

NBL Preservation Group

March 2013 Newsletter



SOUTHERN ICON

(Photo Nick Newport)

‘Scotch Arthur’ No. 777 ‘Sir Lamiel’ made a welcome return to Southern metals during the Mid Hants Gala on St David’s Day and is seen here crossing Northside Lane overbridge near Bishops Sutton with the 12:25hrs departure from Alresford to Alton. ‘Sir Lamiel’, originally numbered E777, was built by NBL in June 1925 at the former Neilson Reid, Hyde Park Locomotive Works in Springburn as one of a batch of 30 engines ordered by the Southern Railway. Classified N15 but always known as the ‘King Arthurs’, these locos had a narrow cab for use on former SECR lines and were fitted with 5000 gallon bogie tenders.

First allocated to Nine Elms shed in London for work on express trains from Waterloo to Southampton and the West Country, No. 777’s later allocations included Bournemouth, Dover and Basingstoke. After a working life of just 36 years, the loco was withdrawn from service in October 1961 and fortunately saved for preservation as part of the National Collection. BR No. 30777, ‘Sir Lamiel’ is now in the care of the 5305 Locomotive Association and is normally based at Loughborough on the Great Central Railway. The current Southern Railway ‘Malachite Green’ livery was applied following an overhaul in September 2012.

For further details please see : <http://www.gcrailway.co.uk/the-railway/locomotives/30777-sir-lamiel/>

