONATION TO HENDRIE CLASS 1 4-8-0 SHIPPING FUND : £

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DONATION TO LNER TENDER RESTORATION FUND : £

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\*\*SHARES IN ENGINE 61662 (AT £25 PER SHARE)\*\* : £

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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.**