

# NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

## March 2014 Newsletter



### ELECTION RESULT

Following the result of our recent vote I'm delighted to tell you that Professor Dugald Cameron OBE has accepted the post of Honorary President of our Preservation Group. Dugald is an advisory member of the Railway Heritage Trust and is an eminent and well respected Artist who has painted a large number of railway subjects. He is also the author of several railway books including 'Drawn to Scottish Steam' and 'Glasgow Central, Central to Glasgow'. He has been a keen member of our Preservation Group since 2007 and is pictured here very appropriately in the cab of 'Duchess of Sutherland' at Glasgow Central.

The vote was a close run affair with our 58% of our Membership in favour of Dugald and 42% supporting Mrs Joan Quinn. Mrs Quinn is the sister of our former President, Sir Hugh Reid and the granddaughter of NBL's first Managing Director, also named Hugh Reid, who was knighted in 1922. The family involvement with locomotive building began with Joan's great grandfather, James Reid who became a partner in Neilson & Co in 1863. The company name changed to Neilson Reid in 1898 and the firm became a Constituent of NBL in 1903.

In view of the excellent level of support and interest, we have offered Mrs Quinn the post of Honorary Vice President, which she has very kindly accepted. We look forward to working with these two very illustrious personalities – who I am sure will keep us on our toes !



The Highland Railway 'Jones Goods' locomotives were notable as the first engines in the UK with the 4-6-0 wheel arrangement. 15 were built by Sharp Stewart in 1894 and one, No 103 has survived into preservation.

Although credited to HR Locomotive Superintendent David Jones, much of the design work was believed to have been carried out by his Chief Draughtsman David Hendrie who's big-engine policy later revolutionised South African railway practice. When the 'Jones Goods' first appeared they were felt to be somewhat daring as they were such an advance on anything that Jones or the Highland Railway had previously built.

At that time, these were the most powerful main line engines in Britain and although originally intended principally as freight engines, they were often called upon for passenger duties during the wide fluctuations of traffic which occurred on the Highland Railway, particularly during the summer season. After the Grouping in 1923, the class was numbered 17916–17930 by the then LMSR and were given power classification '4F'. They were withdrawn between 1929 and 1940.

Number 103 (LMS 17916) was set aside for preservation by the LMS in 1934. It was restored to working order by the Scottish Region of British Railways in 1959 and spent several years operating enthusiasts' tours. It was finally retired in 1966 and today can be seen in Glasgow's new Riverside Museum. Our photos show the loco on display at Bathgate shed with Nos 49 & 123, coming off Inverness turntable and as preserved.



(3)

## ENGINE 61662 APPEAL

(photo courtesy Rail Archive Stephenson)



Many thanks to all those who have responded to our call and donated books and other items for our Sales Stand at the forthcoming West Somerset Gala, our first day there has been confirmed as Friday 28<sup>th</sup> March with other dates to be arranged if sufficient volunteers come forward. We have been given a good site on the platform at Minehead station so if you are in the area and free on the day, why not come along to say hello.

We've had some good publicity via our facebook page recently and this has attracted almost 500 followers at the time of writing. If you're able to access facebook but have not yet 'liked' our page, please go to <https://www.facebook.com/Engine61662ManchesterUnited> and put a tick in the box, it will boost our following and help to encourage our team. We've also started to receive donations via facebook and you will see a new box on the page for this purpose.

Donations in general have been a bit slow to recover from the Christmas period and whilst we are keeping up with repayments for the Tender's crane hire and transport costs, it makes it more difficult for us to move forward without a little cash in hand. If you've thought about joining us, buying a Share or two in No. 61662 or making a small donation, please contact us asap as every penny helps.

Work goes on in the background of course and we have been identifying and obtaining the various drawings we will need to construct the new locomotive. Many of these are held at the National Railway Museum and others in the NBL Archives at the University of Glasgow. Even drawings cost money of course so please support us if you can. Our webmaster, Dave Fox has been busy keeping our 61662 website up to date and we are rapidly approaching 15,000 'hits' so there is plenty of ongoing interest in our project around the globe. Please visit us at : <http://www.engine61662appeal.co.uk> for the latest news and information.

