

The NBL Preservation Group

Would Like To Wish Everyone

A Merry Christmas !



A WINTERS TALE

(photo courtesy www.colourrail.com)

This year's Christmas photo features North British B1 4-6-0 No. 61092 near New Basford, Nottingham on a down Great Central line local in the mid 1960's. Opening as late as 1899, the GCR's London Extension was the last main line railway to be built in Britain during the Victorian era.

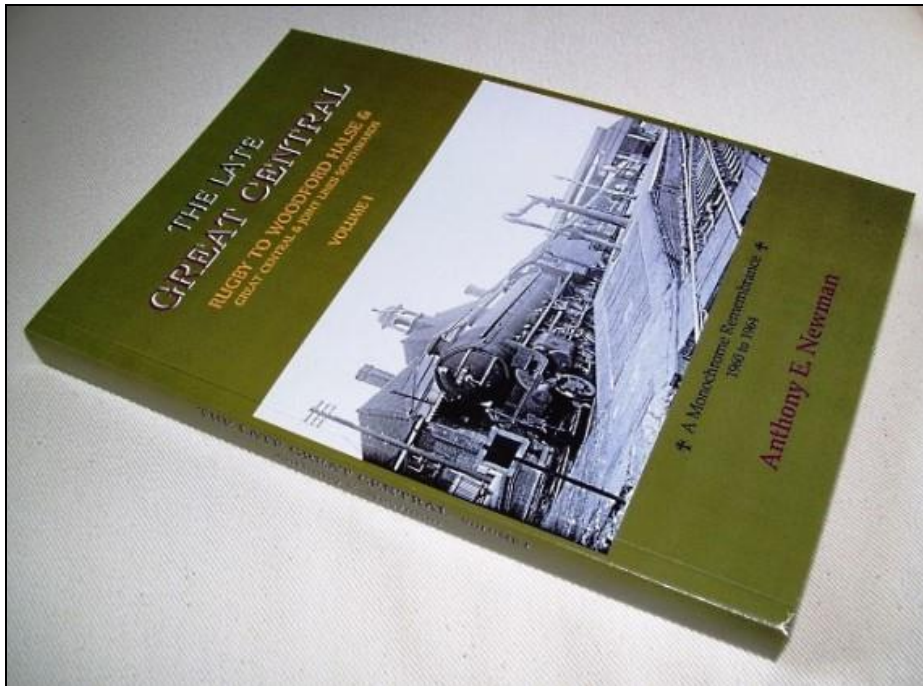
Sir Edward Watkin, Chairman of the GCR wanted to run a high-speed, north-south main line to London and the line was built to a generous loading gauge to accommodate European trains with a view to providing direct services from Manchester to the Continent. (something sounds familiar here !) Despite this admirable foresight, much of the route was abandoned by BR during the Beeching cuts of the 1960s.

115 years later, today's Politicians have dreamed up a similar plan, known as HS2, with construction costs estimated at anything up to £42 Billion. If they had simply left the old Great Central line in situ the dent in taxpayer's pockets would have been next to nothing ! It is said that the Labour Party is looking at reopening the GC route as cheaper alternative to HS2 so who knows, Watkin may get the last laugh after all !

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61662 PRIZE DRAW

(courtesy Tony Newman)



Continuing this month's Great Central theme, author Anthony E. Newman has kindly donated copies of Volumes 1 & 2 of his new book 'The Late Great Central' to us for a prize draw to help raise funds for the 61662 Appeal. The names of everyone donating £10 or more to the Appeal by the end of January 2015 will be entered into the draw and the winner will receive both copies. Funds are now urgently needed to begin construction of the locomotive itself so we are very grateful to Tony for his generosity.

Tony tells us that he is a keen LNER fan and that the 'Sandringham' in particular was always a locomotive class high on his list of likes. Although many of the B17's, including 'Manchester United' worked on the former Great Central line, he says that he only ever saw one - on the occasion that No. 61660 'Hull City', a B17/4, worked a freight over the Peterborough line into Rugby Midland (- sadly though he was unable to get a picture as the engine was parked at the back of the shed !)

The two volumes each consist of 272 pages with monochrome images of steam taken on the GC Line between 1960 & 1964. For me personally this is the most nostalgic period of the line's operation and it ties in neatly with the dates of my own visits. A couple of pages from Volume 1 are shown below to give you an idea of the format. This is a Limited Edition book and is not currently being made available to the general public. It will grace any enthusiast's bookshelf so please make a donation to be included in the draw.



NBL IN MADRID

(photos KL Collection)



Visitors to Madrid may not be aware that four North British steam locomotives can be found on permanent display in the City. The old Madrid Delicias Railway Terminus now houses the Museo del Ferrocarril and their collection includes two Sharp Stewart tank locos and a classic North British 4-6-0.

