

NBL Preservation Group

November 2013 Newsletter



RETURN TO STEAM

(Photo courtesy John Ashworth, Friends of the Rail)

Smoke billowing from the Giesl Ejector chimney of East African Railways 'Tribal' Class 2-8-4 No. 3020 'Nyaturu' on 22nd October confirms that this fine locomotive is back in steam for the first time in two years. John's photo seems to have caught the security guard admiring her North British diamond works plate ! Our regular readers may remember that one of this engine's last duties was to carry a bride and groom to their reception on her buffer beam following their wedding in May 2010. Since that time the loco has been overhauled by a small but enthusiastic team at the Nairobi Railway Museum and a series of special working are being planned. We will try to include photos of No. 3020 in action in a future edition.

One of the final steam designs for the Metre Gauge East African Railways, the Class 30's were a development of the EAR Class 29 2-8-2 with an increased water capacity of 7,000 gallons for use on the Central Line of Tanzania between Morogoro and Tabora. Continuing the practice of naming steam locomotives after local tribes, a total of 26 Class 30's were built by NBL at Hyde Park Works under Order No. L46. They carried Works Numbers 27447-68 & 27474-77. They entered EAR service carrying running numbers 3001 to 3026 in 1955 and being very useful locomotives, they found regular work until the 1980's. Two further examples are believed to exist in Tanzania. Further details can be found on the FOR website :

<http://www.friendsoftherail.com/phpBB2/viewtopic.php?f=319&t=11734>



We've made some excellent progress on No. 61662's tender in the last few weeks. Contractors arrived on 24th October to carry out sandblasting work and they soon began to expose the bare metal. We were surprised to find that this was in extremely good condition. The historians amongst us had calculated that the last time the tender was painted would have been in the early 1960's and it was quite incredible to see how easily the sandblasting equipment was able to sweep away 50 years of accumulated rust and grime !

We had investigated the possibility of carrying out the sandblasting ourselves but in the end we left it to the professionals and we were delighted with the results they achieved. After around six hours hard work on their part, both sides of the tender, plus the back and the frames had been stripped. A few days later, Mizens Volunteer Liam Grant and I were able to start applying a good coat of red oxide primer to the first side.



When we painted the back of the tender we were quite surprised to find that a thin layer of surface rust had already started to build up on the buffer beam. Liam soon had it looking shiny and new again and by the end of the day, the tender was starting to look like Mr. Gresley intended. We'd better get some Brunswick Green on soon however, or people will think we are building an LMS engine ! Seriously though, we still have the other side to do yet and the pace of our progress is entirely dictated by the rate of fund raising so please keep those donations coming in. You chaps are keeping us going and we're grateful for every penny received.

TRANSNET UPDATE

(photos courtesy Dylan Knott & Richard Niven)



The Transnet deadline for submitting 'Expressions of Interest' in their surplus steam locomotives passed on 31st October. Following the notes in last month's Newsletter, several of our members contacted us to voice concerns that many of the engines listed were too historically important to let go without a fight and last minute discussions resulted in EoI's being submitted for several locomotives. These included 1948-built North British 19D Class 4-8-2 No. 3324 seen at Knysna above, which was a railtour favourite for many years and latterly worked on the world famous Outeniqua Choo Tjoe.

No. 3324 is described on the Transnet listing as 'Recently Operational' but we will not be launching a fund raising campaign for this or any of the other locos until confirmation and pricing details are received. Transnet's original documentation stated that requests from RSA based groups would be given preference and, whilst we absolutely agree with this policy, we need to be sure of which, if any locomotives we have been allocated before taking any further action.



A number of specially selected locomotives such as 15F 2928 and Class 24 3688 have been concentrated at Bloemfontein and Voorbaai sheds and these engines have been held in reasonably secure storage. Locomotives such as these would form the basis of our future interest if they can't be preserved in South Africa. Needless to say, we are not sitting on a major pile of cash and we are already committed to repatriating one of our two Hendrie Class 1 4-8-0's. However, we sincerely feel that this could be our last chance to save any more North British locos from the Transnet list - if we don't take action now it will soon be too late.



Between 1923 and 1925, fifty one Gresley A1 Class Pacifics were built for the Great Northern Railway and LNER. Designed to pull 600 ton trains, thirty one came from the GNR's Doncaster Works and twenty from NBL in Glasgow. The North British locos carried Hyde Park works numbers 23101 to 23120 and entered service carrying LNER running numbers 2563 - 2582. They eventually became BR Nos. 60064 to 60083. The A1's were excellent engines and apart from the GWR 'Great Bear' they were the first pacific types to run in the UK. By the UK standards of the day, the A1's were enormous locomotives with large roomy cabs and for the first time in British history, the enginemens were provided with padded seats.

