

# The NBL Preservation Group

*Would Like To Wish Everyone*

## A Merry Christmas !



### WINTER'S MAGIC

(Photo courtesy [www.colourrail.com](http://www.colourrail.com))

50 years ago, a pullman express glides serenely through the English countryside near Grantham during the midwinter Christmas holiday period. The passengers on board, in the elegant luxury of their surroundings, would have been blissfully unaware of the valiant efforts being made by men and machine to keep time despite the harshness of the weather. Fortunately for them, the powerful steam locomotive at the head of their train on this bitterly cold day, was No. 60071 'Tranquil', one of 20 LNER A1's turned out by Hyde Park Works in 1924. Later reclassified to Class A3, 'Tranquil' (NB 23108) remained in service until the start of the 1964 winter timetable, a working life of 40 years racing up and down the East Coast Main Line.

Today's traveller would of course be hard pressed to find a train operating at all during the Christmas holiday week – and the first sign of a snowflake would send any that were in service scuttling for the nearest sidings. Ah, such is progress..... but fortunately there are enthusiast groups around the world who are committed to the preservation and operation of historic locomotives such as this. We would like to thank everyone who has supported us during 2012 and look forward to the New Year with renewed optimism.



Our main photo this month shows No. 61662 'Manchester United' on up express passing Stratford Station in east London on 14<sup>th</sup> March 1958. Although in grimy condition typical of the period, the loco appears to be running well with no visible steam leaks. However, there is an ominous 'BR Modernisation' sign in the background and by Christmas 1959 No. 61662 would be out of service. We now have the opportunity to make amends for this misdemeanour and with your help this fine loco will be rebuilt for all to enjoy.

Our appeal for funds to purchase the LNER Group Standard Tender at Doncaster has been featured in the railway press this month and several additional donations and promises of support have been received. Time is running out though and we need to complete the purchase of the tender by the end of January. Please contact us as soon as possible if you are able to make a contribution to this appeal. All donations, however small will be greatly appreciated and should be made payable to Engine 61662 Appeal and sent to the address at the end of this Newsletter.



photo KL



photo TBLT

Eagle eyed readers last month may have noticed that the smokebox and dome cover of B1 No. 61264 (in our front page photo) carried fresh coats of red oxide primer. This is because both items had been replaced during the locomotive's heavy overhaul. Although deemed unsuitable for further main line use, both items are still in a very presentable condition and both have been acquired by one of our very enthusiastic members for display purposes. With this gentleman's kind permission, they will make excellent patterns for us when we manufacture the new smokebox and dome cover for No. 61662.





The Churchill 8F Group, the owners of Stanier 8F 2-8-0 No WD 341 have sold the locomotive to the Municipality of Bee'r Sheva in Israel and have achieved their aim in safeguarding the long-term future of the locomotive. WD 341 (NBL 24641) is to be the principle exhibit in the Bee'r Sheva regional railway heritage centre now being established on the site of the old narrow-gauge station as part of Mayor Ruvik Danilovich's vision of establishing a 'Museum Trail' in Be'er Sheva's historic Old Town, now being renovated. The plan is to cosmetically restore WD 341 to represent Israel Railways 70414 originally WD 414 in 1958 condition on static display at the old Beersheba station, which is currently being turned into a local heritage centre.

The surviving station buildings, dating from World War 1, are listed and the site is a declared National Heritage Site. It is planned to display two or three other items of historic rolling-stock, which will be on permanent loan from the Israel Railway Museum's collection after they have been restored by the Municipality. While there are no immediate plans to restore WD 341 to working order, it does remain an aspiration shared by many Israeli railway enthusiasts. The Churchill 8F Group who have restored its own Stanier 8F are keen to assist if a decision is made in the future to restore WD 341 to operation condition. The Station Buildings will house a local history museum and a unique interactive display about the history of railways in the Negev area (Israel's southern part). The locomotive was moved from Barry to Southampton Docks on Thursday 22nd November by Moveright International arriving at Southampton Docks on morning of Friday 23rd November. The locomotive was loaded onto Mafi trailers later that day. The locomotive is to be shipped from Southampton to the port of Ashdod by Grimaldi Lines on the Grande Europa which is timetabled to leave on 28th November.

The Owners had offered the locomotive and the frames of ex Doncaster built 8f 48518 for sale over 12 months ago with a preference that WD341 was overhauled and returned to steam. Despite concerted efforts to find a purchaser in the UK no one came forward although there was interest for the locomotive to be used as a source of spare parts. The deteriorating economic climate and the number of locomotives on the market for sale did not help in the quest to find a purchaser in the UK. The Owners were approached by the Chen Melling the manager of the Israel National Railway Museum on behalf of the Municipality in October 2011 who made initial contact with Jeff Ryan of the Stanier 8F Locomotive Society. Chen greatly assisted with the negotiations which have led to a successful conclusion.

