

NBL Preservation Group

Honorary President Sir Hugh Reid

August 2012 Newsletter



NEWPORT NIGHT SHOOT

(Photo Paul Barnard)

Before we start, I should perhaps clarify that this month's banner headline isn't a reference to our illustrious Chairman getting his comeuppance

One of our Australian correspondents, Michael Barnard kindly sent in several photos taken by his son Paul at Steamrail Victoria's Newport facility on the night of Saturday 28th July. A number of steam locomotives were specially positioned for a 'Train Photography Workshop' event including two of the magnificent Victorian Railways 'R' Class 4-6-4's Nos. 761 and 711.

The 'R' Class are no strangers to these pages as all 70 of them were built at NBL's Hyde Park Works to Order Number L7 in the early 1950's. Their works numbers were 26990 to 27059 and, after a service career lasting from 1950 to 1974, seven of them have been saved for preservation. Paul recorded number R761 (NBL 27051) at rest in this powerful study which epitomises all the magic of night time steam operations.

Further information about Steamrail Victoria can be found on their website : www.steamrail.com.au

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THERE BUT FOR FORTUNE



This short feature is designed to illustrate the different fortunes of three superb little Dubs steam locos, all built in Polmadie, Glasgow prior to Dubs amalgamation into NBL in 1903. RENFE 030 2256 was photographed at Huelva, Spain, still carrying it's diamond works plate in May 1964 by Major EAS Cotton. We have no further details, only that No. 2256 was subsequently scrapped so more information about this fine engine would be greatly appreciated. The two locos below however, have much more fortunate stories.



Delightful Dubs 0-4-0 side tank number A64 is New Zealand's second oldest operational steam locomotive and can be seen in action on the Plains Railway at Ashburton. (Dart Valley eat your heart out !) It was sold by NZR into industrial service in 1890 but survived long enough to be preserved in 1965. It proudly carries Works Number 715 of 1873 making it the 7th oldest Dubs locomotive in existence worldwide.

Somewhat nearer home, in May this year, Ian Hickling noted Dubs 2178 of 1885, (above left) undergoing a major overhaul in Douglas Works on the Isle of Man. Built originally for steep grades on the Manx Northern Railway's Foxdale line, it became Isle of Man Railways No. 15 when the IoM lines were merged in 1905. The 23 ton loco carries the very appropriate name 'Caledonia' and is expected to steam again later this year.

Photos courtesy : 1) Adrian Jarvis collection. 2) Ian Hickling. 3) David Oakley c/o Wilson Lythgoe

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NB DAYS OUT

(photo : KL Collection)



Despite the UK's wettest summer on record, NBLPG Members and friends have been out and about, recording the railways of England's green and pleasant land. The above photo shows a quintessential Great Western train of chocolate and cream stock, hauled by 'Manor' Class 4-6-0 No. 7828 'Odney Manor', running into our lenses at Donniford Halt on the West Somerset Railway. The occasion was the West Somerset Railway Spring Steam Gala which featured no less than 10 steam locomotives in action.

This was just one of many great days out so far this year and other trips have included the Worth Valley Railway, North Yorkshire Moors, Mid Hants, Swanage and Severn Valley lines to name but a few. The photos below show (1) Britannia Class 4-6-2 No. 70013 'Oliver Cromwell' near Quorn on the Great Central Railway, (2) Nos. 5051 'Earl Bathurst', 5900 'Hinderton Hall' and pannier 3650 lined up outside Didcot shed and (3) ex LMS pacific No. 46233 'Duchess of Sutherland' roaring through the remote Kirkby Stephen station on the Settle & Carlisle line.



All trips are tailored to the requestor's individual requirements so whether your interest is main line steam, the magic of Britain's branch lines or visits to sheds and steam centres – why not let us take you there !

As per our advert in 'Railways Restored 2012' we will be happy to collect you from your home, hotel or airport and take you to the photographic locations of your choice. Full details can be found on our website : www.steam-mastershot.co.uk or contact ken.livermore@btinternet.com for more information.