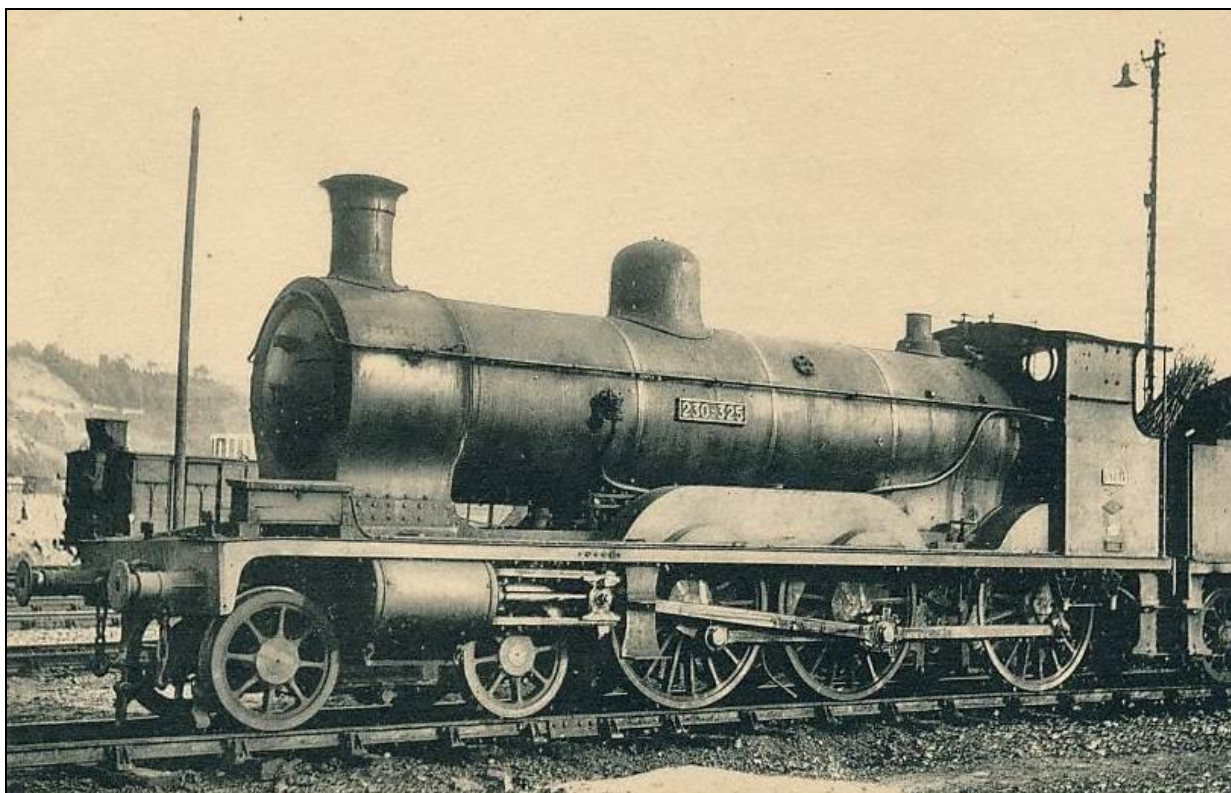


'61662 Appeal' Webmaster Dave Fox proudly shows off our latest acquisition, a full size solid brass 'Manchester United' nameplate, complete with football and club colours on the splasher, which we were fortunate to obtain from Solent Railwayana during February. This made up in part for a disappointment we suffered earlier in the month when Moveright International visited the yard at Doncaster but returned to base without collecting any of our parts or equipment. A quote has been obtained from a local crane hire company to lift the tender and we are now awaiting a new date for the move. The hire of a crane was not included in our original estimate and if this proves necessary I'm afraid it will make a serious dent in our movement budget so further donations towards the cost of the move would be greatly welcomed.

In the meantime, work continues on preparing new track for the Tender at the Mizens Railway and as seen below, engineer Ian Rough has been busy with his mini JCB. We are setting up the rails in a quiet corner at the Mizens so restoration work on the Tender can take place without interfering with the normal operation of the Railway. All track parts are now in hand (including genuine LNER rail chairs) and we should be able to complete the work in the next few weeks. Volunteers are always needed to help so if you can get to Woking and are free on a Tuesday or Thursday afternoon, please give Ken a call on 01189 864 706.



Other 61662 news this month is that Dave has updated the website to include a News Section and has added an interview with yours truly that took place at Old Trafford during last year's sponsored bike ride. We have now received more than 8,500 hits on the site and Dave is preparing some statistics to show where the interest is coming from. His initial investigations show that we have had visitors from more than 35 different countries so far – quite probably a reflection of Manchester United FC's worldwide fan base ! If you'd like to check out progress on the website, please go to www.engine61662appeal.co.uk



In 1911, as on previous occasions, when the French State Railway Company ‘Chemins de Fer de l’Etat’ needed additional motive power, it called on tried and trusted friends in Glasgow. Two orders were placed with NBL for a total of fifty very stylish 4-6-0 locomotives and these were built straight from the drawing board for the French railway. No. 230-325 is seen above complete with NBL diamond on the cabside.

In their Order Book, NBL officially described these engines as being ‘similar to the Highland Railway Castle Class’ but the adjective ‘similar’ was something of an understatement. Observers of the day would have been hard pressed to find any significant differences in the two types of locomotives, other than the necessary modifications such as air brakes etc, to comply with French operating conditions.

Dubs & Co built the first batch of Highland Castles at their Queens Park Works in 1900, the design being attributed to the then HR CME Peter Drummond. However, as with the preceding ‘Jones Goods’ 4-6-0, much of the actual design work on these fine engines must go to our old friend David Hendrie who was Drummonds ‘assistant’ at the time. Fortunately Hendrie’s later roles as CME in South Africa gave him the opportunity to fully develop his ideas on the design of powerful steam locomotives.



These two photographs show just how ‘similar’ the French and Scottish examples of these types really were. Dubs went on to build a total of ten Highland Castles between 1900 and 1902 and nine more were constructed by NBL in the period 1909 to 1915. All were withdrawn in LMS days with the last survivor being taken out of service in 1944. An interesting article on the Class can be found on the website :

<http://chasewaterstuff.wordpress.com/tag/highland-railway-castle-class/>



1)

Surprisingly powerful for their diminutive size and appearance, an interesting range of NBL 0-4-0 diesel hydraulic shunters could at one time be found at many locations in the UK. They worked in both British Railways and Industrial service and more than 200 came to be built, mainly at NBL's Queens Park Works in Polmadie. Power classification ranged from 200hp in the early models to 330hp in the final designs.

