

# NBL Preservation Group

Honorary President Sir Hugh Reid

## October 2012 Newsletter



### **B1 BACK IN STEAM**

**(Photo courtesy Mike Sanders)**

After a major overhaul lasting 4 years and costing over half a million pounds, North British LNER B1 4-6-0 No. 61264 made a triumphant return to steam at Crewe on 27<sup>th</sup> October. Advance news of the steaming was deliberately kept 'hush hush' to create a welcome surprise for Members of the Thompson B1 Locomotive Trust attending their annual general meeting at Crewe Heritage Centre that weekend. Designed by Edward Thompson, Chief Mechanical Engineer of the London North Eastern Railway, the B1 class was a wartime utility mixed-traffic locomotive for general passenger and freight duties. A total of 410 B1's were built between 1942 and 1952 including no less than 290 of the Class constructed by North British in Glasgow.

Entering service in December 1947, No. 61264 carried NBL Works Number 26165 and was one of the very last locomotives to be built for the LNER as Nationalisation took place the following month. Initially working on the Great Eastern section, the loco could be regarded as something of a bargain at its NBL 1947 construction price of £16,190 !

It is hoped that No. 61264 will return to Main Line duties in due course but further funds are needed to complete painting and other minor work. If you would like to help or make a donation, please contact the Trust via their website : <http://www.thompsonb1.org/home.htm>

**61662 PROGRESS**

Good progress has been made with the replica cab for No. 61662 'Manchester United' and these photos, taken at the Mizens Railway on 15<sup>th</sup> November show it starting to take shape. Interestingly enough, part of our Dubs Tank can be seen through the trees in the background - revealing a sharp contrast in shades of green ! We are now looking for an expert painter to finish the cab livery with some BR orange and black passenger lining. If you may be able to help us with this task, please contact Ken by email or by telephone.

The trial fit of an original set of LNER cab windows also took place on the day showing them to be a snug fit. Three of the windows, believed to be ex B1 61121, have now been restored and re-glazed leaving just the fourth one to be worked on. In the meantime, more than 7,000 'hits' have now been recorded on the 61662 Appeal website : [www.engine61662appeal.co.uk](http://www.engine61662appeal.co.uk) showing an encouraging level of interest in the project.



Many thanks to everyone who has donated towards the purchase of No. 61662's tender. Around a quarter of the funds that will initially be needed to acquire and move the tender are now in hand. As mentioned in our October Newsletter, we have only a few months left to raise the outstanding money as the tender's present owner wishes to clear his yard. It would be a sad loss to preservation if an original 1930's LNER 4,200 gallons tender were to go for scrap after surviving for so long since the end of steam. Especially as once restored, it would be a perfect match for the new No. 61662 'Manchester United' ! All contributions, no matter how small, will be very gratefully received and will be acknowledged in writing. Please use the form at the end of this Newsletter if you are able to help in any way. Thank you all for your support.

## JUBILEE JUBILATION



The impending overhaul of North British LMS 'Jubilee' Class 4-6-0 No. 45596 'Bahamas' has been given a massive boost in the form of a Stage 1 Pass for Heritage Lottery funding. If the Bahamas Locomotive Society can now submit an acceptable fully documented proposal to the HLF it will unlock grant aid of up to £698,000 towards the cost of a major overhaul which will return 'Bahamas' to the Main Line for the first time since 1994.

One of 50 Jubilees constructed by NBL for the LMS in 1934 / 1935, the locomotive found fame after being used in the very last experiment by British Railways designed to improve the performance of its steam fleet. This involved the fitting, in May 1961 of the distinctive double chimney and blast pipe which it still carries today.

'Bahamas', was purchased for preservation in 1967 after withdrawal from service at Stockport Edgeley shed near Manchester, and has subsequently received two major overhauls. The first one was carried out by the Hunslet Engine Company in Leeds in 1968 and 20 years later, by BLS Society Members themselves whilst the locomotive, NBL Queens Park works number 24154, was based at Dinting near Glossop, in 1988.

Following its second repair No. 45596 ran on the main line from 1989 until 1994 and then operated on various heritage railways until its boiler certificate expired in December 1997. Since that time it has been stored undercover and on display at Oxenhope on the Keighley & Worth Valley Railway and more recently in the Great Hall at the National Railway Museum at York.

