

The locomotives of the NLR : The Park years

As related in Part One, No 35 was the last of Adams' design, for on 28th July 1873, he tendered his resignation to the Locomotive Stores & Traffic Committee. They referred to his long nineteen years with the Company and expressed their regret at losing his services. In September 1873, John Carter Park was appointed in his place, and thus began his almost nineteen years of locomotive design.

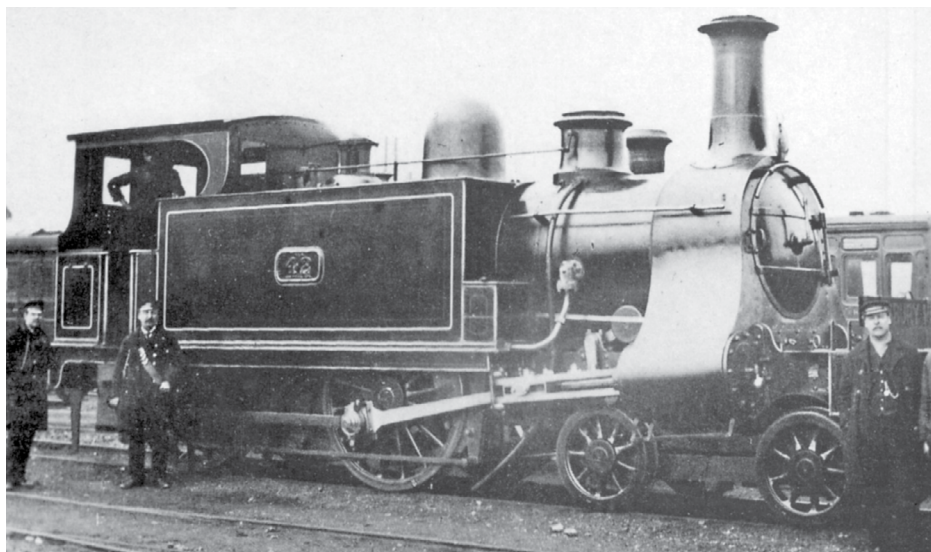
Not much changed during the first years, but then Park's designs began to emerge and on 27th February 1875, Park asked permission to renew six locomotives. They were Nos 30-33, 36 and 37. They were fitted with Webb's Steam Brake and his pattern injectors from new. They were followed in June 1876 by four new engines, numbered 67-70, which were built for the service onto the Great Northern Railway, which

started in January 1875. Soon afterwards, on 25th June 1877, a decision was taken to fit coverings to the footplates, these began with No 36 then all new and later engines were fitted with a cab. The four engines, 71 to 74, were built with Webb's Improved Steam Brake from new, after the extension from Chalk Farm to Willesden was authorised.

From then on, all further new engines were fitted with new improved frames as well, and twelve engines - No 45 through to No 56 were built, followed by 11-14 and 57-60, which were built in turn. Then the engines following No 7 were built with Gresham's injectors.

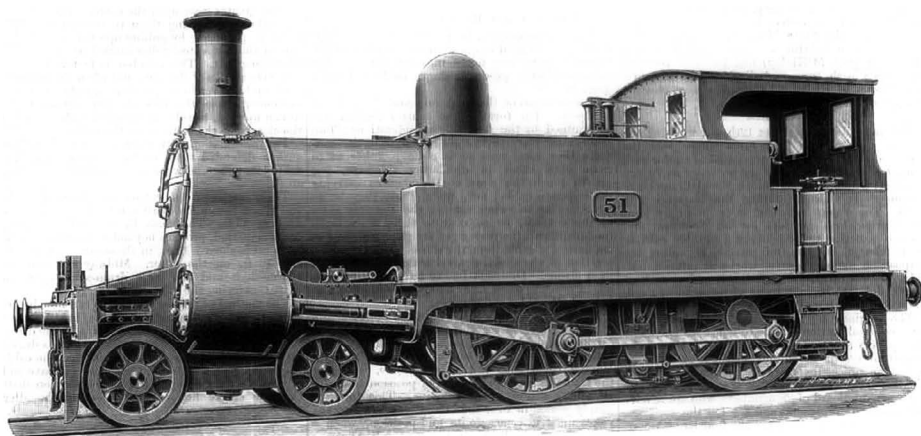
Suddenly, John Park was taken ill and his highly regarded records ceased.

David Hanson



4-4-0T No 42, seen at Finsbury Park in March 1891, after being fitted with a cab, but retaining the sandbox on top of the boiler. The loco was built in 1873, after Park had taken charge, but before his own designs began to emerge .

