

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

May 2016 Newsletter



P & O RETURNS

(Photo Ray Woods)

Monday 16th May was a very special day for members, shareholders and supporters of the P&O Locomotive Society who, after more than three decades of hard work, saw their efforts come to fruition with the renaming and entry into traffic of their Merchant Navy Class Pacific No 35006 'Peninsular & Oriental Steam Navigation Company'. The re-naming ceremony was carried out at Toddington by Glos / Warks Railway President Pete Waterman, who started his own working life as a fireman based at Oxley.

Reputedly designed as 'fast mixed traffic' (!) locomotives, the 100mph Merchant Navy class introduced a number of novel features such as air-smoothed casing and enclosed chain driven valve gear. 30 of the class were built between 1941 and 1949 and could be found hauling the Southern's premier expresses from Victoria and Waterloo. As has been well documented, the first 10 Merchant Navy's, including No 35006, were fitted with North British boilers. In the late fifties all were rebuilt, dispensing with the air smoothed casing and chain valve gear but retaining many original features, including the very free-steaming boiler.

'P & O' was based at Salisbury throughout its life and was withdrawn in 1964. It spent 18 years rusting in Barry scrapyard and in 1983 its present owners rescued it and took it to Toddington for restoration. Full details can be found on <http://www.gwsr.com/news/latest-news/merchant-navy-launched-in-style.aspx>



Héctor Cassano, Argentina's Tren Patagónico's Railtourism Specialist, contacted us recently to enquire about obtaining drawings for the line's fine North British 2-8-0 No 121 (NBL 19778). The railway's motive power department are about to carry out a major overhaul on the engine, which Héctor describes as their 'ferrumsaurus scotia patagonensis' (- I take that to mean their Scottish dinosaur !) We were able to put them in touch with the University of Glasgow and hopefully the overhaul will start to progress very soon.

Héctor goes on to say that N° 121 was built for the Argentine Great Western in 1912. This Railway was also known as GOA (Gran Oeste Argentino). The rare point here is that GOA was absorbed by the Buenos Aires to Pacific in 1907, so the locomotive was transferred to BAP. He has personally seen the GOA plates on the unit, so there is no mistake here. After the 1948 nationalization it was transferred to EFEA, later Ferrocarriles Argentinos, and kept on the San Martin Line until it was closed.

In the 1990's No 121 was assigned to the FerroClub Argentino, Alianza Division, from where it was restored, and then rented to TEA to operate the Bariloche Historic Train. After the TEA bankruptcy, the unit was abandoned for some years. Then in 2015 N° 121 was assigned to the Tren Patagonian, and now is under inspection (seen below) in the World famous Ingeniero Jacobacci «La Trochita» Railway locomotive depot.



NBL and its constituents built more than one thousand steam locomotives for the railways of Argentina and around sixty of these are still believed to exist. We look forward to hearing more about the restoration of No 121 in due course. In the meantime further details of this fine locomotive and the Tren Patagónico can be found on the website : <http://www.ferrocarrilesnelconosur.co.uk/04Sbsanantline.html>

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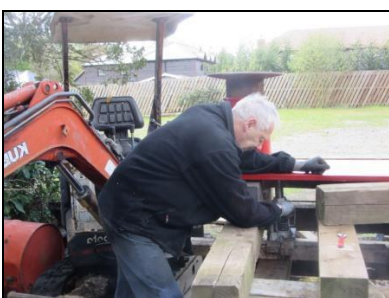
FRONT END PROGRESS



(photos KL Collection)



In the past few weeks, No 61662's buffer beam has been rotated 90 degrees, jacked up to the correct height above rail level and given a coat of red paint making it much more presentable to visitors. The smokebox saddle assembly is now on order and the plinth has been extended and reinforced to take the weight of the smokebox. We already have the smokebox door in hand and the composite picture above shows how the front end of the loco will look when the new smokebox is built and the parts are united by the saddle. Funds are urgently needed to complete this phase so please make a donation or buy a share if you can. Thank You.



