

NBL Preservation Group

Honorary President Sir Hugh Reid

April 2012 Newsletter



NEW ZEALAND ANNIVERSARY

(Photo Rob Merrifield)

Dubs F Class 0-6-0 saddle tank No. 163 took a starring role in the 125th Anniversary of the opening of New Zealand's Napier-Woodville railway on Saturday 24th March. The event centred on Woodville station which is the northern terminus of the Wairarapa Line from Napier and is located at the junction with the Palmerston North - Gisborne Line in New Zealand's North Island.

In attendance were over 1,000 visitors including many who arrived on two special trains from Wellington and Palmerston North, as well as dignitaries from KiwiRail and the rail heritage community. The occasion also served as a reunion for former railways staff associated with the district and was an opportunity to see vintage rolling stock that used to work in the area.

Bearing classic Neilson outlines, 88 of the F Class tanks were constructed by seven different British builders between 1872 and 1888, No. 163 coming from Dubs & Co as their works number 1367 in 1880. We are planning to feature the NZR F Class 0-6-0ST's in a future Newsletter.



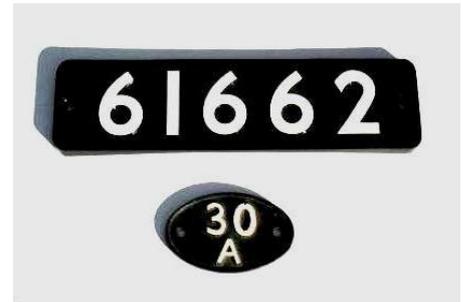
In parallel with our drive to recruit new members and supporters, good progress is being made in sourcing surviving LNER steam locomotive parts that can be used on the new engine. One of the most important remaining items from the original No. 61662 is a 'Manchester United' nameplate which featured in a recent Sheffield Railwayana Auction. The plate sold for £35,000 but don't worry, we didn't bid - if we had that amount in the bank we'd have ordered a set of new main frames for the engine by now ! We have had a replica nameplate made instead and this is one of a number of smaller items that have now been purchased for use on No. 61662 by our Appeal Fund and our members.



Original LNER Works Plate



Set of Original LNER Buffers



Replica Smokebox Number Plate

The cost of just the few items shown above runs into hundreds of pounds so new members and supporters are urgently needed to help move the Appeal forward. A number of fund raising events are being planned – including a **Lands End to John O'Groats cycling marathon** so if you are able to support the project with a small donation it will be greatly appreciated. Please make cheques or orders payable to 'Engine 61662 Appeal' and send them to : **Engine 61662 Appeal, PO Box 185, Audenshaw, Manchester, M34 0BE**. The website remains available to view at : www.engine61662appeal.co.uk



An excellent selection of Engine 61662 memorabilia, including Tee Shirts, Mugs, Prints and Coasters etc, all featuring the above full colour picture of the locomotive, is available from the widely respected Transport Artist Jonathan Clay. Please call 01323 478 665 or email : jonathan@jonathanclay.co.uk for full details.



The first working party on our Dubs Tank loco took place at the Mizens Railway on 5th April. This focussed initially on removing flaking paint from the top the boiler and applying a coat of rust proofing paint. NBLPG Chairman Nick Newport led from the front and is seen above hard at work on the dome cover. Good progress was made (despite my limited assistance) and by close of play a first coat of protective green paint had been applied. Volunteers are urgently needed to help with this task in the coming months and should please contact Ken on 01189 864 706. We will be happy to arrange work parties on dates to suit available labour.



As can be seen from these photos, the old lady didn't take too kindly to her first British winter in 112 years ! If you can't make it down to the Mizens but would like to see the Dubs looking her best once again, a small donation to help with the cost of paint and materials would be greatly appreciated using the form at the end of this Newsletter. **Many Thanks, Nick & Ken**

THE 'SOUTHERN' L1'S

(Photo courtesy www.colourrail.com)

Last month's feature about the project to build a new 'LNER L1' has prompted quite a bit of correspondence about the Southern 4-4-0's that carried the same class designation. I suppose we should really say that the LNER L1's carried the same designation as the SR Maunsell locos preceded them by some 19 years !

Although the SR L1's were a very useful and long lived Class, it is widely held that they were quite fortunate to have been built at all. When Richard Maunsell became the first CME of the newly formed Southern Railway in 1923, he brought a great deal of knowledge and experience with him from his previous role at the South Eastern & Chatham. What he also brought from the SECR was an outstanding works order for 15 express locomotives for the Kent Coast lines. Although construction of the Maunsell version of the 'King Arthurs' was well advanced by 1925, he decided that the opportunity to obtain some additional engines was too good to pass up and the job was contacted out to North British.