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A beautifully executed engraving from the 9th January 1891 edition of *Engineering*, showing 4-4-0T No 51. The original heading described her as a "Passenger locomotive for the North London Railway. Constructed at the Company's works, Bow, from the designs of Mr. J. C. Park, Locomotive Superintendent." On a following page, the journal gave this description: "In many of its details this engine resembles the tank goods locomotive of the same line... but being intended for passenger traffic, has larger driving wheels (5ft 5in in diameter), and the speed at which it is intended to run being higher, a bogie has been fitted in front to ease the engine in rounding the numerous curves on the line. The boiler is of steel, with a copper firebox and steel tubes. The stay bolts are also steel and of the special type [as used on] the goods engine already referred to."

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Park's first design of engine

(Fitted with steam brake & Webb's injector from new)

No. 30		
Bow 164	June 1875	Built (min 2428 shown as renewal)
	September 1878	Cab fitted
	August 1882	Repaired new iron tubes
	10 September 1892	Rebuilt
No. 31		
Bow 165	June 1875	Built (min 2356 shown as renewal)
	16 April 1885	Rebuilt new boiler, firebox, cylinders & improved frames, cab fitted
	September 1888	Repaired new iron tubes
	April 1890	Gresham's injector fitted
	August 1899	Rebuilt min 10906 (dated October)
No. 32		
Bow 166	September 1875	Built (min 2428 shown as renewal)
	January 1881	cab fitted
	March 1883	Repaired new iron tubes
	9 October 1884	Rebuilt improved frames
Bow 211	12 December 1888	Rebuilt new Boiler
	October 1890	Gresham's injector fitted
	December 1914	Withdrawn probably still with 17in. cylinders
No. 33		
Bow 167	October 1875	Built (min 2428 shown as renewal)
	April 1884	Repaired new brass tubes
	September 1885	Repaired new firebox and old cab from No.4 fitted
	January 1893	Replaced by new engine No 33 (min 8704)

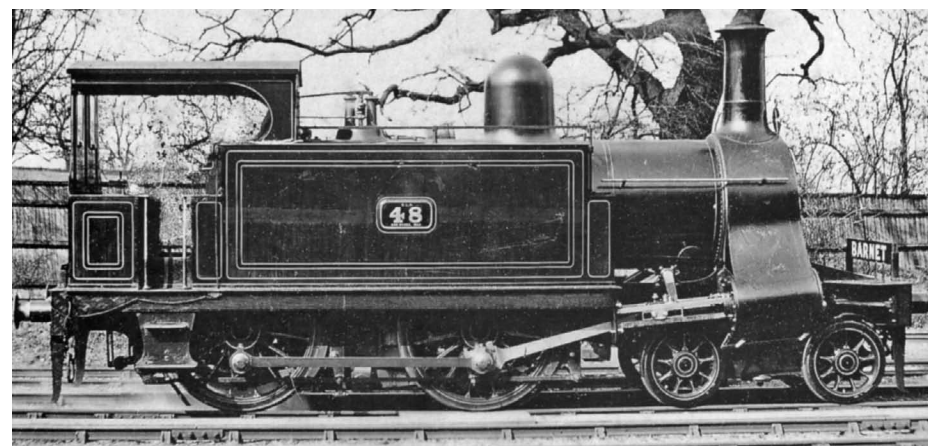
New Engines built on Capital Account as extra stock for the new service to the GNR (Board min 2043)

No. 67		
Bow 168	June 1876	Built (min 2713 shown as renewal)
	March 1885	Repaired New iron tubes
	December 1893	Williams suggests this was replaced by a new engine. This is not confirmed by the minute books, but it did have a new number plate showing new 1893
		Notebook shows cab fitted when new, was this, a first trial or a mistake.

