

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

February 2015 Newsletter



ROYAL RETURN

(Photo KL Collection)

Lifting the gloom of a dull winter's day, NBL B1 4-6-0 No. 61306 made a triumphant return to the UK National Network on 11th February when it worked the 'Royal Norfolkman' special from Norwich to Windsor. The loco is seen above crossing the Thames Relief Channel on its way into Windsor & Eton Riverside with new owner David Buck proudly looking out from the cab window.

From a total of 410 B1 Class locomotives built, No. 61306 was one of only a handful to survive into 1967, being withdrawn from Low Moor shed, Bradford in September that year. 'Mayflower' initially moved to Carnforth shed for preservation, relocating to the Great Central Railway at Loughborough in 1989. After spells at the Nene Valley and Washwood Heath, Birmingham, it was sold to Mr. Buck last year.

Now based at the North Norfolk Railway, this was No. 61306's first main line run since 1978 and a dozen more trips are planned including Paddington to Cardiff on St David's Day and the 'Easterling' from Kings Cross to Cambridge and Norwich on Sunday 8th March.

Further details of the B1 Class 4-6-0's can be found at : <http://www.lner.info/locos/B/b1thompson.shtml>

Whilst fund raising activities continue to raise the money for the locomotive frames, repair and restoration work has recommenced on the tender. This has included continuing the drilling of additional rivet holes in the coping panels. Almost 100 rivets are required to be fitted along the lower section of the panels and this is slow, time consuming work. However, by the end of January one side had almost been completed.



Our Prize Draw for the selection of railway books took place on 31st January. The draw raised a total of £390 towards the frames so many thanks to everyone who sent a donation and thanks also to those who very kindly donated the books. The first three names out of the hat were as follows :

Winner – Dave Fox (Vols 1 & 2 of the Late Great Central)

Second Prize – Pete Cooper (BR Steam in Scotland)

Third Prize – Stefan Szwajkowski (The History of Trains)

In parallel with fundraising for the frames, we have been negotiating for a 30ft panel of standard gauge track which will be placed in front of the existing cab and tender at the Mizens and used to display some of the items and equipment we have acquired for No. 61662. We urgently need to raise £500 in the next few weeks to purchase the track and transport it to the Mizens. It is intended that the display of parts will be the centrepiece for future fundraising efforts so please make a small donation towards this project if you can.

We can't show you a working 'Footballer' at the moment as none exist so here are a couple more photos of No. 61306 - its closest cousin in preservation at the present time ! In general terms, the B1's and the 'Footballers' looked quite similar, sharing a common tender and in later years, many of them had a common boiler too. The main visual differences were the driving wheel diameters, number of cylinders and of course the sweeping curves of the Gresley footplate and cab.



Looking every inch an LNER thoroughbred, No. 61306 is seen backing empty stock out of Windsor and then sweeping through the restored station at Hanwell bound for Southall depot. With your help we look forward to seeing No. 61662 'Manchester United' working on the main line like this one day in the future.



At Nationalisation in 1948, the newly formed London Midland & Scottish Region of British Railways inherited a mixed bag of some 209 ex Midland Railway 2F Class 0-6-0 freight locomotives. More than half of these had been constructed by the three NBL constituent firms in the Nineteenth Century and the oldest, a vintage Dubs double-framer dated back to 1870.

Despite their advancing years, the Midland 2F's still had role to play on BR and, although half of them had gone by 1955, at least 30 soldiered on working pick up freights and on shunting duties into the 1960's. Principal amongst the survivors were the two versions of Johnson engines introduced in 1875 and 1878, the main difference being in the size of their driving wheels.

The vast majority of the 2F's had their Johnson or Kirtley round top boilers replaced with Belpaire types in the early 1900's by Deeley or Fowler but 29 of them retained their original fireboxes until the very end. Some of the 2F's were rebuilt with bigger boilers and new cabs to become part of the Midland 3F Class but we will cover this in a future edition. When Neilson-built No. 58182 was finally retired after 88 years' service in January 1964 the Midland 2F Class became extinct and sadly none of them have been preserved.



