

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

July 2016 Newsletter



WD REVIVAL

(Photo KL Collection)

Following on from the news of WD 2-10-0 No 90775's overhaul at Weybourne in our March Newsletter, the North Yorkshire Moors Railway have announced that work has started on the restoration of their NBL WD Classmate No 3672. The heavy freight duo are seen above on arrival at Goathland station when they last worked together in October 1996.

Perhaps better known by its adopted name of 'Dame Vera Lynn', No 3672 achieved celebrity status by being the first engine to run 100,000 miles in UK preservation. It was repatriated from Greece in 1984 and last steamed at the NYMR in 1998. Heavy boiler repairs are believed necessary along with a new set of tyres and a new tender tank so the repair bill is expected to cost more than £500K. Full details can be found on www.dameveralynn.co.uk

Designed by RA Riddles for the War Effort, 150 of these powerful 2-10-0's were built by North British in 1943/44 and most were sent overseas. A third member of the Class, No AD 600 'Gordon' (NB 25437) spent most of its career on the Longmoor Military in Hampshire and survives today on the Severn Valley Railway. We plan to feature this engine in a future Newsletter.



The Sandstone Heritage Trust's newly acquired 24 Class 2-8-4 No 3688 (North British 26400/1949) has been moved to the Sandstone shed at Bloemfontein for cleaning, rust removal and painting. Restoration of the locomotive is not planned for the immediate future as other projects, particularly the overhaul of their NGG11 Garratt, must take priority. However, No 3688 will be in safe dry storage for the near future.



Meanwhile, work continues at Germiston on the restoration of Greg McLennan's 24 Class No 3647 (NB 26359/1949) and the locomotive has been stripped down and received a coat of red oxide primer. Nos 3647 and 3688 were amongst the final stud of 24's operating at Breyten shed when it closed to steam in 1987 so it is very satisfying to see that they have both survived into preservation.

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61662 APPEAL

(photos KL Collection)

Despite poor weather in the last few weeks, the first two sections of steel for No 61662's front footplate have been cut and shaped and trial fitted above the bufferbeam. We have no crane on site so to save on hire costs, a 'ski slope' was built from planks and scaffolding and the smokebox saddle was then hoisted into position using the sheer muscle power of some of the Mizens younger and fitter members ! There is obviously a long long way to go but the resultant ensemble is starting to look like the front of a steam loco.



Tom and Richard are seen above making light work of hoisting the saddle more than eight feet off the ground to position it on the display plinth. Our next target is to construct the smokebox itself and fit it to the saddle. We already have the smokebox door on site at the Mizens so please help us to move this project forward with a small donation if you can. Details on : <http://www.engine61662appeal.co.uk/help.html>

SUDANESE STEAM

(Photos courtesy Mark Meyts)



NBLPG Member Mark Meyts spent some time working in the Sudan during 1976 and was able to photograph several British steam locomotives in action near the University City of Wad Medani, around 85 miles south of Khartoum. Mark tells us that this visit kindled his interest in African locomotives and he later saw working steam in Nairobi and Mombassa.

