

NBL Preservation Group

Honorary President Sir Hugh Reid

March 2011 Newsletter



GARRATT ON THE MOVE

On 7th March, a large chunk of Scottish iron and steel in the form of GMAM 'Double-Mountain' Garratt No. 4135 was moved from Germiston in Johannesburg to the new 'Friends of the Rail' preservation depot at Hermanstad near Pretoria. The locomotive is owned by enthusiast Mr. Ian Welch and will eventually leave South Africa to begin a new career in New Zealand. Turning the scales at 191.4 tons in working order, a total of 32 GMAM's were built in two batches by NBL under sub contract from Beyer Peacock between 1956 and 1958. Developing 68,800 lbs tractive effort, they represented numerically the largest Garratt Class in the World and they were the most modern in South Africa.

After their withdrawal from SAR duties, a number of GMAM's, including No. 4135, found a new lease of life on the Randfontein Estates Gold Mine Railway near Krugersdorp and some of these have been saved for preservation. Surely the GMAM's must have been the heaviest and most powerful 'Industrial' steam locomotives in the World ! At the time of writing, no less than 18 of the formerly 120 strong Class survive including No. 4112 (NBL 27770) on display at Summerlee Heritage Park near Coatbridge.

(Photo Peter Odell)

BIG ENGINE LINE UP

Continuing the New Zealand theme, we recently received this excellent photograph in a series of views taken by **David Maciulaitis** at The Mainline Steam Heritage Trust's Parnell Depot on 10th February. The 'Register of New Zealand Steam Locomotives' points out that 'A quarter of all New Zealand Railways steam locomotives were manufactured in the Scottish city of Glasgow, in the workshops of the North British Locomotive Company or its constituents' and this line up exceeds expectations as two of the four engines above are from NBL.

All the locos seen are 4-8-2's and left to right their identities are as follows : Class Ja 1240 - NZ built 1946, Streamlined J 1211 (NBL 24534 / 1938), Ja 1267 - NZ built 1950 and Ja 1275 (NBL 27104 / 1952).

The photographic line up was organised by Michael Tolich, Mainline Steams Operations Manager, and Michael has emailed to tell us that there will be an opportunity to travel behind No. 1275 on 28th May, when it will be working the Northlander Railtour. It sounds like a great trip and, (as it will take place on my wife's birthday.....) we've reproduced their advert for the tour below :

**The Northlander - Auckland to Whangarei return.
Saturday 28th May 2011.**

Here's your chance to travel the scenic north line to Whangarei behind steam. With KiwiRail continuing to assess this line you can safely assume it is under threat of closure. Join Mainline Steam for this exciting steam train journey behind Ja1275 as we travel over the newly renovated Western Line through the suburbs of Auckland. Then from Waitakere we continue northward through the beautiful, isolated scenery to New Zealand's most northerly city Whangarei. The train is fully heated and has a buffet car where you can purchase light refreshments. On arrival in Whangarei you have time to explore the city and harbour side at your leisure.

Further details from : www.mainlinesteam.co.nz

B1 LOCO OWNER PASSES



After a 15 month battle with cancer, Gerald Boden, the owner of B1 4-6-0 No. 61306 'Mayflower', sadly passed away at the age of 69 on February 17th. Gerald purchased the locomotive in 1978 and kept it in immaculate condition, first based at the Great Central Railway and then at Wansford on the Nene Valley and most recently at Shackerstone on the Battlefield Line. It is currently in the final stages of a major overhaul and is expected to return to service at Easter this year.

Although the B1's were designed by Edward Thompson for the LNER, No. 61306 was in fact built by NBL in Glasgow and entered service with British Railways in 1948. This particular loco never actually carried Apple Green livery in regular service and the name 'Mayflower' was taken from NBL Classmate No. 61379 which was scrapped in 1962. However, despite the deception, everything looked perfectly in order when the resultant ensemble was photographed at Doncaster Works after a cloudburst in July 2003.

North British in fact built the vast majority of the B1's – some 290 locomotives from a class total of 410. Their construction spanned a six year period from 1946 onwards and the very last member of the Class, No. 61399 was turned out by NBL in April 1952. Three separate Works Orders, numbers L958, L963 and L997 were utilised to make up the NB total of 290 engines. Incidentally, the highest numbered B1 was No. 61409 which was completed at Darlington Works in May 1950.