No. 68		
Bow 169	July 1876	Built (min 2713 shown as renewal)
	October 1884	Repaired New tubes and cab put on
	March 1891	Repaired New cylinders and Gresham's injector fitted
	November 1895	Replaced by new engine No 68 (min 9718)
		This engine was noted by Vickery in 1890 with a copper-capped chimney

No. 69		
Bow 170	August 1876	Built (min 2796 shown as renewal)
	May 1878	Cab fitted
	March 1884	Repaired New tubes
	March 1886	Repaired New cylinders and Gresham's injector fitted
	January 1896	Replaced by new engine No 69 (min 9766)

No. 70		
Bow 171	August 1876	Built (min 2796 shown as renewal)
	July 1878	Cab fitted
	May 1883	Repaired New iron tubes
	10 November 1891	Rebuilt New boiler, frames and cylinders
	June 1904	Renewed by new engine No 70 (min 12369)

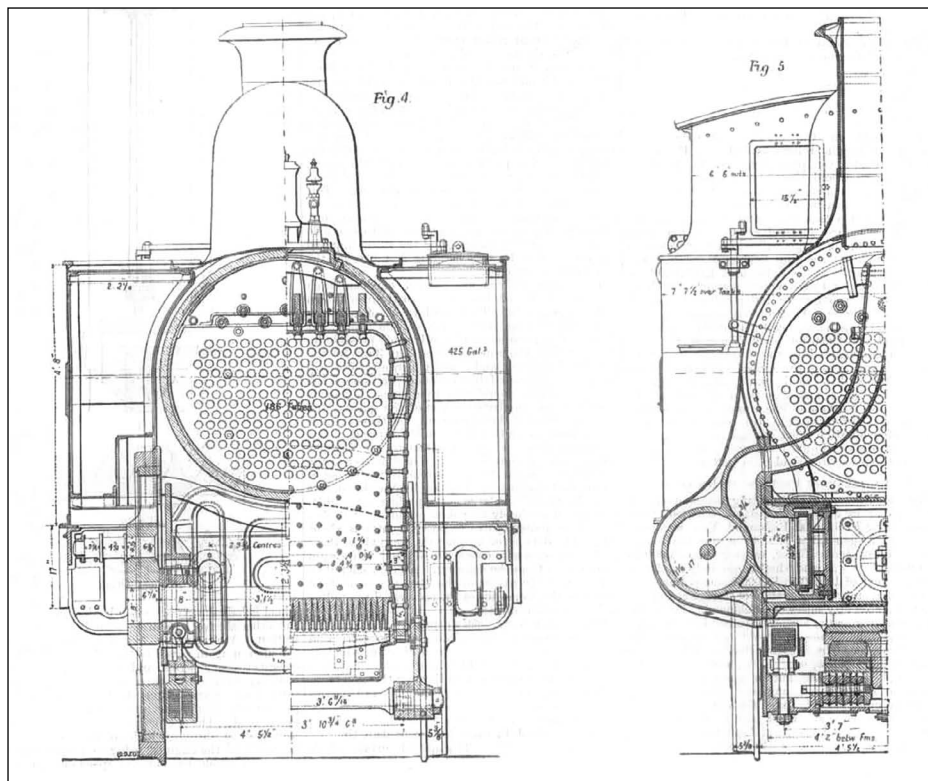


Above : 4-4-0T No 48, whilst painted in lined green livery. She was completed at Bow on 7th February 1884 and carried the Works Number 189. She was fitted with a cab from the outset, along with improved frames and Webb's steam brake. It is believed that the last new loco to be painted green was 4-4-0T No 54, dating from June 1885.

Right : No 53, completed in May 1885.

Both : David Hanson collection





End-on drawings showing the internal arrangements of John Park's 4-4-0Ts, as published in *Engineering* on 9th January 1891. *David Hanson collection*

Renewed engines fitted with cabs from new from now on

No. 36
Bow 172
June 1877 Built (min 3118 shown as renewal)
September 1890 Gresham's injector fitted
June 1893 Replaced by new engine No 36 (min 8890)

No. 37
Bow 173
June 1877 Built (min 3118 shown as renewal)
November 1883 New iron tubes fitted
1893 Replaced by new engine No. 37

This is confirmed by numberplates but this is not shown in minute books.

No. 43
Bow 174
June 1877 Built (min 3118 shown as renewal)
December 1884 Repaired New iron tubes and improved frame did it have a cab fitted as well?
October 1890 Gresham's injector fitted
October 1896 Replaced by new engine No 43 (min 9988)

No. 44
Bow 175
July 1877 Built (min 3118 shown as renewal)
April 1884 Repaired New tubes and cylinders from No. 34 engine
July 1890 Gresham's injector fitted
June 1894 Replaced by new engine No 44 (min 9244)

New Engines built on Capital Account (Board min 2494 of 9 August 1876) to cater for the extension of the Chalk Farm service to Willesden. They were fitted with Webb's improved steam brake from new

No. 71
Bow 176
January 1879 Built (min 3626 shown as renewal)
March 1885 Repaired New iron tubes
July 1890 Gresham's injector fitted
January 1894 Replaced by new engine No 71 (min 9419)