Top Photo : Neilson 2F No. 58283 drops off passengers from an SLS Special at Harbourne in May 1959
Above Left : Wonderful variety at Canklow in August 1956 with Midland 0-6-0's from 4 different builders
Above Right : Beyer Peacock 2F No. 58148 stands in the shed yard at Wellingborough in May 1962.

(4)

KIWI VETERANS

(notes & photos from Wilson Lythgoe)

Now it would be very easy to use the word 'miscellany' in the title of this tale but to try and make it sound a little more interesting I'll use 'South of the Waitaki' instead. To clarify for those outside of New Zealand the Waitaki is the river separating the provinces of Canterbury and Otago in the South Island and both the locations in this tale are 'South of the Waitaki'.



Pukeuri Freezing Works – 25th August 1969

In August 1969 I visited the Waitaki Farmers Freezing Works at Pukeuri. Pukeuri Junction was the first major station south of the Waitaki. The Kurow branch headed off to the west and at the north end of the yard was the Pukeuri Freezing Works. The first sight that greeted me as I walked through the gates was D16, their spare engine. It had been built by Neilson & Co. (No 2306 of 1878) for the NZR and sold into industrial service in 1918. D16 worked at Pukeuri until 1973 before being placed on static display. It was then donated to the Pleasant Point Museum & Railway in 1986, restored to working order, and since then has been a regular performer on their railway. In 2015, D16 will be no less than 137 years of age ! The second photo shows the D pottering about in the NZR yard collecting a wagon. It's not a great shot of the loco but quite a reasonable one of what a largish NZ country station looked like back in the sixties.



State Mines Department, Kaitangata - 7 July 1970

Forty nine miles south of Dunedin lay Stirling and a four mile line, operated by an Improved F called 'Kaitangata', to the nearby coal mines at Kaitangata. Members of the Otago and Canterbury Branches of the NZR&LS joined forces to enjoy a mid-winter trip in open wagons over the line. From the pictures I took on the day, it certainly looks cold but I suppose we were lucky it wasn't raining.....we must have been hardy folk back then! The loco had been built by Sharp Stewart & Co (No 4270 of 1896) and was based on the successful NZR F Class - hence being called an 'Improved F'. It spent all its life at Kaitangata until the last mine closed in late 1970. Soon after it was donated to Shantytown, near Greymouth on the West Coast, and today works their Infants Creek tram line. (Ed - many thanks to Wilson for these wonderful stories)

Famously described by Sir Nigel Gresley as ‘One of the best steam locomotive designs the World has ever seen’, South Africa’s 19D Class 4-8-2’s were introduced to traffic in 1937 by the then CME Mr. W.A. Day.



Known by generations of enthusiasts as ‘Dollies’, a total of 235 19D’s were built for SAR by five different builders, the final batch of 50 locomotives being completed by NBL in 1948. The most distinctive features of the Springburn engines were the immense Vanderbilt Tenders which eventually became spread amongst other 19D Class members. Longer than the locos themselves, they were fitted with two six wheel ‘Buckeye’ bogies and carried 12 tons of coal and 6,500 gallons of water. The 19D’s could be found all over the ex SAR system and three have survived into 2015 becoming the last steam locos in regular service in South Africa.