After trials with the GWR 'Pendennis Castle', all the A1's were rebuilt with long-travel, long-lap valves which greatly improved their performance. Further experiments and modifications including conversion from right to left hand drive resulted in a new Class designation 'A3' and 27 more locomotives were built to this standard up to 1935. Between 1927 and 1948, all of the A1s were rebuilt as A3s, with the exception of No. 4470 *Great Northern*, which was rebuilt by Edward Thompson in 1945 to Class A1/1 – this engine becoming the predecessor of the brand new 'Tornado'. In 1945, Thompson re-designated the few remaining A1's as Class A10 but this was only a temporary expedient as the last A1 to A3 conversion was carried out on NBL-built No. 60068 '*Sir Visto*' in 1948. In their later years, many of the class were fitted with German style smoke deflectors, which may have helped clear drifting smoke - but didn't improve their looks ! The A3's were all withdrawn by 1965 and one of the Doncaster examples '*Flying Scotsman*' has been preserved.



Our pictures show three North British A1's after conversion to A3's. No. 60067 '*Ladas*' with German smoke deflectors leaving Kings Cross, No 60081 '*Shotover*' with double chimney passing York and No. 60068 '*Sir Visto*' in almost original condition with single chimney and GNR type tender at Haymarket shed.



Currently under overhaul by the Chemin de Fer Touristique du Vermandois at St. Quentin in France is a North British 2-8-0 which was built for the CF de l'Etat in 1917. No. 140C314 is one of the last surviving examples of a long lived class, 340 members of which were constructed by six different builders between 1913 and 1920.

Design work on the 140C's started around 1911, the locomotives having some features in common with Etat's existing express and mixed traffic 4-6-0's, notably two cylinder simple propulsion, a large boiler pressed to the relatively low pressure of 12 bar and a round topped firebox. The first 20 were constructed by SACM Belfort and further batches came from Schneider and Fives-Lille. North British entered the equation during the First World War along with Nasmyth-Wilson but six of the new locomotives were lost at sea after their ship was torpedoed. An additional 70 engines were built for the French Army and were given a baptism of fire hauling artillery and troop trains. Following the formation of the SNCF in 1938, the Class was designated 140C.

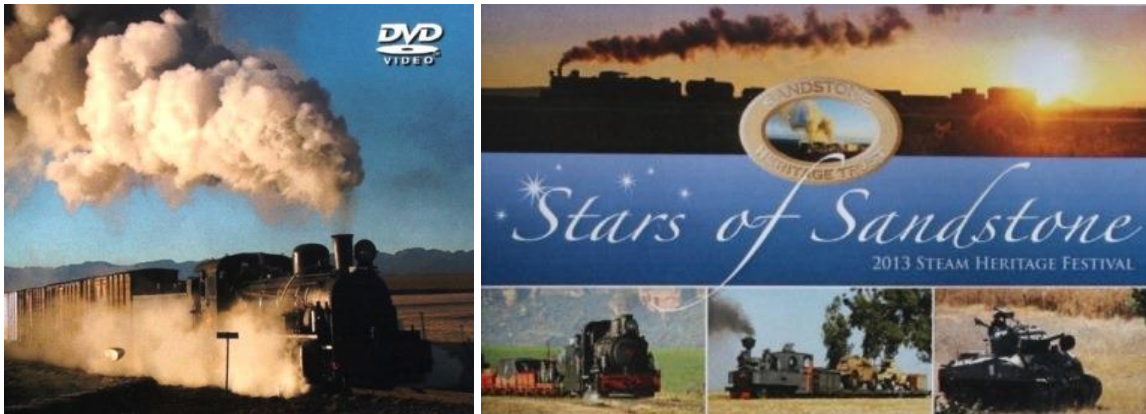
Including the CFTV loco, no less than seven NBL examples of the class survive, plus one engine that came from the Vulcan Foundry in 1919. However, as Rhys points out, many locomotives will have swapped major components and even identities during their long working lives so we can never be sure of exactly who built what. Part of the 140C's success was their low axle loading, simplicity of design and general robustness and this led to some of the Class lasting to the end of French main line steam in 1974.