I always enjoy receiving the NBL News Letters, the June edition with details on the SAR Class 4E, with its wonderfully evocative full colour picture, is of particular joy to me, as the Class 4E is among my favourites. I should, however, like to make a correction to the written commentary. I did a lot of research on the Class 4E and I wrote a lengthy article about them which appeared in 'Continental Modeller' many years ago.

When the Class 4E was ordered in 1947, the idea was to use them on the Cape Western main line through the Hex River tunnels which were then in the planning stages. This would have permitted a single Class 4E unit to haul the heaviest passenger and goods trains from Cape Town to Touws River through the tunnels with their easy curve radii and moderate grades. In fact, blasting of the portal for the first tunnel took place around 1947/48 but when the National Party Government came into power in 1948, it decided the cost of the tunnels was too great and the monies earmarked for them could be better spent on other capital projects.

This meant the Class 4Es had to be used on the existing main line through the Hex River Mountains with virtually restrictive curvature of the line and severe gradients. The heaviest of the trains required two Class 4Es 'up front' to pull them through on the up-hill journey from De Doorns to Touws River . The curvature caused exceptional wear of the bogies (including frame cracking) because the Class 4Es were being used on a purpose for which they had not originally been designed. The Hex River Tunnel scheme was later revived and completed some years ago (I cannot remember the exact year) by which time the Class 4E units had been withdrawn. Best regards, John Grant-Silver, Prestwick, Scotland (Many thanks to John for these notes)

Les Pivnic's superb photo above shows SAR 4E No. E225 (NBL 26865) waiting to leave Cape Town Station with a Rhodesia Express in January 1962. Below – 4E insignia from KL & Adrian Jarvis collections.



NB CYCLING MARATHON**Coming under Kidderminster Viaduct****Outside the ex NBL Offices in Springburn**

Our sponsored cycling marathon from Land's End to John O'Groats ended successfully on 31st July. A total of 856 miles were covered and more than £3,000 has been raised so far, most of this money will be donated to Marie Curie Cancer Care. The route was planned to include a number of preserved railways to maintain interest and focus throughout the journey. There is a full album of photos of the ride on my Facebook page.

Our locomotive projects were well supported and one of the highlights of the ride occurred on Tuesday 17th July when NBLPG Members arrived at Old Trafford to meet Mark Wylie, Curator of the Manchester United Football Club Museum. Our 61662 webmaster, Dave Fox, presented Mark with a Jonathan Clay print of Number 61662 for his office. The presentation was followed by Man United TV carrying out a live interview about the 61662 project with several of our Members including Dave, Vic Marchant and Peter Hall before filming Ken setting off on the next stage of his ride to Bury on the East Lancs Railway. Hopefully this will generate some good publicity for No. 61662 with Manchester United football fans.

After conquering (??) the summits at Shap and Beattock, the next major destination was Glasgow where the former NBL HQ in Flemington Street and the Marie Curie Hospice in Springburn were visited. As with the visit to Manchester, both these events provided good local publicity. Britain's two highest railway summits at Druimuachdar and Slochd were then tackled en route to Inverness. After mainly poor weather on the southern part of the ride, the final 120 miles to John O'Groats were covered in beautiful Highland sunshine and several stations on the Far North line were visited including The Mound, Golspie, Brora and Helmsdale.

Although a little outside our normal preservation activities, the event proved to be a very worthwhile and interesting exercise which raised valuable funds for an excellent charity and provided NBLPG with a great deal of positive exposure. Many thanks are due to our support drivers and helpers along the way and to everyone who made a donation or provided sponsorship. The nurses and staff at Marie Curie have been delighted with our fund raising efforts in memory of Geraldine Airlie and there are some wonderful messages of thanks and support on the Just Giving website : <http://www.justgiving.com/geraldine-airlie>

**Paul Malone at Slochd Summit****Ken on Arrival at John O'Groats**

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 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**. For further details, please e:mail : ken.livermore@btinternet.com

**NORTH BRITISH LOCOMOTIVE PRESERVATION GROUP
HONORARY 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. 196 RESTORATION FUND : £

DONATION TO CLASS 11 No. 929 RESTORATION FUND : £

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

DONATION TO 'ENGINE 61662 APPEAL' : £

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'

**Thank you all once again for your continued support
More News Next Month, Best Regards, Ken**