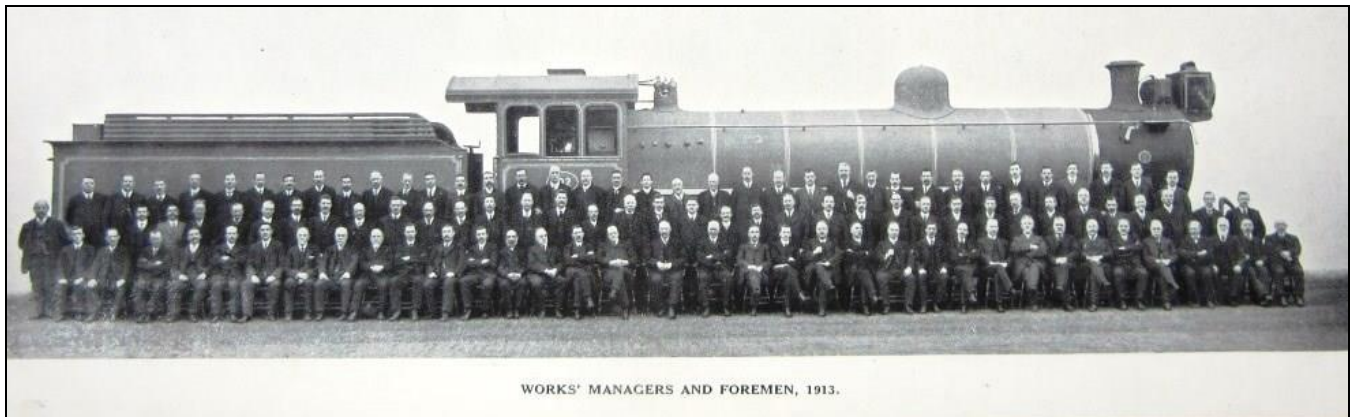
Between 1910 and 1951, NBL built almost 100 steam locomotives for the Sudan Government Railways and these were supplemented by a batch of the WD 2800 series Pacifics which were built at Hyde Park for the War Effort in 1942, some of which also went to Australia and the Trans-Zambesi Railway. In Sudan they were numbered from 236 to 270 and two of these, Nos 242 (NB 24822) and 252 (NB 24837) were amongst Mark's haul. The odd man out was 0-6-0T No 47 which was a Hunslet locomotive dating from 1950.



Sudan Steam had a short lived late revival in the 1980's when some of the locomotives were modernised by Hugh Phillips Engineering of Tredegar in South Wales. This included the application of Lempor exhausts and a modified rotary oil burner and some of the boilers were in fact shipped back to the UK for overhaul using money raised through Band Aid. Around 20 steam locos are believed to still exist in Sudan but their condition varies from museum displays to derelict. More information can be found on the International Steam website page : <http://www.internationalsteam.co.uk/trains/sudan01.htm>

THE BRAW LAD**(Photos courtesy Aileen Robinson)**

We are very grateful to Aileen Robinson of Galashiels this month, for very kindly sending us several books and photographs giving details of her late grandfather's fascinating working life at NB Loco. Her grandfather was Mr James McGregor who started as a Dubs apprentice and eventually became Assistant Works Manager at Hyde Park. He is listed amongst the Foremen pictured in front of Rhodesia Railways 10th Class 4-8-2 No 120 in 1913 and can be clearly seen second right amongst a group of Managers with Indian Railways B-B Diesel No 3001 in 1953. The notes below were taken from the NBL in-house news magazine of March 1953 when Mr McGregor was approaching his retirement after 51 years with the Company.



A large number of NB Loco personnel attended the staff dinner in the Central Hotel Glasgow, on February 12th 1953 with a warm welcome for Mr James McGregor, Assistant Works Manager at Hyde Park, who was retiring that April. It was a fitting occasion to make a special presentation from the management and staff, and to pay tribute to a colleague who had been held in high esteem by all.

Mr McGregor joined Dubs & Co in 1902 as an apprentice fitter. He had left school six months earlier, when his idea was to work in a city office, but a few weeks of that was enough for him. Being a 'Braw Lad', he qualified for an extra shilling when he started with the Company and was able to take home six shillings a week. He went directly into the Boilermounting Shop instead of serving a preliminary period in the stores like most others. The working day at that time was from 6am to 5-30pm with three quarters of an hour for breakfast and one hour for lunch.

When he was 22, Mr McGregor became the youngest Chargehand ever to be appointed in the Queens Park Works, the majority of Chargehands being older and more experienced men. He was also a leading light on the soccer field and in 1905, when only 18 years old, he played for Parkhead Football Club. His service with the firm from 1902 to 1953 was unbroken and there were many among the staff at the dinner that evening, by then holding responsible positions in the Company, who had the benefit of training under Mr McGregor. In the picture he is seen receiving his presentation from the General Manager, Mr Crowe.

