

# NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

## September 2015 Newsletter



### DISAPPEARING VIEWS

(Photo KL Collection)

North British LNER B1 4-6-0 No 61306 'Mayflower' is regularly featured in these pages but take a good look at this recent view of a steam locomotive traversing the wide open spaces of Sonning Cutting as it will only be available for us all to photograph for a few more months. Electrification of the Paddington to Bristol main line is well under way and Overhead Line Masts are already in place on the section from Didcot to a point just east of Reading Station. A large number of bridges are being rebuilt to accommodate the new catenary and overhead electric trains are already running from Paddington to Heathrow Airport.

Whilst the modernisation of Brunel's masterpiece will speed up traffic and consolidate the future of the route, it will be sad to see stunning locations such as Sonning and many, many others consigned to history under a sea of posts and cables. At the time of writing, only the section from Reading New Junction to Slough is still free of clutter – in fact the view at Sonning has actually been improved by the cutting back of lineside vegetation and offending trees ready for the masts to be positioned.

Many local enthusiasts are in a race against time to record the last steam specials on the old GWR main line before it changes forever and we will be happy to publish your views of North British locomotives, past and present on this route. We remain thankful of course that steam can still be photographed on the UK main lines almost 50 years after it was taken out of service on the British Railways national network.



Following last month's 'new' photograph of No. 61662, Mike Morant has very kindly sent in another superb photo of the locomotive from his own collection of original negatives. This shows 'Manchester United' running as LNER No. 2862 on a down local passenger train near Hatfield in 1938. The loco was only just over a year old at this time as it was rolled out of the Works for the first time in January 1937.

Not a great deal of practical work has been carried out on the tender this month due to my 'holiday' in the Pyrenees but our fund raisers and researchers have continued with the task in hand. We are very pleased to say that the full cost of lining-out the cab and tender and applying the British Railways Crest has now been raised. We have asked Gerald Whittaker to carry out the work and a start will be made asap.

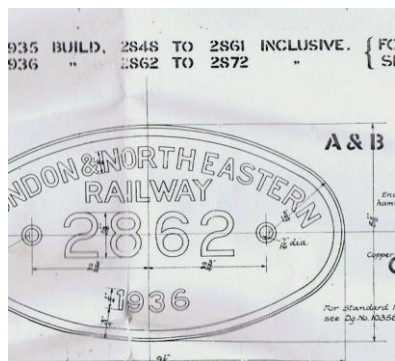
In the meantime, Malcolm Peakman has investigated No 61662's BR overhaul dates and made an interesting discovery. 'Manchester United' ran with tender No 2862 from new until it was overhauled at Gorton in May 1951. After the overhaul it emerged from Gorton Works coupled to LNER Group Standard Tender No 2867 – which had previously run with locomotive No 61667 'Bradford'. No 61662 then retained this tender.

For the record, No 61662's overhaul dates during the British Railways era were as follows :

**Darlington** – Casual Heavy Repair 11<sup>th</sup> July 1949 until 22<sup>nd</sup> Sept 1949 (Painted BR Green)

**Gorton** – General Repair 2<sup>nd</sup> May 1951 until 30<sup>th</sup> June 1951 (Tender swap with 61667)

**Doncaster** – General Repair 6<sup>th</sup> November 1956 until 11<sup>th</sup> December 1956 (last overhaul)



Finally this month, NBLPG Member Peter Wood has very kindly offered to make us a replica No 2862 tender plate. A copy of the original LNER drawing has been sourced and a similar tender plate has been borrowed from another member so Peter can make the replica plate as authentic as possible.



Originally designed as freight engines, the South Eastern & Chatham Railway's 'C Class' 0-6-0's were introduced in 1900 and soon became maids of all work, surviving two World Wars before the last one was withdrawn in 1966. Designed by SECR Chief Mechanical Engineer Harry Wainwright, the first 15 of the Class were built in Springburn by Neilson Reid & Co and delivered in June 1900. They were followed six months later by 15 more from Sharp Stewart and further batches from the SECR's own workshops at Ashford and Longhedge brought the class total up to 109 locomotives by 1908.

These unassuming little engines were used on freight services and occasional passenger trains throughout the South East of England between Reading and the Kent Coast for more than 60 years. The vast majority were eventually fitted with steam heating equipment so they could haul empty stock for express trains. Quite interestingly, one of the Neilson Reid engines, no. 685 was converted into an 'S Class' 0-6-0 Saddle Tank in 1917 for use as a heavy-duty shunter at Richborough Port which at that time was being used to ship locomotives and armoured equipment to the Western Front.



