

# NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

## January 2016 Newsletter



**WINTER'S CHILL**

(Photo courtesy [www.colourrail.com](http://www.colourrail.com))

**Happy New Year to all, let's hope that 2016 proves to be a great year for railway preservation.**

You can almost feel the cold in this month's cover photo as Southern Railway 'King Arthur' Class 4-6-0 No 30767 'Sir Valance' (NBL 23213) approaches Shortlands with a down express in the harsh winter of 1963. Apart from the well-known 'Scotch Arthurs' and L1 Class 4-4-0's, NB Loco also turned out 22 boilers for the Southern Railway for use on their Bulleid pacifics. The story of these boilers continues to fascinate and in response to several recent requests we are going into a little more detail this month.

Meanwhile, 6,000 miles away in the Southern Hemisphere, where temperatures are currently soaring to more than 100 degrees, a chill wind is blowing for 21 NBL steam locos that have been placed on a disposal list of 38 surplus locomotive assets to be auctioned off by Transnet Freight Rail next month. The list also includes a half dozen Garratts and unless enthusiasts can outbid the scrap dealers this will mean the end of the line for many fine engines. More details can be found on Page 4.

Following the notes about Livingstone Museum and the Ceres Branch in our December Newsletter, Peter Bagshawe and John Middleton (respectively) have very kindly supplied additional information about the two locations. Their excellent photos can be found on Page 5.

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ENGINE 61662 APPEAL



(Main photo [www.colourrail.com](http://www.colourrail.com))



Practical work since Christmas has concentrated on cleaning up the smokebox door ready for fitting new hinge straps, handles and re-painting. Our short term aim is to acquire a buffer beam and a smokebox and then we can re-create the front end of the locomotive as seen in the photo above. Thanks to our visit to the scrapyards at Doncaster we already have a set of LNER buffers and a set of British Railways Eastern Region locomotive headlamps were subsequently acquired at Auction. Donations towards the new smokebox would be greatly appreciated.

Our big news this month is that new Member Sean Margerison has very kindly set up a Twitter Account for us to take the project into the 21<sup>st</sup> Century. Hopefully Twitter will enable us to connect with greater numbers of people and help to increase our membership. Sean has excellent credentials for the job being a life-long Manchester United fan and a volunteer at the East Anglian Railway Museum at Chappel & Wakes Colne Station. (the smokebox door currently carries a 30E Colchester shedplate by the way) Sean's grandfather worked in the BR offices at Liverpool Street Station and would have seen No 61662 in action on the GE line many times during his career.

The new Twitter Account can be found at <https://twitter.com/Engine61662> please follow the page to keep abreast of all the latest news. If you have football or steam related items or photos that Sean may be able to use on the page, please email them to him at [sean.margerison@hotmail.co.uk](mailto:sean.margerison@hotmail.co.uk)

Last but not least, we have acquired more than 100 Railway Books covering a wide range of topics and these are to be sold off at Bargain Prices to help the Appeal. Some prices are starting as low as £1 plus postage. The list is too long to include in our Newsletter but if you would like some interesting reading, please email Ken at [ken.livermore@btinternet.com](mailto:ken.livermore@btinternet.com) or send an s.a.e. to Engine 61662 Appeal, 4 Porchfield Close, Earley, Reading, Berks, RG6 5YZ Thank you.



Hi Ken, I've researched much of the history of the 22 NBL boilers that were built under contract for the SR Bulleid Pacifics. There are 4 survivors, three of them are MN boilers built for the first ten of the Class and the other is the sole survivor of twelve boilers built for the lighter WC / BoB series.

If you look at photos of rebuilt MN's you can see the ones with NBL boilers had a fatter barrel in the middle because it was the front ring that was tapered, whereas the others were tapered from the firebox. The NBL fitted engines generally had a better reputation because they were quite a bit heavier than the others.