No. 230-2059 (NBL 17467) pictured on the left below, looks like it could have come straight from the Great Central Railway. It was originally MZOV (Medina, Zamora, Orense & Vigo) No. 60, receiving its RENFE number in 1941. It is the last survivor of 12 of this Class built at Queens Park Works in 1907 on Order L185.

Sharp Stewart 2-4-0T No. 2708 right, was built for the MZA (Madrid, Zaragoza & Alicante Railway) in 1877 and took its current number 120-0201, in 1941. An unusual Sharp Stewart 2-6-0 Saddle Tank, works number 3405 'Puchetta' can also be found in the Museum which contains around 20 steam, diesel and electric locos and is well worth a visit. Full details can be found on : www.museodelferrocarril.org



A few kilometres South of Madrid city centre is the University town of Leganes. The Carlos III University there hosts NBL 2-8-2 No. 141F-2104 in its extensive grounds. No. 2104 (NBL 26968) is a classmate of No. 2124 at Zaragoza which we featured in October. Photography is not permitted on the University campus but the locomotive can be clearly seen from the adjacent Calle Sabatini which runs round the perimeter.

More than 40 North British & Constituent steam locomotives survive in Spain and further photographs of them would be warmly welcomed for our archives and for these pages.

(4)

140C OVERHAUL

Photo feature from Rhys Owen & Antoine Schnakenbourg



Further to our report in November last year, the overhaul of SNCF 2-8-0 No. 140C314 is proceeding well at St. Quentin in France. It is hoped that the loco will receive a hydraulic test next summer with a target steaming by the end of next year. It is seen above on railtour duty near Reims in June 2004.



Constructed at Hyde Park Works in 1917, the loco is one of seven North British survivors of the Class and will reach its centenary in just three years' time. Hopefully we will receive further updates from Rhys and Antoine as the overhaul progresses and we look forward to seeing this fine engine in steam again soon.

http://fr.wikipedia.org/wiki/Chemin_de_fer_touristique_du_Vermandois#Histoire_de_la_140-C-314

Following the brief note covering my acquisition of 27941 that appeared in the July/August edition of the NBL Newsletter, I approached Ken Livermore to see if, what will no doubt be an irregular, series of progress reports would be of interest. Having received a positive reply, I thought a few observations on the construction of the NBL Mk II shunters would be of interest, particularly when compared with the earlier offerings from NBL.

Compared with one of the earlier (ex MOD) locos, it is obvious that some very serious thought was given to the MkIIs in an effort to simplify the design and reduce construction costs. An example being the construction of the running plates, on the earlier locos, and in common with other manufacturers, the footplate edge valence was formed from a length of steel angle with a flat plate secured to the top of the angle and likewise to the main frames. On the MkIIs the running plates are made from one piece of tread plate with the edge rolled through ninety degrees to form the valence. In a similar manner whilst the cab on the earlier locos is fabricated and bolted to the running plates, with a separate "pagoda" style roof bolted to the structure, on the MkIIs the cab is entirely a one piece fabrication, again bolted to the running plates.

Also gone are the curved, and complicated to manufacture, bonnet noses (and on the very early locos) the bustle back of the cab, both design carry-overs (that I believe were a legacy from an ex Harland and Wolfe draughtsman who moved to NBL), all replaced by flat plate and basic simply formed curves with no frills or unnecessary steelwork. The air receivers are neatly positioned, transversely, but inaccessibly out of the way between the frames, suspended from a horizontal plate frame stretcher underneath the engine, meaning they can only be accessed from a pit and removed or fitted with some form of lifting gear such as a lift table, add to this the compressor non-return valve and safety valve also tucked away in the same place, which now makes compliance with current inspection requirements difficult to say the least, particularly as the end plugs for face the frames.

What the insurance company examiner would have to say doesn't take much imagination. Air receivers aside, the result was a very simple and practical design, only let down by an engine of dubious design and quality. In crude terms the MkIIs can be summed by amending the well-known phrase, nice loco, shame about the engine!

Turning to 27941, despite coming with a substantial stock of new NBL/MAN engine spares, the one condition placed on its purchase was that it would be subject to me acquiring the two NBL/MAN engines lying in a scrap yard on the north east side of Coventry, both of which were removed some many years ago from the last pair of (NBL) diesel locos operated by Cadburys at Bourneville. Following cessation of rail operations at Bourneville the two locos were sold to River Rom Reinforcements Ltd. Loco 27814 with the older "A" type engine going to Battersea, and subsequently Lichfield, whilst Loco 27940 with the later "B" type engine went straight to Lichfield, eventually both locos were scrapped as a pair, where they sat in the yard for many years before the engines were removed for stock with the remains being cut up.