This month's photograph is from the Rail Archive Stephenson collection and shows No 61662 'Manchester United' passing Nottingham Arkwright Street station with a Nottingham Victoria to Leicester Central train in the early 1950's. An evocative sight and we would love to re-create something similar one day !

(4)

## PORTUGUESE RARITIES

(photo courtesy Philip Wormald : [www.loco-photos.net](http://www.loco-photos.net))



Although its constituents had gained an early foothold, North British locomotives in Portugal were very few and far between. In 1910, Springburn designed a 4 cylinder compound 2-8-0 for the Minho & Douro line but only the first three of these came to be built in Glasgow, the remainder of the 16-strong class being constructed by the German firm of Schwartzkopff between 1914 and 1924. Eight more 2-8-0's followed in 1920 but these were built to the Portuguese State Railways own design and once again later Schwartzkopff examples came to outnumber the Springburn originals.

Possibly the most successful export to Portugal however, was the single Bo-Bo electric locomotive No L301 built for the Estoril Railway in 1948. This engine was built in conjunction with GEC, who supplied the electrical equipment and was in some ways a forerunner of the AL4 Bo-Bo electrics that NBL / GEC built for British Railways. It was a very powerful unit for its size, developing 40,000 tractive effort and can be seen today preserved at the Portuguese National Railway Museum at Entroncamento. As with the two previous steam orders, this engine was built at NBL's Queens Park Works in Polmadie.



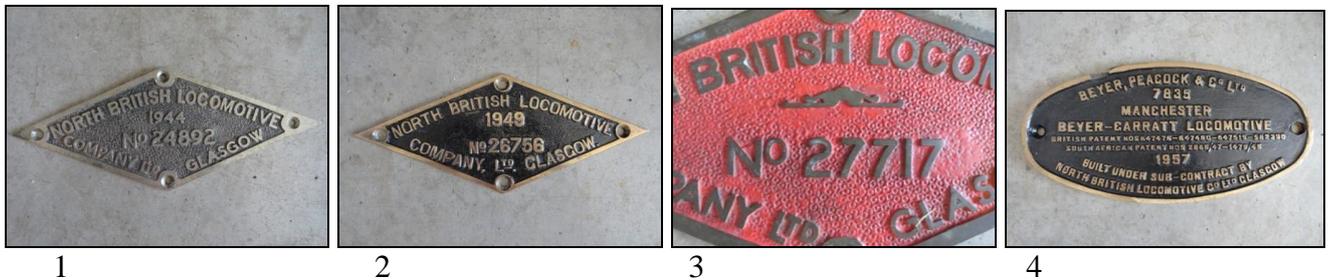
The photos above were taken by John Champion at Campanhã locomotive shed in May 1964. They show (left) NBL design 2-8-0 compound No. 762 (one of the Schwartzkopff engines) running light in the yard and (right) Former Sul e Sueste 2-8-0 number No 713 built by North British (22709/1921) on the turntable.

(lower photos courtesy : <http://gwrarchive.org>)

**NBL WORKSPLATES Part 4 : Plates with no works identity****(by Malcolm Peakman)**

At the end of 1942 NBL was faced with the task of delivering hundreds of urgently needed ‘Austerity’ 2-8-0 and 2-10-0 locos for the War Effort. Up to this point all recent locomotive production was at Hyde Park Works (mainly Stanier 8F 2-8-0’s for the LMS and WD and a batch of 3’6” gauge 4-6-2’s ordered by the WD for Sudan) - all of which wore the usual circular Hyde Park plate.