The chart gives details of the surviving NBL Bulleid Pacific boilers showing the locos they are now fitted to and the engines that originally carried them. Our photos show the four current engines. No 34067, seen at Woking is still fitted with 'Air Smoothed' casing making visual identification of the boiler impossible but the NBL lineage of (Left to Right) Merchant Navy's Nos 35005, 35008 & 35011 is still clearly recognisable.

Current Loco	Name	Original Loco	BR Number	Original Loco Name
34067	Tangmere	21C164	34064	Fighter Command
35005	Canadian Pacific	21C6	35006	P&O SN Company
35006	P&O SN Company	21C7	35007	Aberdeen Commonwealth
35011	General Steam Navigation	21C8	35008	Orient Line

**STEAM FOR SALE****(photos Les Pivnic & KL Collection)**

In the last few weeks, Transnet Freight Rail has announced that they will be disposing of 38 surplus steam locomotives in an On-Line Auction to be held in February 2016. All the engines are 3ft 6ins gauge and no less than 21 of them are of NBL / constituent origin. They range from a vintage Dubs 6B Class 4-6-0 of 1897 to ultra-modern NBL 25NC's built as recently as 1953. Sadly the list includes several ex Prestige engines that were once regarded as part of the SA Heritage Collection. An 'A' list has also been released giving details of 65 steam locomotives that will be retained for preservation.



Class 15F 3153 . Copyright photo  
Les Pivnic

Some of the biggest shocks in the Disposal List are Krugersdorp shed's former Prestige 15F 4-8-2 No 3153 'City of Johannesburg' (pictured above), 15A 4-8-2 No 1970 'Milly', the one-time Pride of De Aar and Green liveried NBL 15F No 2928 which was always in great demand for steam galas and open days etc. Also included are five NBL Class 24 2-8-4's and six 15AR 4-8-2's as pictured below and several Garratts.



No firm date has yet been set for the Auction but we have been advised that it will take place in February. The website address is [www.go-dove.com](http://www.go-dove.com) – you will need to navigate the site until you find Transnet Freight Rail sale 118. There is a R50,000 refundable registration fee. (approx. £2,100 in GBP).

Steamnet 2000's Peter Odell has taken on the task of coordinating bidding to try to ensure that enthusiast groups do not bid against each other. Peter is also an NBLPG Member and can be contacted via us if you wish to bid on a loco or support other groups. Copies of the Transnet Disposal List and the A List showing the preserved locomotives are available from us by request. Please support the bidding groups if you can.

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**PAST TIMES**

(photos from Peter Bagshawe & John Middleton)

As mentioned previously, two of our regular correspondents have very kindly supplied evocative photos of NB Locos at Livingstone Museum and on the Ceres Branch, two of the locations we covered last month.



Hi Ken, I was happy to see Fabrice Lanoue's photos at Livingstone in the December Newsletter as I was involved with the Railway Museum in its early days. I am attaching a pic I took at the official opening of the Museum on 12 June 1987, showing only NBL or constituent builders locos (nos 1126/'96'/156/70/MR57). Round the corner, behind 156, was 181. And the grass had been cut! Regards, Peter



Hi Ken, Thanks for the latest newsletter, here are a few more photos of 19D No 3321 (then running with an original NBL Vanderbilt Tender) on the Ceres line on a 1993 railtour run by Steam & Safari's with which I was involved. Please feel free to use in the newsletter. Best Wishes for 2016, John

**NB SHUNTER OVERHAUL contd.****(from John Payne)**

It's been just over a year since John dismantled his NBL diesel shunter 27941 for overhaul and he has kindly provided us with a progress report, detailing the trials and tribulations of working on this fine locomotive.



Having removed the engine, it allowed me to take stock of exactly what faced me, although filthy and somewhat tired in places the loco is basically sound, albeit the most obvious damage was the radiator frame top which plate is rotted through, plus the engine is partially stripped and water damaged. The scrap yard "A" type is potentially a good source of parts but the "B" type that had been on its side, has a damaged block and was frosted, but will yield some parts that could be salvaged.