Top – Narrowly missing the hire car I’d been chasing it in (!), the penultimate-built 19D No. 3369 (NBL 26089 of 1948) trundles over the main road at Loraine Gold Mines en route to the SAR exchange sidings. **Above Left** – NBL 19D No. 3337, by then fitted with a standard tender, shunts a pick up freight at Grahamstown in November 1987. **Centre** - Cabside numberplate on No. 3348 (NBL 26068) at Sydenham. **Above Right** –Illustrating the enormous length of the Vanderbilt Tenders, RSH-built 19D No. 2749 backs off George shed in September 1998. http://en.wikipedia.org/wiki/South_African_Class_19D_4-8-2

At the same time as I was pursuing the two scrap yard engines, I was also in contact with the La Pallot Museum in Jersey regarding their NBL shunter, (which is how I came into contact with the NBLPG), however subsequently talking to another NBL shunter owner, he told that some years ago he had visited Jersey to view their loco and commented that it was the worst case of frost damage he had ever seen. (NB : please note that NBLPG had an option to preserve the Jersey Shunter NBL 27734 two years ago but decided not to pursue this after seeking quotes for transport and restoration - the loco remains at the Pallot Museum)



With one of the engines having come out of loco 27940 it would be expected to have an engine consecutively numbered to the one in 27941, wrong, there is a difference of nearly 100 in the engine numbers, so which one failed and had to be replaced? I suspect the one in 27941 as it was working in the much harsher environment of a steel plant, (added to which the engine mounting bolts were all relatively easy to undo and fitted with Nylok nuts).

With the engines unloaded, I was faced with the loco and effectively a choice of three engines, my initial reaction being to try and make one good one out of the pair of B” types, but as I began to start stripping the scrap yard one I found a fibre glass repair to frost damage on the wall of the cylinder block, plus the one in the loco also presented me with an area of frost damage, albeit neatly repaired with a nice fitted steel patch evenly secured all round by cap head screws drilled and tapped into the wall of the cylinder block. Hearing the stories of frost damaged NBL engine blocks, I suspect the cause is the coolant pump drive shaft gland being intolerant of anti-freeze leading to the use of raw water to prevent leakage, but with the added risk that it will lead to frost damage.

At this point I decided to open the crank case doors on the scrap “B” type engine to see what state the crank shaft was in, not good, so the process was repeated with the “A” type. Expecting the worst, I was pleasantly surprised to find that over the years the water that had collected in the sump gradually caused the oil to rise up on top of the water and eventually submerge the crankshaft. This has left it well preserved and hopefully fit for re-use.

Many thanks to John for this very interesting article and photos, once again we have run out of space but we will continue with Part 3 of the trials & tribulations of his restoration work next month.



Richard Tremaine was very fortunate to visit Japan's Umekoji Railway Museum recently where he photographed this wonderful old Dubs Atlantic Tank No. 1080. Little is known about the engine, only that it was Dubs Works No. 4166 of 1900 and was built for the Japan's Imperial Government Railways. It ended its working career at the Nittetsu Mining Co in 1979 and was subsequently presented to the Museum. Further information regarding class size and the locations where these locos were used would be welcomed. Strip away the excess pipework and the outside frames on the bogie and No. 1080 bears a reasonable similarity to her Neilson LSWR sister No. 30583, now preserved on the Bluebell Railway ! More information about Umekoji Museum can be found at : <http://www.mtm.or.jp/eng/umekoji/index.html>

We've received a couple of enquiries about this year's proposed visit to the Beeches Light Railway to see Adrian Shooter's former Darjeeling Himalayas steam loco but not enough yet to put together a group booking. Please let me know asap if you'd like a day out riding behind this fabulous little Sharp Stewart loco – with a BBQ lunch included. The 2015 operating dates are Sat May 16th, Sat June 27th and Sun Aug 9th.

Excellent news from Whitehead is that the Neilson Reid GNR (I) Q Class 4-4-0 locomotive No. 131 was steamed on Saturday 31st January and was able to move under its own power for the first time in 53 years. Work will now progress to the next stage which is on-the-road testing. For further details please see the RPSI News web page : <http://www.steamtrainsireland.com/news>

Last but not least, many thanks to several people who have sent in their spare stamps in the last few weeks, they are always very useful and any further donations of stamps will be greatly appreciated. PS – apologies in advance if our mail for the next few months carries Christmas postage !

**Thank you all once again for your continued support
More news to follow 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 :

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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.**