Representatives of the Municipality and Chen Melling visited the UK in July 2012 and inspected the locomotive on 16th July 2012 at Barry. The sale is the successful conclusion of 12 month's work. This sale will see a Stanier 8F displayed in the Middle East where they did valuable work during the Second World War and for a period of time thereafter. The Churchill 8F Group would like to express their gratitude to John Buxton of Cambrian Transport who provided secure covered accommodation to WD 341 for the past two years at Barry and also made the frames of 48518 available should a purchaser been found in the UK. The Churchill 8F Group have been working for some time in trying to save the remaining Stanier 8F in Turkey and will continue its efforts following the above sale.



Apart from the many thousands of main line steam locomotives constructed in Springburn over the years, NBL produced a huge number of industrial tank locomotives. These included just over 100 4-8-2 tank locos for the African market. Usually described as the 'NBL Standard 20" x 24" design, they were to be found at gold mines and collieries all over South Africa.

The photo above shows the loco shed at Vryheid Coronation Colliery in Natal in June 1990 with NBL 25916 prominent. VCC operated a small fleet of half a dozen NBL mountain tanks – with a couple of NBL 4-8-4 tanks thrown in for good measure. They were mainly used for shunting at the colliery and associated coke ovens but occasionally took turns on the steeply graded line to Hlobane.

Several of the massive NBL 4-8-2T's survived into preservation including No. 25897 (seen on the left) at the Sandstone Railway and No. 27091 (Freegold No. 1) which worked at Welkom in the Orange Free State.



Whilst on the topic of SAR steam, it will be noted in this month's railway press that our Class 1B 4-8-0 No. 1443 has been put up for sale to help raise funds for our other locomotive projects. The latest news on the sale is that HRASA (the Heritage Railway Association of Southern Africa) has been offered first refusal on the locomotive at the original price we paid back in June 2009. Further news on this offer will follow asap.





**Mixed Fortunes :** Two LMS design tenders that were built to run with North British steam locos have been in the news this month at opposite ends of the preservation spectrum. The LMS-Patriot Project have acquired tender No. 3918 (left) which was originally built for NBL 'Royal Scot' 4-6-0 No. 6131 'Planet' (works no 23626) and later ran coupled to the very first NBL 'Jubilee' No. 5557 'New Brunswick'. This tender now has an excellent future as it will be refurbished to run with new-build Patriot 4-6-0 No. 45551 'The Unknown Warrior'. In the meantime, tender No. 3563 seen on the right, which was built for LMS Compound 4-4-0 No 1154 (NBL 23248) looks like ending it's days as scrap after becoming tangled up in a legal dispute between the owner of its current loco, LMS Crab 2-6-0 No. 42859 and the landlords of Binbrook Airfield. We can only hope for a positive outcome and that the loco & tender can be saved.

**Change of Banking Details :** At the end of September, the Halifax Building Society informed us that, from the end of 2012, they were no longer going to provide banking facilities for clubs and societies. Quite frankly it sounds to me like a quick way for them to reduce their turnover – we have been banking with them since 1992 and have never been in the red ! We have therefore opened a new 'Community Account' with Barclays Bank. For anyone wishing to donate by credit transfer, our new details are as follows : **Bank Name : Barclays Bank plc, Account Name : NBL Preservation Group Ltd, Account Number : 03113302, Sort Code : 20-71-03.** Banking and Account details for our Engine 61662 Appeal are unchanged.

**Postal Newsletters :** Our grateful thanks are due to all those who have sent donations or stamps in recent months, to help with the cost of producing and circulating our postal Newsletters. Could I also ask any of our Postal Members who have now joined the computer ranks, to let me know their email addresses asap please, as we much prefer to circulate our Newsletters by email to minimise our admin costs. Thank You.

**Correction Corner :** Apologies if this seems to be the 'Ken is cracking up fast' section ! The first batch of Newsletters went out last month headed 'October 2012' instead of November - thankfully two early recipients pointed this out in time for me to correct it. Our cover photo of B1 61264 was in fact taken by Mike Copley and should have been credited to the Thompson B1 Locomotive Trust - and it now transpires that NBLPG Member Peter Crosland is in fact the 'Great Great Great' Grandson of Henry Dubs !

Finally, if you get the chance over Christmas, take a look at a fascinating LMS two-part film showing a General Repair carried out on the penultimate NBL 'Jubilee' 4-6-0 No.5605 'Cyprus' at Crewe in 1938 : <http://www.youtube.com/watch?v=oXUdQwQUF48> The loco was fully overhauled in just 12 days !

**Thank you all once again for your continued support, have a great Christmas !**

**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**

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](mailto: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](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.

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](mailto:ken.livermore@btinternet.com)

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### **NORTH BRITISH LOCOMOTIVE PRESERVATION GROUP HON. PRESIDENT SIR HUGH REID**

#### **MEMBERSHIP / DONATION FORM**

NAME :

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ADDRESS :

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TELEPHONE NUMBER :

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E:MAIL ADDRESS :

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ASSOCIATE MEMBERSHIP JOINING FEE : £10

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DONATION TO DUBS TANK No. 196 RESTORATION FUND : £

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DONATION TO CLASS 11 No. 929 RESTORATION FUND : £

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

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\* DONATION TO 'ENGINE 61662 APPEAL' : £

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TOTAL ENCLOSED : £

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**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'**

**\* Donations to No. 61662 should be made payable to 'Engine 61662 Appeal', Thank You.**