Highly successful in traffic, the B1's were often regarded as Thompson's most efficient locomotive design. They were the 'Black Fives' of the Eastern Region and were based all over the system from Stratford to Scotland working on wide range of duties from express passenger to freight. No. 61057 was unfortunately destroyed in an accident in 1950 but a number of the Class, including 61306 lasted in regular service until 1967. The last two B1's Nos. 61050 and 61315 survived in Departmental service until 1968. The only other preserved B1, No. 61264 owes its' survival to its selection as a Departmental locomotive at the end of steam.

(Photo KL)

NB STEAM IN ZAMBIA



(Photo C. Yapp)

Zambia's Royal Livingstone Express makes regular trips from Livingstone to the Mosi-o-Tunya National Park. The train consists of five carriages beautifully restored by Rohan Vos of Rovos Rail and is pulled by one of a pair of North British 4-8-2's that have been fully overhauled locally by Bushtracks Africa.

Locomotive No. 156, seen at Livingstone above, is a former Rhodesia Railways 10th class built in 1922 (NBL 22799). It once belonged to the largest private railway network in the world, the Zambezi Sawmills Railway. It was used on the Mulobezi Line to pull logging trucks from the forests in Mulobezi to the railhead in Livingstone. David Shepherd, the renowned wildlife artist, rescued the locomotive and completely restored it to its former glory. He then donated it to National Heritage. Bushtracks have subsequently renovated the locomotive to full working order.

This magnificent train is fully air-conditioned and some views of the coaching stock are seen below :



We plan to feature the Livingstone Railway Museum and the other RLE locomotive, NBL 12th Class No. 204, in next month's Newsletter. In the meantime, further details are available on the following websites :

www.royal-livingstone-express.com

www.bushtracksafrica.com

Grateful thanks are due to John Batwell of SA Rail and Ben Costa of Bushtracks Africa for this information.

NB NEWS IN BRIEF**Watch this Space****Dubs Shipping Date**

I hardly dare mention it for fear of letting in the gremlins but Gearbulk have kindly booked us some space for the Dubs on their next sailing from Richards Bay. This will be the 'Bergen Arrow' which is due to begin loading at the port on April 4th. Meanwhile work continues at the Mizens Railway with the formation levelled and rail and ballast now delivered. As mentioned before, please let me know if you can come along to the site to help to help get it ready for the loco. We still need to raise funds to repay interest free loans so if you can't get to Woking, a small donation would be just as welcome.

8F's on Monster Moves

Andrew Goodman has kindly advised that on Tuesday 29th March at 9pm, there will be a 'Monster Moves' programme on the Discovery Channel which features the return of the two NBL 8F's from Turkey. I'm sure we will all remember the previous Monster Moves 'Train from Bloemfontein' programme which followed the epic journey of 15F No. 3007 from the Orange Free State to Glasgow in 2007. The 8F programme will be shown again on Channel 5 in June of this year.

Beeches Update

Unfortunately we are still undersubscribed for the proposed visit to the Beeches Light Railway on 1st May and currently need at least another 5 people to make the trip viable. As mentioned, the ex Darjeeling 0-4-0 saddle tank loco will be in steam and the £25 admission price includes a trip on the train and a barbeque. You don't need to be an NBLPG Member to attend so please let me know as soon as possible if you are interested in coming along on the day.

NBLPG Accounts

A full set of Accounts for the year ended 31st December 2010 has now been completed and verified. A summary will be sent out to all contributors to our various locomotive funds during the course of next week. 16 new Members joined us during the course of the year but I have to report that three existing Members sadly passed away leaving us with a balance of 133 at year end. As with last year's Accounts, we have managed to keep our heads above water in 2010 through the generosity of our Members who have sent funds for our projects and provided interest free loans. Please don't feel patronised when I say that we really could not operate without you.

Changes of address and new email addresses

If you have recently changed address, launched into the dizzy world of email or even changed your phone number, please let us know so our records can be kept up to date. A couple of generous chaps have kindly sent me spare postage stamps recently and that is a great help to offset our monthly postal charges. Postal Members may have noticed that the first class Christmas stamps we were using up have run out at last so any contributions in this respect will help to keep us solvent !

Thank you all once again for your continued support, More News 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 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. e:mail : ken.livermore@btinternet.com

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

MEMBERSHIP / DONATION FORM

NAME :

ADDRESS :

TELEPHONE NUMBER :

E:MAIL ADDRESS :

ASSOCIATE MEMBERSHIP JOINING FEE (OPTIONAL) : £10

DONATION TO DUBS TANK No. 133 SHIPPING FUND : £

DONATION TO CLASS 11 No. 929 RESTORATION FUND : £

DONATION TO NGR CLASS 1B No. 1443 LOCO FUND : £

INTEREST FREE LOAN TO ANY OF THE ABOVE PROJECTS : £

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'