

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

June 2015 Newsletter



N2 TANK ON TOUR

(Photo KL Collection)

The British summer seems to have arrived on 27th May as Gresley Great Northern N2 0-6-2 Tank No. 1744 eases its way over the level crossing at North Weald Station on the Epping & Ongar Railway. The loco is currently away from its Loughborough base on a working tour of various UK preserved railways. It will be moving on to the Nene Valley Railway near Peterborough during August.

No 1744 was built by the North British Locomotive Co at Hyde Park (Works No. 22600) and placed in service in February 1921. Two years later it became LNER No. 4744, then 9523 in the 1946 renumbering scheme, and finally BR No. 69523. After many years working from Kings Cross shed, it was finally withdrawn from service at New England in September 1962 and purchased for preservation by the Gresley Society. It is now based on the Great Central Railway at Loughborough.

The Gresley Society Trust have commissioned sculptor Hazel Reeves SWA FRSA to create a statue of Sir Nigel Gresley for the concourse of London's King's Cross station, to be unveiled on the 75th anniversary of his death on the 5th April 2016. More than half the expected cost has now been raised and if you would like to make a donation please visit the Trust's website at www.gresley.org



A first coat of BR Brunswick Green paint was applied to the back and left hand side of No. 61662's Tender during the first two weeks of June. We will add a second coat as soon as possible and then some lining and a BR Crest to improve the overall appearance for summer visitors to the Mizens. A number of smaller tasks have also been completed recently including fitting the left side cab doors and straightening out a large kink in the plating that was caused during the Tender's time in the scrapyard at Doncaster.



Our progress is totally dependent on the rate of fund raising of course and we would like to thank everyone who has bought Shares in No. 61662 or has made donations to date – we couldn't have got this far without your help. Money is urgently needed for our next major task which is to construct the loco's main frames and we still need to ballast our newly-laid section of track so please keep the funds coming in. Volunteers are still needed to help man our Publicity Stand at Oswestry Station at the Cambrian 'Football Special' on Sunday 28th June so if you can help with this please telephone Ken on 01189 864 706 as soon as possible.

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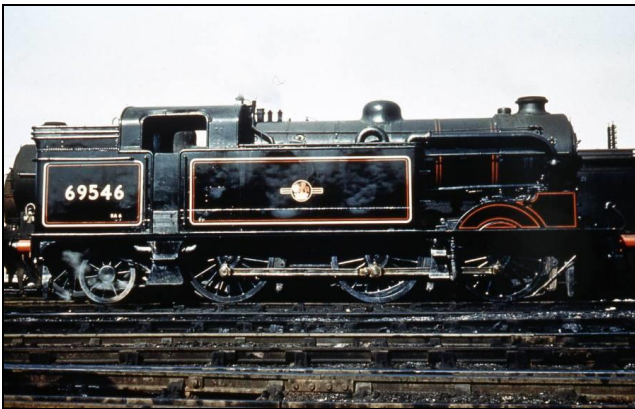
GRESLEY'S N2's

(photos courtesy www.colourail.com)



In 1919 (Sir) Nigel Gresley considered a number of possible designs for a new suburban tank engine for the Great Northern Railway. These included an improved 0-6-2T, a 2-6-2T, and a 2-6-4T. The improved 0-6-2T was accepted for development for both heavier suburban and branch line work and was required to work through the tunnels from Kings Cross to Moorgate in Central London. The new design was based on the original GNR N1 Class but featured larger diameter cylinders, piston valves, a superheated boiler, and a greater water capacity.

The piston valves were positioned above the cylinders, requiring a high-pitched boiler. This combined with a short chimney to keep the locomotive with the Metropolitan loading gauge, and condensing equipment for working through the tunnels gave the N2s a powerful appearance. Sixty locomotives were built between 1920 and 1921 with fifty of this number being constructed by NBL at Hyde Park Works. These were followed by forty-seven Group Standard N2s from four different builders between 1925 and 1929 to give a Class total of 107 locomotives. Although initially built for suburban services in the Kings Cross area, later locomotives were used for similar services around Edinburgh, Glasgow and Dundee.