No. 72
Bow 177
January 1879 Built (min 3626 shown as renewal)
September 1885 Repaired New iron tubes
June 1894 Replaced by new engine No72 (min 9244)

No. 73
Bow 178
April 1879 Built (min 3710 shown as renewal)
December 1885 Repaired New steel tubes
September 1890 Gresham's injector fitted
June 1893 Williams suggests rebuilt, but no mention in minute books,

No. 74
Bow 179
April 1879 Built (min 3710 shown as renewal)
15 October 1884 Repaired New cylinders and improved frames
October 1885 Repaired New iron tubes
November 1894 Rebuilt no mention in minute books
1923 Renumbered LNWR number 2860
April 1927 Renumbered LMS 6472
July 1928 Withdrawn
1 November 1928 Cut up at Crewe

Park's new design built from new with cab, improved frames and Webb's steam brake. Locomotive Traffic & Stores Committee Min No. 4689 28 February 1882 – 6 New Engines

No. 45
Bow 186
13 December 1883 Built (min 5376 shown as renewal)
February 1891 Gresham's injector fitted
November 1898 Rebuilt by new engine No. 45 (min 10634)

No. 46
Bow 187
14 December 1883 Built (min 5376 shown as renewal)
January 1891 Gresham's injector fitted
January 1898 Renewed by new engine No. 46 (min 10380)

No. 47
Bow 188
21 December 1883 Built (min 5376 shown as renewal)
February 1890 Gresham's injector fitted
November 1898 Renewed by new engine No. 47 (min 10634)

No. 48
Bow 189
7 February 1884 Built (min 5376 shown as renewal)
June 1890 Gresham's injector fitted
January 1900 Renewed by new engine No. 48 (min 10987)
Photograph known shown in green with plain chimney and dome.

No. 49
Bow 190
24 March 1884 Built (min 5445 shown as renewal)
October 1899 Renewed by new engine No. 49 (min 10906)

No. 50
Bow 191
5 April 1884 Built (min 5445 shown as renewal)
September 1890 Gresham's injector fitted
July 1898 Renewed by new engine No. 50 (min 10553)



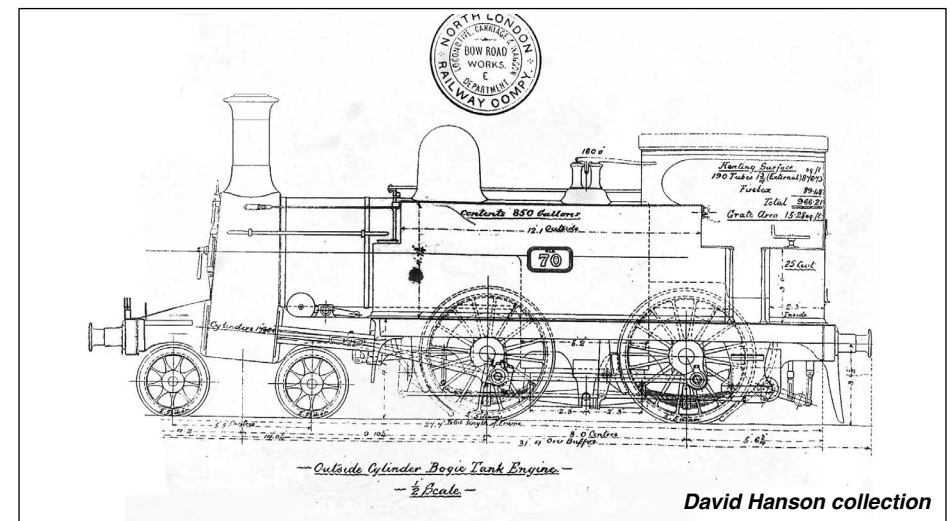
Park 4-4-0T No 55, completed at Bow Works on 18th September 1885, stands at Canonbury with a train for Kilburn in September 1889.
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Locomotive Stores & Traffic Committee Min No. 5079 1 5 1883 – 6 New Engines