It is hoped that if the application for Lottery Funding is successful, 'Bahamas' can be fully overhauled and returned to steam in good time to haul specials on the Main Line to commemorate its 80<sup>th</sup> Anniversary in 2015. If you would like to help or would like further information, please visit the Bahamas Locomotive Society website : [www.bahamas45596.co.uk](http://www.bahamas45596.co.uk)

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## MAGALIESBURG THROUGH THE YEARS



Magaliesburg, near Krugersdorp in South Africa has long been a favourite destination for excursion trains from Johannesburg or Pretoria. The rural location offers the opportunity for a walk by the river or a leisurely few hours for a braai in the station area. A popular choice of steam locomotive for these trips was, and still is the SAR 15F Class 4-8-2. I'm sure we already know that North British supplied no less than 204 of the fine locomotives to South African Railways during the war years of 1939 to 1946 but a great new photo is a good excuse to remind ourselves ! In the view above, taken just a couple of weeks ago on 3<sup>rd</sup> November, the 'Magalies' train was hauled by NBL 15F No. 3046 from the 1944 batch and she looks a fine sight making a spirited departure up the bank on the return journey. Our roving Chairman, **Nick Newport** was fortunately on hand to capture the moment. These trains are now run by Reefsteamers of Germiston and full details of future trips can be found on their website page : <http://www.reefsteamers.com/Timetable.html>

Back in my day .... the chosen locomotive was quite often the pride of Krugersdorp shed, 15F No. 3153 'City of Johannesburg'. Carrying NBL works number 26037 from the 1946 batch, this superb loco was one of the last 15F's to be built and she is seen below running round the train at Magaliesburg station in February 1987. At that time, every nut bolt and rivet on the loco had been either chrome plated or burnished!



By February 1994, standards had dropped off a little and an unidentified workaday 15F is seen attacking the climb back towards Jo'burg. This picture was taken by my son, Gavin, who was just 12 years old at the time.

## 4-8-4's ON DISPLAY

On 20<sup>th</sup> October, a Geoff Cooke tour party visited Steamnet 2000 at Beaconsfield shed where Peter Odell & Co. arranged for two of their NBL charges to be displayed in optimum conditions. These were the last operational Condenser No. 3511 and 25NC sister loco No. 3467. Although they have been in store for quite some time, both locos looked superb and we are very grateful to Dr Richard Sabatini for the photos.



## ESCALATING POSTAL COSTS

This is an appeal to our postal Members. As you will probably be aware, postal charges have increased during the year and the same applies to photo copying and even to printer ink. Although the vast majority of our 700 plus Newsletter recipients are on email, we still have 20 or so Members requiring postal copies. It currently costs us around £40 per month, getting on for £500 per year, to print and distribute postal Newsletters so, from the start of the New Year, we will be asking each postal member to please make a small donation towards the cost. If you have not been in touch recently, could you please also confirm that you are still at the addresses originally provided to us, and that you still wish to receive our Newsletters. Sorry to sound a little negative this month but we have been absorbing postal costs for a long time and they have been steadily growing. NBLPG does not have an annual subscription, only a £10 joining fee and we have no plans to change this but we do feel that the money we now spend on Newsletter distribution would be better spent on locomotives.

Finally a couple of corrections, in our September edition, for some reason known only to myself, I credited the excellent Dubs Works postcard photo to a non-existent Mr. 'David Sinclair' - whereas the gentleman who kindly allowed us to use the picture was in fact **Mr David Stirling**.

In October, in the feature about the Winnipeg 4-4-0, I referred to one of our own NBLPG Members, Mr. Peter Crosland as a 'great grandson of Henry Dubs'. Peter points out that this would of course make him well over 100 years old ! He is in fact a 'great great grandson' of Henry Dubs. I hope very much that both these gentlemen will accept my sincere apologies.

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

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A Not for Profit Organisation**

**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](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**. For further details, please e:mail : [ken.livermore@btinternet.com](mailto:ken.livermore@btinternet.com)

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**NORTH BRITISH LOCOMOTIVE PRESERVATION GROUP  
HONORARY 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 (Optional) : £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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\*\*SHARES IN ENGINE 61662 (AT £25 PER SHARE)\*\* : £

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TOTAL ENCLOSED : £

**All donations, loans and subscriptions will be acknowledged, thank you for your interest and support. Please make cheques or orders for Donations or Membership payable to 'NBL Preservation Group'**

**\*\*Please make Cheques for Shares in Engine 61662 payable to 'Engine 61662 Appeal' thank you.**