



The Warwickshire Railways photo archive <http://www.warwickshirerailways.com> has kindly supplied this month's photo which features LNER No. 2862 'Manchester United' in fine form on a Marylebone to Leicester express near Staverton Road Signal Cabin circa 1946. No 2862 was renumbered by the LNER in 1946 as No 1662 and again by British Railways post 1948 as No 61662.

Now that we are starting to raise funds for No. 61662's mainframes, the search is on for a permanent base to build and house the new engine. We have several possibilities in mind but your thoughts and suggestions would be greatly appreciated. Our agreement with the Mizens Railway was that they would kindly accommodate our Tender so we could work on it and this has suited our needs perfectly to date. However, this arrangement does not extend to us building locomotive itself at their site so we now need to appraise our future requirements. A preliminary approach has been made to the Mizens Committee about the possibility of working on the locomotive at the Railway and displaying there in the longer term and this is being considered. The working locomotive though will of course need access to the main line or at least to a preserved railway so this will need to be taken into account before any final decision can be made.

Following last month's appeal, we are delighted to announce that Colin Howard has very kindly agreed to join our team as Social Media & Man United FC Liaison Officer, commencing on 2<sup>nd</sup> December. Colin is currently the Acting Sales and Marketing Manager for the West Somerset Railway at Minehead and will bring a great deal of experience to our group. He is also Chairman of the Bridgwater and South West Branch of the Manchester United Supporters Club and a member of the MUFC Fans Forum and he believes that combining our two roles will dovetail nicely. We look forward to welcoming him on board.



Due to the unavailability of several key people, our proposed meeting on 23<sup>rd</sup> October is to be rescheduled to a new date in November - this will be re-arranged as soon as possible. In the meantime, genuine LNER items continue to be acquired for No. 61662, the latest being a regulator handle from B1 No. 61017 that was purchased through the recent [railwayana.net](http://railwayana.net) Auctions. It will be great to put it to good use again one day !

(2)



Because of their relatively early withdrawal dates, the 10 North British LNER B17's were fairly camera shy when it came to colour photography. We have only been able to trace colour photographs for five of Class – and two of these are in rebuilt form after conversion by Edward Thompson into two cylinder Class B2's.

With a coat of grime perfectly illustrating BR's callous regard for the historic nature of the locomotives in their charge, Class leader No. 61600 'Sandringham' (NBL 23803) runs light from Cambridge shed to take up a Liverpool Street working in May 1957. A few hours later, the train would have passed my home town of Cheshunt and, as in those days I spent half my life at the station, I may well have seen it racing through !



No. 61608 'Gunton', (NBL 23811) pictured here on the left between turns at Stratford shed in May 1959 was the last North British B17 in service, lasting until March 1960. Early electrification of many of the GE lines was a contributory factor in the demise of the 'Sandys' and the overhead wires are clearly apparent in our final photo of B2 No. 61607 'Blickling' (NBL 23810) waiting to leave Liverpool Street in May 1957.

With four known views, 'Blickling' seems to have been the most colour-photographed of the NB 10 – unless you know better. If you have colour slides or prints of Nos. 61600-09 then we'd love to hear from you !