Heavy usage and lack of maintenance during World War II resulted in the first withdrawals from 1947 onwards and the class had disappeared from the main line by 1963. Fortunately 2 survived in Departmental Service at Ashford until 1966 and one of these, No 31592 has been preserved on the Bluebell Railway.

Our photos show three of the Sharp Stewart-built locomotives during their time in British Railways service.

**Top :** No. 31716 in rundown condition passing Ashford Station with a mixed freight in May 1961

**Above Left :** No. 31712 receives attention from the fitters at Brighton shed in February 1956

**Above Right :** No. 31723 pressed into passenger service near North Camp in March 1957

## STEAM ON THE MET

(photos KL Collection)



The current series of 'Steam on the Met' trains (or Steam on LUL as it is now known) has provoked memories of previous special events on London Transport lines featuring several North British steam locos.

Our top photo shows a busy scene at Amersham Station on Whit Sunday 29<sup>th</sup> May 1994 with preserved NBL N2 Class 0-6-2T No 69523 standing in the platform after arriving on a train from Harrow on the Hill. A London Transport 'tube' train drifts into the station in the background and Class 20 diesel No 20227 waits to leave on another special. Groups of enthusiasts and families throng the platform in the spring sunshine searching for bargains on the various railway Sales Stands.



The very last LNER K1 Class 2-6-0 No 62005 (NBL 26609) rolls through the Buckinghamshire countryside above left, between Chalfont and Amersham to take charge of a 'Steam on the Met' working in May 1999. This fine locomotive is currently based at Fort William depot for working the 'Jacobite' trains to Mallaig.

A much more sombre scene is depicted above right, showing GWR Panier Tank No 7760 (NBL 24048) arriving at Neasden depot with a special ballast train on 6<sup>th</sup> May 1971 - the very last day of regular working steam on the tube lines. No 7760 survived the scrapper's torch and is now preserved at Tyseley shed.



Following our recent feature on the ex SAR Electric & Diesel locomotives moving to Bloemfontein, news reports from South Africa now suggest that a new Transport Museum is to be created around the remaining buildings of the old steam shed there. Part of the existing shed building is currently used as a repair facility by the Sandstone Railway and more than twenty steam locomotives are already on site. Almost the same number of engines, currently stored at Millsite shed are being proposed for a move to the Free State.



NBL and constituent locomotives are well represented in the proposals for the new museum with a dozen or so already stored at Bloemfontein including Class 11's and 15F's. The veteran Class 3R as depicted above (lower right) is amongst six more NBL engines that are included in the list of engines proposed for transfer from Millsite so we will keep an eye on future developments and follow these up in our Newsletters.

**SOME TYPICAL LOCOMOTIVES BUILT BY NORTH BRITISH**

**MAIN LINE LOCOMOTIVES**

**DIESEL**  
Hydraulic with NORTH BRITISH fully automatic Hydraulic Transmission  
425 h.p. Diesel hydraulic main line locomotive for Western Railway of India.



**ELECTRIC**  
1000 h.p. Class 4E locomotives for South African Railways built in collaboration with the General Electric Company Ltd.



**STEAM**  
Class 25 N.C. locomotives for South African Railways. Total weight in working order—322 tons.



**INDUSTRIAL LOCOMOTIVES**

A complete range of units for shunting duties is produced from 180 h.p. to 525 h.p. All are equipped with N.B.L.-P.A.M. diesel engines and NORTH BRITISH fully automatic hydraulic transmissions.



525 h.p. design, 6-4-0 type weighing 28 tons in working order. Over 30 locomotives of this type are in order for various users and many are now in work.



440 h.p. design, 0-6-0 type weighing 21 tons in working order for heavy shunting duties.

**UNDERGROUND LOCOMOTIVES**

Also equipped with NORTH BRITISH Hydraulic transmission is this fully flameproof 100 h.p. 'Flame' locomotive. A 75 h.p. version is also produced.



**THE NORTH BRITISH 'MINER'**

**THERE IS A NORTH BRITISH LOCOMOTIVE FOR EVERY JOB**

We are indebted to NBLPG Member Steve Jones for very kindly donating a superb selection of NBL Advertising Leaflets from the 1950's to our archive collection. These would have been supplied to NBL Agents and prospective customers and depict a wonderful array of what would have been considered the most modern engines of the time from the Springburn stable. Locomotives featured include a Bo-Bo Diesel Hydraulic for India, a pair of NBL 'stock' 225hp and 445hp diesel shunters and a SAR 25NC Class 4-8-4.