NBL's first diesel hydraulic shunters were built in 1950 and this formed the basic design for eight of the type built for BR in 1953. They were classified DY11 and originally carried running numbers 11700 to 11707, later renumbered in the D27xx series. An odd feature that can be seen on D2701 at Selby yard in photo 2 was the steam-type bunker at the rear of the cab. Next off the blocks were several batches of an improved design taking the D27xx series up to a total of 81 locomotives. One of the final engines of the class, No D2775 is seen at Grangemouth shed in Photo 4.



2)



3)



4)

Last but not least of the BR types were the 14 engines of Class D3/1 which were introduced in 1958. These were numbered in the D29xx series and were originally sent to Devons Road (Bow) and Rugby sheds to replace life-expired steam shunters. D2907 of this series is seen in photo 3. The locomotives proved very successful but although they were clearly the masters of the work they had been designed for, they fell victim of a BR decision to eliminate hydraulic transmission and were written off in one foul swoop in 1967. Our top of the page photo shows four of the class led by Nos. D2911 and D2909 at Crewe Works in March 1967. They appear to be in good condition but in fact all of them had been withdrawn the previous month !

Fortunately, the Industrial owners of NBL diesel hydraulics were much less wasteful of their investments and many of the type soldiered on into the 1990's. More than 20 of them have survived into preservation including two BR examples and our Group has recently been given the opportunity to acquire one of these fine little machines for a nominal sum. Funds will be needed to cover movement and restoration costs and we are currently putting together a preservation plan and press release to take this to the next stage. If you would like to be involved or make a donation please contact Ken by email or by post at the usual address.



Sad news from one of our correspondents Richard Niven this month is that former ace steam driver John Gilberthorpe has suffered a series of strokes and is currently unable to read or write. Richard was John's fireman in the 1980's & 90's and he describes John as 'one of the best steam drivers ever'. Let's hope that John can make a full recovery very soon and in the meantime we'll think of him doing what he did best - thundering through the Karoo on the footplate of his beloved NBL 25NC 'Enchantress'. A number of excellent photos of John and Richard's exploits on No. 3488 can be found on the following website : <http://www.sa-transport.co.za/trains/25nc-3488/enchantress.html>

Andrew Jeffrey has contacted us regarding a new internet based group called UK Steam Gen. This has been set up for people to post sightings, reports and news etc on steam locomotives. Depending on your preference, this may then be emailed to you, or just available for you to view on the group. It sounds like a great way of keeping up to date with steam news and can also tell you how early or late railtours are running. For example, when a railtour passes someone at xxx location with 69999 leading, they can then send a message to the group to let everybody know if it was on time. Membership is free and anyone interested in joining should contact Andrew by email at : andrewjeffery65@aol.com

Joan Heath is setting up a model railway layout at home and would like to obtain photos of GMAM No. 4113 and / or 14CRB No. 1780 that might be suitable for framing. If you can help, please contact Joan direct on : joanheath@frea.cc



And finally, thanks to the recent purchase of our 'Manchester United' nameplate, we now have a spare replica 61662 smokebox number plate ! As per the photo, this is the Newton Replicas version, cast in solid aluminium with the older style BR 'curly' sixes. The plate is fully painted and drilled and ready to mount and currently costs £75 from the manufacturers. We are looking for offers of £35 or over (plus post and packing) so, if you would like this for your railway den, please contact Ken on 01189 864 706. The best offer by the end of March will secure the plate and all proceeds will go directly to the Engine 61662 Appeal.

**Thank you all once again for your continued support
More News 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.

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**. For further details, please e:mail : ken.livermore@btinternet.com

**NORTH BRITISH LOCOMOTIVE PRESERVATION GROUP
HONORARY PRESIDENT SIR HUGH REID**

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 NEW BUILD 'FOOTBALLER' PROJECT : £

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.**