The CFTV loco started her career as Etat No. 140-314 being shipped from Glasgow to Saint-Nazaire and allocated to Saint-Brieuc depot. Following the formation of the SNCF she became No. 140C314 but remained in the Ouest Region as indicated by the boxed number '3' on her buffer beam. During the Second World War, the loco was requisitioned by the Germans and did not return to France until 1950. It continued to work until the 1970's and was acquired by the CFTV in 1994. In addition to service on the preserved railway, No. 140C314 has also made occasional forays on SNCF main lines for special trains and filming purposes. Further details can be found on the CFTV website at : www.cftv.fr

Editor's note : Rhys Owen is a volunteer on the CFTV and has written an excellent article about the railway and the 140C's which can be found in the June 2013 Model Engineer – he had nothing to do with my horrific attempt at a French pun as the title of this piece

(6)

NEW RELEASES FOR YOUR COLLECTION



The latest DVD from South Africa's Sandstone Heritage Trust, '**Stars of Sandstone**' is a top quality film covering their highly successful Steam Heritage Festival which took place in May this year. Beautifully photographed against a backdrop of the Eastern Free State's outstanding scenery in stunning autumn sunlight, the DVD features more than 20 different steam locomotives in action during the 8-day event.

It's not just about steam locos though as Sandstone have also preserved an incredible variety of farming and military vehicles and even aircraft ! These are seen in full operation too and the DVD features an amazing display of the awesome destructive power of Sandstone's MK1V Sherman Tank ! The running time of approximately 50 mins and entertaining commentary make for a hugely enjoyable programme that will interest all the family. This is a great introduction to Sandstone and a must for anyone planning a visit.

The price, including UK post & packing, is £10-50 for the DVD or £13-50 for the film on Blu-ray. For UK orders and enquiries, please Telephone: 01189 819 600, or email : joannewest@btinternet.com Overseas enquiries should be directed to babitan@sandstone.co.za or Telephone : + 27 11 805 4692



The well-known author George C. O'Hara has produced an excellent new book entitled '**BR Steam in Scotland**'. This is a profusely illustrated case bound A4 hardback black & white photo album containing some 740 high definition images of steam locomotive operations on the former Scottish Region of British Railways between Nationalisation of the lines in 1948 and the end of regular working steam in 1967. Most of the photographs in the book have not been published before and if it compares with his previous volume, 'BR Diesel Traction in Scotland' it will be a worthy addition to any enthusiast's collection. '**BR Steam in Scotland**' is available from **Clyard Novella Ltd, 16 Garryhorn, Prestwick, South Ayrshire, KA9 2HU**. Price is £25 plus £5 UK post & packing. Ref : ISBN 978-0-9530821-3-1 Telephone number 01292 479 407. Please mention NBL Preservation Group with your Enquiries or Orders.



On Thursday 31st October our usual work party at the Mizens was postponed as we visited the Churnet Valley Railway in Staffordshire to present the Hornby 00 Gauge model of 'Manchester United' to Peter Hall - the winner of our prize draw. N7 tank No. 69621 was in steam for the occasion and this formed a perfect backdrop for our picture. 69621 was shed mate of 61662 during its time at Stratford depot and they must have rubbed shoulders many times. Peter is a lifelong railway enthusiast and secretary of the Manchester United Staffordshire area supporters club. He was one of the very first people to join us when we started the 61662 Appeal so we are delighted that he won the prize. Many thanks also to the CVR for their hospitality.

From our October edition onwards, Postal Members should have noticed a major improvement in the quality of our Newsletters as they are now being produced for us by Morton's Print Services. Morton's Media Group produce a number of railway titles including Heritage Railway, Railway Magazine and Rail Express and our first impressions are that they are doing an excellent job with our Newsletter. The improvement in quality does come at a slight increase in cost however, and modest donations are welcomed, particularly from postal members, to keep our regular Newsletters viable.

Whilst we have had the NBL Builders List in electronic format for some time, at the moment we still have to rely on handwritten notes for the three NBL constituent companies. If anyone out there has Works Lists for Dubs, Sharp Stewart or Neilson Reid in excel format could they please contact us as soon as possible.

Last but not least, former Darjeeling & Himalayas, Sharp Stewart 0-4-0STT No. 19 has been taken out of service for a 10 year inspection and overhaul at the Beeches Light Railway. The use of this engine on loan to the Leighton Buzzard Light Railway earlier this year is estimated to have generated an additional £2,000 in revenue for the Bedfordshire line.

**Thank you all once again for your continued support
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 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. All donations and membership fees will be acknowledged in writing. For further details, please email our Hon. Secretary : ken.livermore@btinternet.com

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.**

**NORTH BRITISH LOCOMOTIVE PRESERVATION GROUP
A NOT FOR PROFIT ORGANISATION**

MEMBERSHIP / DONATION FORM

NAME :

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ASSOCIATE MEMBERSHIP JOINING FEE (Optional) : £10

DONATION TO DUBS TANK No. 196 RESTORATION FUND : £

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

DONATION TO LNER TENDER RESTORATION FUND : £

SHARES IN ENGINE 61662 (AT £25 PER SHARE) : £

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.**