**NORTH BRITISH LOCOMOTIVE COMPANY LTD. GLASGOW**

**NORTH BRITISH LOCOMOTIVE CO. LTD.**  
SPRINGBURN, GLASGOW, N.1.


INCORPORATED IN GREAT BRITAIN  
LONDON OFFICE: LONDON HOUSE, 25, BATHURST STREET, E.C.4  
TELEGRAMS: NBL

**ENGINES AND TRANSMISSIONS**

Best diesel engines and hydraulic transmissions are now built in Glasgow by the North British Locomotive Company so that they are ready at all times for the requirements of a diesel locomotive.

Typical 180 h.p. engine for shunting locomotives. Type 480/12/2000, super-charged developing 180 h.p. and built to 400 h.p. maximum design speed.

Engines produced range from 80 to 525 h.p.



Typical Transmission Gearbox assembly for rigid wheelbase locomotives.

The NORTH BRITISH hydraulic fully automatic transmission, known for its economy, reliability, control, low maintenance and long life, is available in a variety of sizes and types and is widely used in all rail traction requirements.

**OTHER PRODUCTS**

General Engineering Work is now undertaken in such fields as fabricated steelwork and pressure vessels.

**ASSOCIATED COMPANIES**

CARRUTHE STEEL CASTINGS CO. LTD. SHEFFIELD Steel Castings  
HENRY FELS & CO. LTD. LONDON Machine Tools  
LOCOMOTIVE VALVE GEARS LTD. LONDON

**PLEASE ASK US FOR MORE DETAILS OF ANY OF THE ITEMS ILLUSTRATED WHICH INTEREST YOU**

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Also of great interest are the 'Flameproof' Miner locomotive for underground working and the prototype BR Bo-Bo Diesel Electric 10800 which was ordered by the LMS but not completed until 1950. Also featured in the leaflets are a selection of engine units and transmissions that were being fitted at the time. Photo copies of the leaflets can be made available in return for a small donation to our funds.

**NB NEWS IN BRIEF**



Very sad news to report this month is the tragic death of NBLPG Member George O'Hara from Prestwick who was killed in road accident whilst cycling on the A78 near Irvine in July. George was an accomplished racing cyclist who rode and raced for more than 50 years, holding the record for the ride from Glasgow to Oban and back for almost two decades. He was also an author and publisher of books on railways and on the shipbuilding industry including BR Steam in Scotland, BR Diesel Traction in Scotland and 100 Years of Shipping on the Clyde. George regularly donated copies of his books to our group to help us to raise funds. He is survived by his wife, their son Kenneth, daughter Elaine and grandsons Lewis and Brodie.

Our Colour Slide Show at the Oxfordshire Railway Society this month was well received and resulted in a generous donation to our funds. The next Show 'Kings Cross to Sunderland in Steam Days' will take place at the Hoddesdon Railway Circle on Monday 5<sup>th</sup> October. Please let me know if you would like to attend.

One of Wildlife Artist David Shepherd's former steam locomotives, 15F 4-8-2 No 3052 (NBL 25591) is due to be overhauled under a new working agreement formed between Germiston based preservation group Reefsteamers and the Sandstone Heritage Trust. No 3052 was originally donated to David by the General Manager of South African Railways in 1991 and is now in the custodianship of the Trust. It is currently stored at Germiston depot and will be restored to full mainline running condition over the next 9 months. More information can be found on : <http://www.sandstone-estates.com/index.php/railway-heritage>

Apologies for the late delivery of the August Newsletter to our Postal Members, this was quite simply due to staff holidays at our publishers and will hopefully not occur again this month.

And finally, I have a correction to make from our August Newsletter when I wrongly credited the photo of GNR(I) 4-4-0 No 131 on Page 7 to Barry Pickup. The picture was in fact taken by Charles Friel. Sincere apologies for the mix up which was entirely down to myself.

**Thank you all once again for your continued support  
More news to follow next month, Best Regards, Ken**

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A Not for Profit Organisation**

**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 by letter or by e:mail. NBL related Photos can be uploaded direct to our Facebook page at : <https://www.facebook.com/NorthBritishLocomotives>

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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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.**