All 15 L1's were built at NBL's Hyde Park Works in 1926 under Order No. L814. Their works numbers were 23356 to 23370 inclusive and they entered Southern Railway service numbered in the former SECR series as A753-A759 and A782-A789. Later they carried SR numbers between 1753 and 1789 and finally BR 31753 – 31759 and 31782 - 31789. The gaps in the numbering system between 760 and 781 had already been allocated to SECR L Class 4-4-0's.

As can be seen from the photo of No. 31783 at Hither Green above, the L1's were very handsome and well balanced locomotives. Their design had a very strong Derby influence and they closely resembled Maunsell's SECR D1 and E1 4-4-0 rebuilds. During their long and fruitful lives, the only obvious changes to the Class were the removal of the smokebox-mounted snifter valves and changes of number and livery. They gave sterling service for more than 30 years and the last one No. 31786 lasted into 1962 having been retained for railtours. Sadly none of the Southern L1's were preserved – but in these days of new build loco projects, who knows what could happen in the future.....

NB NEWS IN BRIEF

Work continues on **LMS Jinty 0-6-0T No. 47357 (NBL 23436)** at Butterley. After tyre re-profiling at the Tyseley locomotive works, the wheelsets for this locomotive arrived back at the Midland Railway Centre during September. With the tyre profiles now in good order, work can start on the axleboxes to enable the main frames to be re wheeled. Most parts for this locomotive have been cleaned ready for inspection to determine the level of repair that is required. The boiler for this loco has also had attention to get it ready for an inspection to gather a full scope for repair. All of the boiler tubes have been removed with the regulator J pipe next in line to be removed, giving full access to the inside of the boiler barrel for de-scaling.

There is still a great deal of work to be done before the loco can steam again and Project Leader Marcello Gabrielli has estimated that around £40,000 is needed to complete the necessary work. If you would like to help Marcello get No. 47357 restored to her former glory and back in steam, further information can be found on : www.jintyappeal.co.uk or you can email Marcello direct at : marcello2009@hotmail.co.uk

After a thorough cosmetic restoration, **SAR Class 7A 4-8-0 No. 993 (Sharp Stewart 4150)** has now been placed on public display inside the Locomotion Railway Museum at Shildon. As mentioned in our October 2011 edition, No. 993 was originally built for the Cape Government Railway in 1896 and had an interesting career with South African Railways and then the Zambezi Sawmills Railway before being repatriated to the UK for preservation by the world famous wildlife artist and enthusiast David Shepherd. This is the first time that the loco has been displayed in SAR black livery, details can be found on : www.nrm.org.uk

UK Postal Charges : as is probably well known, NBLPG do not have an annual Membership Fee, only a one off joining fee for Associate Members of just £10. This has worked well in the past as the majority of our members and supporters receive our regular Newsletters by email. However, the recently announced increases in postal charges and the high price of printing ink is forcing us to consider making a small charge to Postal Members only to cover the cost of sending out Newsletters in the coming year. We will try to avoid this if possible and in the meantime we would greatly appreciate it if you could please send us any spare postage stamps that you may have to keep this service running. If anyone on our postal circulation now has an email account please let me know asap as this will also help to save postage.

The 2012 edition of **'Railways Restored'** has now been published by Ian Allan and our advert on Page 108 has helped to generate interest in our personalised UK travel service. As promised in the ad, we'll be happy to collect you from your home, hotel or airport and take you to see and photograph UK steam railways and main line excursions – at bargain prices ! Why not leave the car at home and leave the worry of map reading and parking etc to us. All proceeds from the trips go directly to steam loco preservation and an update featuring photos taken on days out over the last 12 months or so will be circulated during May. For more details or a booking form please visit our website : www.steam-mastershot.co.uk

For those in the London area, I'm giving an illustrated talk entitled **'London Stations & Sheds 1956 - 1962'** at the Sports Club in Enfield Town on Tuesday 1st May commencing at 7-30 pm. This features slides, photos and anecdotes from my mis-spent youth as a schoolboy trainspotter. Please let me know in advance if you are interested in coming along as numbers are limited and I'll need to get permission for additional guests from the organiser. Hope to see some of you there.

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

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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 Ken 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.** Or 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 : £10

DONATION TO DUBS TANK No. 196 RESTORATION FUND : £

DONATION TO CLASS 11 No. 929 RESTORATION FUND : £

DONATION TO NGR CLASS 1 4-8-0 SHIPPING FUND : £

DONATION TO 'ENGINE 61662 APPEAL' : £

TOTAL ENCLOSED : £

All donations, loans and subscriptions will be acknowledged, thank you for your interest and support. Please make cheques or orders payable to 'NBL Preservation Group'