Under Wartime conditions production was expected to be switched between the various works “as needed” therefore a plate was devised which did not have any reference to the producing works. The first plate was fitted to WD 7000 (later re-numbered 77000 then 90101) and uniquely for a WD, it was fitted to the smokebox. It was serial number 24971 and outshopped in January 1943. This plate has not been recorded as surviving and it would be interesting to see it, if only to confirm that it was dated 1943. I should mention that the last 2 locos for Sudan bore Hyde Park Works plates also dated 1943. A gap of 100 serial numbers had been left for a further batch of Stanier 2-8-0’s but these were later cancelled and 80 WD 2-8-0 built in their stead, numbered backwards from 24970; thus the lowest serial number of the “no works” plate is 24891 but dated 1944. The gap of 20 numbers 24871 to 24890 remained blank. The plate from Works Number 24892 is illustrated in Fig 1.



The plates were apparently made by a sub-contractor in Paisley and Peter Rowledge in his book on WD 2-8-0’s mentions that some were damaged and remade – leading to confusion with numbers. The first of these plates were made of a white alloy (often called nickel silver) but by 1948 examples were appearing in brass, and in the late 1950’s aluminium examples were made – usually for main line diesels. Variants do exist - 26756 (fig 2) and 26757 appear to be a re-use of an otherwise unused Queens Park Pattern - the removed lettering is quite clear, while 27717 (fig 3) was a demonstrator loco so it has no date – just a decorative motif. Garratts built by NBL under sub-contract for Beyer Peacock mention NBL but carry the BP serial Number (fig 4)



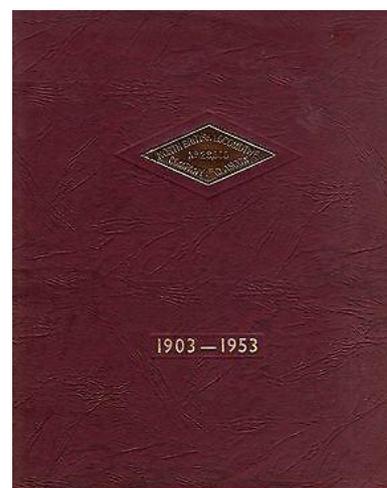
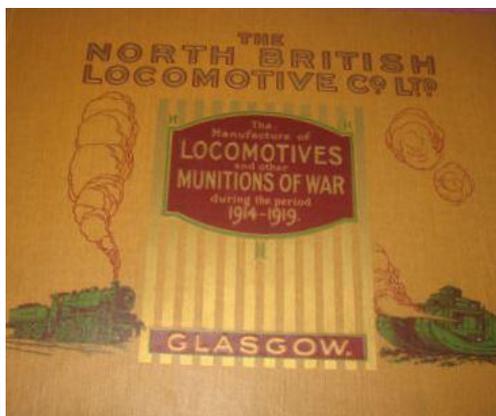
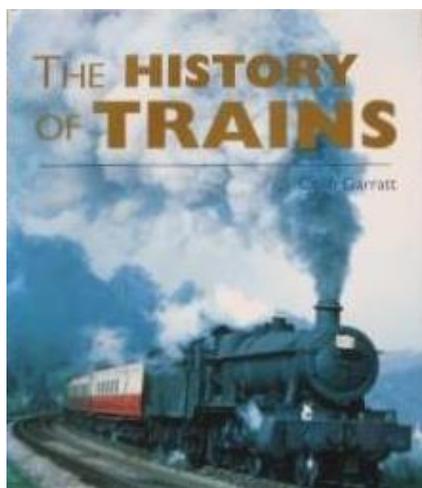
When NBL closed in 1962 the last locos were completed by Andrew Barclay and in certain cases plates were re-dated – sometimes quite crudely, examples are to be seen in the Buckle and Love Book, other examples were done more neatly (figs 5 & 6) – particularly for diesel shunters built as speculative “stock” projects and later sold with appropriate dates. This practice was not unknown in steam days either. One small change occurred late in production when the pointed ends became more rounded (figs 7 & 8) - was this an early example of Health and Safety at work ! Diesel Electric and Electric Locomotives built for BR had combined NBL/GEC or GEC/NBL plates of which more in another article.