Making contact with the scrap yard, viewing and later collecting the engines would make an article in itself; suffice to say the yard was like a time warp and the haulier, a friend of mine, later told me the driver had told him that he was "glad to get out of there!" He wasn't the only one, I was also heard to say I won't be happy until they (the engines) are loaded and we are on the road heading south!

On the way home, the opportunity arose to use the lorry mounted crane to suspend each engine over a container and drain the oil from the sumps, the contents of the "B" type was largely of a grey sludge like consistency, whilst the "A" type was, I would estimate initially about 15 gallons of water, eventually followed by the inevitable grey sludge.

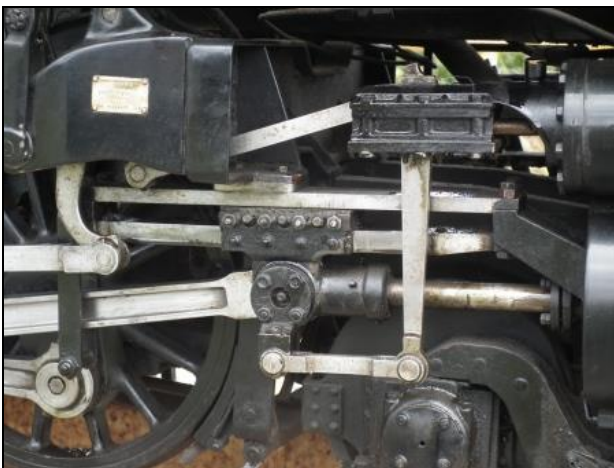
Editor's Note : Space precludes us including the full report in this issue but it will be continued next month, hopefully with some photos of the overhaul underway. KL



On 23rd November, Ian Welch's Miniature NZR 4-8-2 No. J1211 made its first run in 10 years at the Hutt Valley MES track in Petone near Wellington, New Zealand on a beautiful Spring afternoon. Built by Paul Newton in 2001, this magnificent 7 ¼ inch gauge steam locomotive had been in store since 2004.

The prototype was built by North British in 1938, Works Number 24534. It is currently under overhaul at the Parnell, Auckland facility of MainLine Steam in order to receive a new ten year main line ticket. Mainline Steam expects to have three J class in Main Line service in 2015 including 1211.

The photos below show No. 1211 being tested without its streamlined casing and the incredible level of detail achieved on the valve gear and motion. It's not hard to imagine that this is the real thing and not a live steam miniature ! Grateful thanks are due to Trevor Heath for these notes and photographs, further details of the Hutt Valley Model Engineers can be found on : <http://hvmes.com>

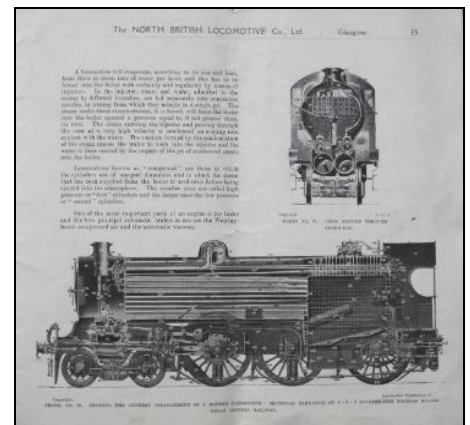




Beeches Light Railway : Adrian Shooter has kindly offered us another opportunity to ride behind his superb Darjeeling & Himalayas Sharp Stewart locomotive No. 19 on the Beeches Light Railway in Oxfordshire next year. The dates on offer are Saturday May 16th, Saturday June 27th and Sunday August 9th. The cost of £27 per head includes unlimited train rides and an excellent BBQ lunch. This is a great afternoon out and these events fill up quickly so please let me know if you are interested as soon as possible.

Oldest Neilson on Test Run : On Wednesday 19th November 2014, following an extensive overhaul lasting five years, Queensland Government Railways A10 Class 0-4-2 No. 6 made a successful test run from the Ipswich Railway Workshops to Grandchester and return. Built by Neilson & Co in 1865 as their works number 1170, No. 6 holds the title of the oldest working steam locomotive in the Southern Hemisphere. There is a fine video on https://www.youtube.com/watch?v=CFRnpx2dv3E&feature=player_embedded

Rare Booklet for Sale : We've recently come into possession of a rare 100 years old booklet dating from around 1912 providing full details of the locomotive building operation at Springburn. The cover states that it was reprinted by British Industries from the 'Gentleman's Journal & Gentlewoman's Court Review'. There are numerous photos of the Works and of locomotives under construction. The booklet consists of 20 pages, paper covers, size 8 1/2 by 9 1/2 inches. It is in used but very legible condition. – offers to Ken please



Once again I'm afraid that I've run out of time and space but before I close this month I'd just like to wish you all a Merry Christmas and a safe & prosperous New Year. Thank you all once again for your continued support and here's to success in 2015.

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 :

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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.**