John Payne continues the fascinating story of his trials and tribulations in overhauling NBL shunter 27941.

To remove the cam shaft, the front pulley, damper housing, torsional damper plus damper housing back plate all have to be removed. Once that lot is out of the way, the back plate can be removed which also has series of wire locked bolts through it into the front flange of the sump, which means the front of the sump can't be released without taking the front pulley etc off, but at least the camshaft can be slid out!

Equally difficult, is accessing and releasing the camshaft drive gear securing nut inside the gearcase at the rear of the engine, I won't bore you with the details, but true to form before the rear of the sump can be released, the flywheel has to be removed. Eventually I discovered the camshaft had, as suspected, seized having picked up in the thrust bearing at the rear of the engine plus in the adjacent sleeve bearing, meaning that the shaft had to be cut, in situ, in to three places using an angle grinder with a 4" slitting disc with each cut being completed with a hacksaw.

So at the end of all this effort and a steep learning curve, and despite my initial fears that I might be faced with changing cylinder liners, I now have a good cylinder block where the cylinder liners are in a fair to good condition, albeit one has a very small amount of wear giving a step at the upper limit of travel of the top piston ring, but otherwise a good clean with a honing tool should break any bore glazing and see the liners fit for further service.

With the block stripped attention has turned to recovering the crankshaft, camshaft, pistons and connecting rods from the "A" type engine, and although not in the original scheme of things I decided it would be best to use the "A" type gearcase which would have the advantage of keeping all the timing gears together, rather than introduce the risk of possible wear problems by mixing gears. Removing the torsional damper was much easier this time as I now knew what I was doing, and as an aside with the pulley and crankshaft extension in a hydraulic press about five tons force had to be applied to break the taper fit between the two items.

Final stripping of the "A" type will happen during 2016 and would have happened earlier except that I have also spent time removing the six fuel pumps, linkages, cam followers, push rods and many other associated parts so that they can be used to return the NBL 330HP 0-4-0 27656 of 1957 to service located at Rutland Railway Museum now known as Rocks by Rail. But trying to salvage two good sets of cam followers for both 27941 and 27656 entailed removing not only all the cam followers, but the rocker gear and push rods from all three engines, with a repeat performance to recover a set of twenty four good cylinder head studs for 27941 from a potential source of seventy two. To date apart from the few that are left to remove I have recovered about thirty six that are potentially good, and discovered just how water logged the "B" type is, the only saving grace being the cylinder heads which have been put in store to be overhauled at some future date.

So what have I achieved in the past twelve months?

A stripped block, learnt an awful lot about NBL built MAN engines including treating the manuals with a degree of suspicion and recovered a collection of parts for future use as spares. I have manufactured a bypass pipe (that includes a take-off for either a pressure switch or a pressure gauge, or possibly both) to link the oil pump output directly to the oil filter inlet something that I subsequently discovered MAN produced as an alternative part for their version of the WV17.7/22 engine.

The next big question is what do I hope to achieve during the coming twelve months?

Finish recovering the bits from the "A" type engine needed to rebuild the engine from 27941, clean the block and start the rebuild. Only time will tell ! John Payne

(Hopefully John will update us with his efforts during the course of 2016 – Ed)

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ARMY SHUNTERS

(photos courtesy Andy Crespin)



Continuing the theme of Diesel Hydraulic shunters, Andy Crespin has very kindly supplied us with an excellent selection of his photographs featuring NBL diesel shunters in Army service. We start with two of the early MK1 'piano-backs' Nos 403 (NB 27424) at Bramley CAD in March 1978 and No 406 (NB 27427) on a freezing cold day at Ropley in January 1987. Andy himself is seen driving No 406 and we would be very interested to hear of the current location of this engine as it was thought to be preserved on the Mid Hants Railway at that time but has subsequently dropped off our radar.