(many thanks to Malcolm for producing these notes and photos)



A somewhat larger item than usual has come up for sale this month – in the shape of NBL 8F 2-8-0 No. 24755 (TCDD No. 45170) which was repatriated from Turkey around three years ago. It was displayed at the Locomotion Museum in Shildon for a short while, as seen above, before moving to a private site in Northumberland for storage. The engine is in unrestored condition but is described by current owner John Oldcorn as being ‘95% complete’. No. 45170 is one of the last survivors of 208 LMS design 8F’s built by NBL for the War Effort between 1939 and 1941. Its sister loco No. 45166 which came back on the same ship has already been sold on and is being restored for a Museum in Israel. For further details please contact John Oldcorn by email at : [johnoldcorn@gmail.com](mailto:johnoldcorn@gmail.com)

Returning to the more usual range of sales items, we have a small but interesting collection of books on the stocks this month. All proceeds to our Dubs Tank restoration fund. Please phone or email Ken to bid.



- 1 – The History of Trains, by Colin Garratt is a history of the World’s most famous trains, : Guide Price £10
- 2 – NBL Locomotives & Munitions of War, an account of NBL’s efforts during WW1, : Guide Price £35
- 3 – NBL 1903 to 1953, a 50<sup>th</sup> Anniversary commemorative booklet issued by NBL : Guide Price £20



We've featured Rebuilt NBL 'Royal Scot' No 46115 in our pages before but I couldn't resist including this recent photograph of the loco climbing to Ais Gill Summit on the Settle & Carlisle line. 'Scots Guardsman' has made several runs over the S&C in recent weeks and the combination of a superb steam loco and wonderful scenery has been well supported by enthusiasts and the travelling public alike. Several more trips are planned for later in the year.

Colin Price has kindly emailed us with the good news that New Zealand pacific Ab745, the mud slide loco which was in danger of scrapping, has now been moved to a new home at the Rimutaka Incline Railway. The loco was transported in several sections which were re-united on arrival at the railway's Maymorn depot. Further details can be found on : <http://www.rimutaka-incline-railway.org.nz/news/ab745-arrives-maymorn><http://www.rimutaka-incline-railway.org.nz/news/ab745-arrives-maymorn>

I'd like to end this month with a lovely letter from Mary Dunne concerning our vote for a new President:  
*Dear Ken, It is an honour to have my mum Mrs Joan Quinn as a nomination for Honorary President! I am 2nd eldest of the Quinn family - Mary (Quinn) Dunne and I live in Cork, Ireland. I am enjoying reading your monthly emails on heritage in the making..! The most recent being the locomotive found in Northern Iraq. For the most part of my life growing up in the west of Ireland, I was used to the sound of an old engine of a train which had to be kept running in an old roofless shed for fear it would not run the next morning!*

*After a period abroad, I returned home to visit family, and I could not put my finger on it for several weeks - I missed the hum of the old engine, the old station was closed down. I was no more to hear the lonely sound of the running engine!! I think the last train in action in home town of Loughrea, Co Galway was, roughly 1979. I had a love of the train and especially being lulled while travelling on one! The sights to be seen from one and of course the sounds of the train in motion was something else...not realising my family history...it must be in the blood..!! Keep up the wonderful work, and of course you have probably guessed who I will be voting for..! I will copy the letter and post it off to you soonest. Kind regards and greetings to ALL members who live their passion of the Locomotive.*

*Mary Dunne, Cork Ireland.*

(Mary is of course a direct descendant of the Reid locomotive dynasty – and on this form could be another possible choice for future President ! KL)

**Thank you all once again for your continued support  
More News Next Month, Best Regards, Ken**

**Newsletter published by the NBL Preservation Group Ltd, Company Registration Number 7508287  
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**MEMBERSHIP & INFORMATION**

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  
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**\*\*Please make Cheques for Shares in Engine 61662 payable to 'Engine 61662 Appeal' thank you.**