All 107 N2s survived into British Railways ownership and at Nationalisation the allocation was Kings Cross (57), Hornsey (10), Hatfield (14), Hitchin (2), Colwick (5), Neasden (3), Parkhead (8), and Kippes (8). The North British Locos were renumbered 69500 to 69549 from 1948. They continued on their intended duties until the 1950's when withdrawals commenced. All had gone by 1962 leaving 69523 as the sole survivor.

The photos we are using to illustrate these notes are a trip down memory lane for me as one of my regular loco spotting trips in the 1950's took me from Potters Bar to Kings Cross and Moorgate - and the trains were usually N2 hauled. **Top Left** : 69513 mixes with Tube Stock at Moorgate Station in May 1958. **Top Right** : 69504 shunts ecs at Kings Cross in June 1960. **Lower Left** : 69546 ex Works at Doncaster in May 1958 and finally **Lower Right** : 69549 pulls away from Potters Bar Station in August 1960. As a lad I must have ran up that footpath hundreds of times to our regular spotting location at the top of the bank !



In 1866 a Glasgow based consortium led by Charles Tennant purchased mining rights in Southern Spain to create the Tharsis Sulphur & Copper Company Ltd. The new firm opened an industrial railway in 1871 running from their mines at Tharsis and La Zarza to a purpose built pier at Corrales on the River Odiel opposite the City of Huelva. The uncommon gauge of 4ft 0" was adopted and it is believed that this was due to company connections with the Glasgow Subway which is built to the same gauge.

During its lifetime, the Tharsis Railway as it became known used some 53 steam locomotives. Initially some diminutive Dubs 0-4-0T's dating from 1867 were employed but from the turn of the Century they were joined by several different batches of NBL 0-6-0T's and 0-8-0T's to handle the increased loads. Most of the steam locos carried names associated with the local area. By the 1920's traffic had increased still further and a dozen powerful 2-8-0T's were acquired from NBL and the German firms of Hohenzollern and Krupp. The first diesel shunters arrived in the 1950's (including NBL Diesel Hydraulic 0-6-0 No. 27403) and they were joined in 1970 by six Bo-Bo Diesels from Alsthom. The efficient little line provided excellent service for 128 years until 1999 when dwindling mineral traffic and road competition brought about its closure.



Following closure, several Tharsis locomotives have been preserved in the local area. Dubs B Class 0-4-0T No.1 'Odiel' has been placed on display outside the superbly restored Corrales Station and three of the diesel shunters have been plinthed on roundabouts in the town. Two more Dubs Tanks can be found at Tharsis along with one of the Alsthom Bo-Bo's. In addition, three of the Tharsis NBL E Class 0-6-0T's survive in the Lopez Soriano scrapyard at Zaragoza. Very interestingly, some new roads in Corrales have received Company related names including Calle Clark, Calle Sinclair and quite exquisitely Calle Glasgow !

Our photos show 0-6-0T No.29 'Aljaraque' on an ore train in 1970, No.1 at Corrales Station and No.31 'El Cerro' in Lopez Yard. Further details of the Railway can be found at : <http://www.academia.edu/233116>



In the mid 1980's, almost twenty years after the end of BR steam, more than 200 of the 255 SAR Class 15F 4-8-2's were still in regular service. By this time however, they had been displaced from most of their top link express passenger turns and were finding employment on pick up freights and shunting work. With an all up weight of some 182 tons and almost 48,000 lbs of Tractive Effort these superb locomotives were the masters of any duties allocated to them and even in their final years could still put up a spectacular showing. This photo spread is meant as tribute to the twilight years of the 204 North British 15F's that gave sterling service in South Africa for more than 40 years. In our top photo, 15F No. 3152 (NBL 26036) heads west away from Viljoenskroon with a morning goods train bound for Klerksdorp.