In the Centre Photograph Army 411 (NB 27646) is seen on the remains of the MSWJR Tidworth branch near Ludgershall with a long mixed freight train in November 1976. The same engine is shown (**below left**) during a pause in shunting operations at Ludgershall in August 1975.

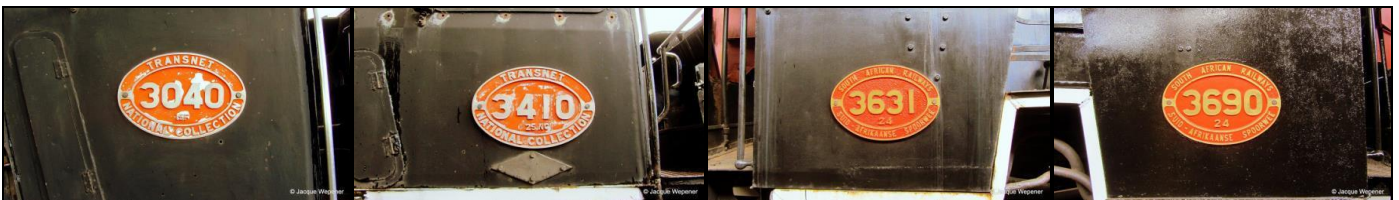


Finally (**above right**) Army 405 (NB 27426 of 1955) is seen during a repaint at Marchwood in November 1974. This locomotive is Ex Longmoor Military Railway No 8205 'Matruh' and is now preserved on the Colne Valley Railway in Essex. (Thanks once again to Andy for these very interesting photographs Ed)



Further to our report in September last year, the number of ex SAR steam, diesel and electric locomotives at Bloemfontein depot continues to increase. Jacque Wepener visited the shed on 10th May on has kindly sent us a selection of photos of North British locomotives taken during his visit.

Class 24 No 3631 and 19D No 3332 (NB 26343 & 26052) seen above are owned by New Zealand enthusiast Ian Welch and look to be in good condition inside the shed. Jacque says in his email that Class 24 No 3690 (NB 26402) in the background has recently been repainted.



A row of NBL cabsides on locomotives at Bloem are seen in the shed above whilst below right, celebrity 25NC 4-8-4 No 3454 'B I Ebing' (NB 27314) stands in the yard. There is a darker side to the site however as Jacque tells us that a GMAM Garratt was being cut up on the scrap line and security issues have given rise to the installation of padlocked gates and razor wire on each of the shed roads.





Back in 1989, when we rescued 25NC No 3405 from the scrap line at Bethlehem, we had about a dozen replica NBL worksplates cast which were then sold to our members to help with fundraising. One is in my possession and another is fitted to the loco itself at Quanton. Sadly it would appear, from correspondence recently received, that some of our replica plates have surfaced in the railwayana world and are being sold as genuine originals ! As per the photo, Mike Bird has very generously donated one of the replicas to us to help with our current appeals and offers or expressions of interest in this should be sent to me by the end of June.

No real news on our project to return Sappi 19D No 3 to the UK this month as, although the Public Meeting in Darlington on 27th April generated a great deal of enthusiasm, several key people including members of the local Council and the lottery co-ordinator were unable to attend. A new meeting is to be set up specifically to include these attendees. In the meantime, we have been advised that one of the spare 19D's at Sappi has now been scrapped so we have started looking at the possibility of alternative short to medium term homes for the loco, both in South Africa and in the UK to ensure that it does not meet the same fate.



We'll start and end on Southern Boilers this month as Mid Hants volunteer John Barrowdale visited Ropley shed at the end of April and kindly sent these two pictures of No 35005 'Canadian Pacific's North British boiler which is being overhauled. The new smokebox is in the foreground by the side of the boiler in the 2nd picture. John, who regularly works on the restoration of No 35005, tells us that, apart from 3 days of needle gunning on the outside in January, his recent involvement has mainly been on the bottom end and wheels of the locomotive which are currently located at Eastleigh Works. (Ed – well done that man !)

**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 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 :

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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.**