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PROGRESS ON NB 27941

(Photos courtesy John Payne)

John has kindly sent a further instalment on his re-build project, plus a couple of photos showing the cleaned cylinder block with the timing case assembled to it. John says that in fitting the timing case without any problems he has probably overcome the biggest hurdle he faced in rebuilding the engine. It is also a tribute to the high quality of NBL's engineering, despite all that has been said, rightly or wrongly, over the years about their diesel engines.



With the camshaft removed and safely wrapped in anti-corrosion tape, attention turned to removing the crankshaft, which turned out to be a relatively easy, if somewhat dirty job due to the amount of oil lodged in various nooks and crannies, the only problem being one main bearing cap nut being a slightly smaller A/F size than all the others. With the crank lifted out, again I was pleasantly surprised by the condition of the main bearing shells, the only damage being to the rear main set, that for some reason had a very "pock marked" surface, however this isn't a problem as there a few sets of new bearings amongst the stock that came with the loco.

The final job was to remove the remaining camshaft bearing sleeves for possible use as spares, before the "A" type block was put to one side whilst its fate is decided.

The only minor problem that has shown itself in the cylinder block from 27941, is another crack, albeit a very fine and small one where the earlier frost damage must have also affected the rear face of the block where it meets, but doesn't quite mate face to face with the timing case, leaving just sufficient room for the metal to move and crack, but fortunately also providing sufficient room for a thin steel patch to be fitted once the machined face of the block is ground flat. Finding this crack, does make me wonder if a similar crack had occurred in the end of the "A" type block allowing coolant/water to run down and damage the rear main bearing shells.

At this point things have reached a slight pause whilst the block from 27941 is waited to be moved elsewhere on site for steam cleaning, to be followed by repairs to the additional crack, honing the cylinder bores and a couple of minor repairs prior to being put undercover for rebuilding, so in view of this pause, I will now be turning my attention to the loco itself.

(Many thanks to John for keeping us updated with this re-build, the story will be continued soon : Ed)



David Love writes to say that he enjoyed our last Newsletter and in particular our notes about the Great Central ‘Pom-Pom’ 0-6-0’s. The photo above shows a builders plate in David’s collection that came from J11 No 64320 which was one of the locomotives shown in our photo at Louth. Quite amazingly the plate was found on the long-abandoned Great Northern trackbed near Sutton-on-Sea in the 1970’s. It unusually retains the original fixing bolts which must have rotted with the result that it became detached from the loco. It just goes to show what is still lying around out there, waiting to be re-discovered !

With great sadness we have to record the passing of one of our longest serving Members, William Dewar of Gartcosh, Glasgow who died peacefully at Monklands Hospital just before Christmas. Willie, as he was known to all, was a Senior Draughtsman at NB Loco until the Company closed in 1962 and then became a guide at the old Glasgow Transport Museum. He later moved on to Springburn Museum and was always keen to tell the story of the ‘Combine’ and its locomotives. Our sincere condolences go out to his family.

Latest Update on our SAR 19D Class 4-8-2 ‘Saiccor No 3’ is that an ‘agreement in principle’ has been reached to store the loco at the Umgeni Steam Railway in South Africa whilst funds are raised to cover shipping costs back to the UK. The move is expected to take place in around six to eight weeks time if the logistical issues can be resolved. We will try to provide more information as soon as it is to hand.

And finally – as much as we like ‘Steam Railway’ magazine, please don’t believe everything you may have read inside their June back cover. Some ‘Old Codgers’ have no plans to be shunted into the sidings !

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

**Newsletter published by the NBL Preservation Group Ltd, Company Registration Number 7508287
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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 Please send items for the website to Dave Fox at : 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

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 19D 2767 SHIPPING 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.**