By 1987, the operational 15F's were concentrated on the Orange Free State and Transvaal Regions. On the left, one of Bloemfontein depot's 35 15F's, No. 3130 (NBL 26014) prepares for another shift in November 1987. Our final photograph shows No. 3119 (NBL 26003), by this time fitted with a large capacity tender from a withdrawn Class 23 4-8-2, shunting the extensive yards at Springs in the Southern Transvaal. Several NBL 15F's have been preserved including No. 3046 at Germiston and No. 3153 in the Western Cape. No. 3007 (NBL 25546) returned to its native Glasgow in 2007 and is on display in the City's Riverside Museum.

AUCTION SCENE

(photos courtesy www.gcrauctions.com)

NBL-related items were well represented at the Great Central Railwayana Auctions at Stoneleigh Park on 6th June with more than 20 Lots having a direct connection with the Combine or its Constituents. We are very grateful to Great Central Auctions for the use of this selection of images from their catalogue.



Lot 344 : A locomotive nameplate, UNITED PROVINCES, from a LMS Jubilee Class 6P 4-6-0 No 5578, BR 45578, built by NBL, Works No 24136, in 1934, and named in 1936 after a part of the then Indian Empire. **Sold for £8,000.**



Lots 81 & 142 : South African Railways brass cabside numberplates, 3116, from a Class 15F 4-8-2 built by NBL, Works No 26000, in 1948 and 3524 from a rebuilt Class 25 4-8-4 built by NBL, Works No 27384, in 1953. **These Sold for £210 and £700 respectively.**



Lots 144, 199 & 220 : A small selection of NBL worksplates from the 16 or so on offer. The Dubs plate, from a Highland Railway 4-4-0 named 'Ben Vrackie' being possibly one of the most the most historic items at the Auction. **These three items sold for £820, £1,100 & £460 respectively.**



And finally, **Lot 378** : a Scottish Region totem sign, SPRINGBURN, from the main line station adjacent to the North British Hyde Park and Atlas Works, a minor chip repainted and a little mottling. Sold for **£380**. Full details of this and forthcoming GCRA Auctions can be found on their website : www.gcrauctions.com



Part restored Sharp Stewart 0-4-0ST No. 17 faces an uncertain future at Carnforth shed following the sudden death of its owner Albert Hitchen. A former Champion Racing Cyclist, Albert will be best remembered rescuing SR West Country 'Taw Valley' from Barry Docks Scrapyard and restoring it to Main Line condition. In recent years he switched his attention to LMS Black Five No. 45231 which he operated on steam specials around the UK. The 0-4-0ST was built for the Furness Railway as their No. 25 by Sharp Stewart in 1865 before the firm relocated to Glasgow. It was sold out of service to Barrow Steelworks where it acquired the number 17 and worked until 1960 when it was placed on display at a local school until 1982.

Recent Reports indicate that New Zealand's Kiwi Rail has agreed to allow a special movement to take place to relocate out of gauge NBL 25NC No. 3508 and the other two ex SAR steam locomotives from Parnell depot. It is now planned to store them at a Steelworks where they will be 'shrink-wrapped' to protect them from the elements. In the longer term it is hoped that suitable land can be acquired so a building can be constructed to restore them and place them on public display.

NBL Website : following the takeover of our www.nbloco.net website hosts 'Demon' by Vodafone a little while back we are currently looking at the best and most cost effective solution for us to maintain a continued internet presence. We'll keep everyone posted as soon as any changes occur but in the meantime our NBL Facebook page <https://www.facebook.com/NorthBritishLocomotives> will continue. Please feel free to upload your NBL News or photographs to this page. Please also be assured that our LNER 'Footballer' new build loco project website : <http://www.engine61662appeal.co.uk> continues as before and will not be affected by any changes to the NBL site.

Last but not least : our SAR colour slide show seemed well received by the Continental Railway Circle in London on 11th June with some 80 or so Members & Guests in attendance. Our next Slide Show booking is for 'Kings Cross to Sunderland in Steam Days' at Hoddesdon Railway Circle on 5th October and we have also been invited to attend the Mizens Railway Southern 4-VEP open day on Sunday 30th August. More details of these two events will follow as soon as possible.

**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 :

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.**