As good as the "A" type might have potentially been, and could have possibly been made to run, I did not want to be messing about with all that six individual fuel pumps and their linkages could throw at me, and whichever engine I used, I was determined not to perpetuate putting the engine oil at a primary pressure of 14 Bar (142 psi) through the sectional radiator oil cooler and risk any leakages. That said, one thing I am looking at very seriously is the possibility of fitting some form of electric priming pump arrangement, possibly even with a pressure switch in the pressure line that won't close and allow you to try starting until a pre-set pressure is reached. Something else that I intend to avoid is the glow plugs or heater plugs used for cold starting, these plugs will in due course be replaced with steel blanking plugs screwed in to the heads, in place of the heaters and a single injector for an ether based cold starting aid will be fitted to the inlet manifold, so simplifying the electrical system.

Initially I concentrated my efforts on dismantling the engine from 27941, eventually reaching the point where there is now a completely stripped cylinder block waiting to be cleaned before rebuilding, but reaching this point wasn't anywhere near as straight forward as the manual would lead you to believe.

As removed, the engine was in a partially stripped and water damaged condition following a half-hearted attempt to strip it in situ to rectify what was alleged, and eventually turned out to be a seized camshaft. Whilst I may be critical of the way the engine was left, if you tried to work to the NBL manual, there was no way on this earth that the work could be completed in situ. For one thing the manual was apparently never revised to fully cover the change from "A" to "B" type engines such that the instruction to, in effect slide the cam shaft out of the free end of the engine is an impossibility with the "B" type as I discovered the hard way and as the previous individual had also discovered!

**John's fascinating report will continue in next month's newsletter (Ed)**



**An original Worksplate** from NBL Type 4 Diesel Hydraulic No D601 'Ark Royal' (NB 27661 of 1958) is to be sold at the Great Northern Railwayana Auctions in Cheshire in March this year. 'Ark Royal' seen above leaving Paddington in 1959, was one of six NBL 'Warships' to enter service on the Western Region of British Railways in 1958. Full details for the Auction can be found at : <http://gnrauctions.co.uk>

**An original Nameplate** from LNER B17 Class leader No 2800 'Sandringham' (NB 23803 of 1928) is to be displayed at March Museum in Cambridgeshire during January and February. This locomotive was one of the first ten of the Class that were built at Springburn and this will be the first public showing of the nameplate since the engine was withdrawn in 1958. It will form part of a commemorative display marking 80 years since Classmate No 2847 'Helmingsham Hall' took the Royal Funeral Train of his Late Majesty King George V from Kings Lynn to London on 23<sup>rd</sup> January 1936. The display has been organised jointly by March Museum and the B17 Steam Locomotive Trust and will take place from 16<sup>th</sup> – 23<sup>rd</sup> January and 3<sup>rd</sup> – 10<sup>th</sup> February (excluding Sundays).

**Another NBL Class leader**, this time in 'Doppelganger' form will re-enter Main Line service on 6<sup>th</sup> February when LMS 4-6-0 No 46100 'Royal Scot' heads a railtour from Crewe to Chester and Holyhead. The original loco (NB 23595 of 1927) swapped numbers and names with Crewe built Classmate No 6152 for a tour of North America in 1933 and the identities were never officially re-instated. Some enthusiasts say however that the re-numbering did take place and the engine now preserved is the NBL original.....

**And finally :** boiler repairs to the former Duke of Sutherland's Sharp Stewart 0-4-4T 'Dunrobin' are proceeding at the Severn Valley boilerships at Bridgnorth. A new firebox angle ring has been made for the boiler barrel and is ready for riveting. After this has been completed, the boiler and firebox can be fitted back together. We look forward to seeing this fine little engine in steam in due course.

**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 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.co.uk](http://www.nbloco.co.uk) Please send items for the website to Dave Fox at : [webmaster@nbloco.co.uk](mailto:webmaster@nbloco.co.uk)

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**

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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.**