No. 51 Bow 192	25 March 1885 May 1890 November 1901	Built (min 5794 shown as renewal) Gresham's injector fitted Rebuilt by new engine No. 51 (min 11554)
No. 52 Bow 193	1 April 1885 November 1889 May 1891 June 1897	Built (min 5794 shown as renewal) Gresham's injector fitted Gresham's injector fitted Renewed by new engine No. 52 (min 10219)
No. 53 Bow 194	19 May 1885 June 1890 January 1898	Built (min 5832 shown as renewal) Gresham's injector fitted Renewed by new engine No. 53 (min 10380)
No. 54 Bow 195	12 June 1885 May 1890 (Believed to be the last new engine to be painted green) March 1900	Built (min 5866 shown as renewal) Gresham's injector fitted Renewed by new engine No. 54 (min 11067)
No. 55 Bow 196	18 September 1885 December 1890 January 1901	Built (min 5948 shown as renewal) Gresham's injector fitted Renewed by new engine No. 55 (min 11282)
No. 56 Bow 197	14 October 1885 December 1889 January 1901	Built (min 5979 shown as renewal) Gresham's injector fitted Renewed by new engine No. 56 (min 11282)

Locomotive Stores & Traffic Min No. 5758 3.March.1885 – 8 New Engines

No. 11 Bow 198	27 June 1886 July 1889 February 1898	Built (min 6258 shown as renewal) Gresham's injector fitted Rebuilt by new engine No. 11 (min 10419)
No. 12 Bow 199	1 December 1886 May 1891 January 1905	Built (min 6461 shown as renewal) Gresham's injector fitted Renewed by new engine No. 12 (min 12526)
No. 13 Bow 200	5 April 1887 January 1904	Built (min 6596 shown as renewal) Renewed by new engine No. 13 (min 12222)
No. 14 Bow 201	17 May 1887 January 1904	Built (min 6596 shown as renewal) Renewed by new engine No. 14 (min 12222)
No. 57 Bow 202	3 December 1887 January 1890 October 1902	Built (min 6775 shown as renewal) Gresham's injector fitted Replaced by new engine No.57 (min 11831)
No. 58 Bow 203	17 December 1887 July 1890 May 1902	Built (min 6775 shown as renewal) Gresham's injector fitted Replaced by new engine No.58 (min 11713)
No. 59 Bow 204	18 May 1888 May 1903	Built (min 6945 shown as renewal) Renewed by new engine No. 59 (min 12056)
No. 60 Bow 205	27 June 1888 April 1891 June 1904	Built (min 6979 shown as renewal) Vacuum brake and Gresham's injector fitted Renewed by new engine No. 60 (min 12369)



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Locomotive Stores & Traffic Min No. 6866 11.4.1888 – 6 New Engines**The following engines also built new with Gresham's injectors****No. 7**

Bow 222	14 May 1890	Built (min 7706 shown as renewal)
	April 1891	Vacuum brake fitted
Possibly never had 17 1/2 cylinders	1923	Allocated LNWR number 2806
	March 1927	Renumbered LMS 6449
	June 1929	Withdrawn
	29 October 1929	Cut up at Crewe

No. 5

Bow 221	11 June 1890	Built (min 7706 shown as renewal)
	October 1906	Renewed by new engine No. 5 (min 11713)

No. 23

Bow 223	21 August 1890	Built (min 7786 shown as renewal)
	January 1903	Renewed by new engine No. 23 min 11913)

No. 24

Bow 224	22 October 1890	Built (min 7873 shown as renewal)
Never had 17 1/2 cylinders or a wide cab	1923	Allocated LNWR number 2818 but not applied
	April 1927	Renumbered LMS 6493
	June 1928	Withdrawn
	16 November 1928	Cut up at Crewe

No. 26

Bow 225	31 December 1890	Built (min 7924 shown as renewal)
	April 1891	Vacuum brake fitted
	January 1905	Renewed by new engine No. 26 (min 12526)

No. 27

Bow 226	31 December 1890	Built (min 7924 shown as renewal)
	June 1908	Renewed by new engine No. 27 (min 13654)

At this point Parks asks for permission to rebuild a further 8 passenger engines**No. 38**

Bow 231	31 December 1891	Built (min 8291 shown as renewal)
	January 1906	Renewed by new engine No. 38 (min 12845)

No. 30

Bow 232	10 September 1892	Rebuilt New boiler, cylinders & improved frames, and Gresham's injector fitted Loaned to L&NWR in 1917
	1923	Renumbered LNWR number 2824
		Allocated LMS 6459 but not carried
	December 1926	Withdrawn

No. 40

Bow 233	1892	In shops for building or rebuilding (this is Park's last entry)
	January 1905	Replaced by new engine No 40 (min 12526)

In July 1892 John Park was taken ill, and his useful notebook contains no further entries. Henry Pryce assumed role of Locomotive Superintendent and for a while his records are somewhat incomplete.