

NBL Preservation Group

February 2014 Newsletter



RETURN TO STEAM

(Photo : Nigel Hogg)

25th January saw the culmination of 14 years restoration work on New Zealand Railways F Class 0-6-0 Saddle Tank No. F13 when the locomotive was successfully steamed at the Ferrymead Railway for the first time since 1999. Built by Neilson & Co in 1872, this historic little engine entered service for the NZ Public Works Department on 20 December 1873 and was passed on to the [operating] Railways Department, when that was formed in 1880. It was recorded as being "written off" in New Zealand Railway's books on 10 October 1964, making it probably the longest serving loco in NZ Railway's service. Once back in action, it will also be the oldest currently operating steam locomotive in New Zealand.

No. F13 was given an overhaul at Ferrymead in the early 1980's and was in regular operation on the railway (plus a couple of brief appearances on the New Zealand Railway's mainline) between 1984 and 1994. It was last used for a steam festival in 1999 for which it had a temporary boiler certificate to operate at reduced pressure. The current overhaul was more extensive and involved a complete strip down including removing the cylinders from the locomotive frame, the fitting of a new inner firebox, firebox stays and tubes to the boiler and a new smokebox and ashpan.

We are very grateful to Nigel Hogg, Kevin Prince and Rob Merrifield for providing this information and to 'Branchlines', the journal of the Canterbury Railway Society. Further details of F13 and the Ferrymead Railway can be found at : <http://www.canterburyrailsociety.co.nz>

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61662 APPEAL

(photos KL Collection)

The wettest January on record in the UK has resulted in some serious flooding in the Thames Valley and Woking areas. This has made it difficult for people to travel and the continued rain has made painting impossible so work parties have been postponed until the weather improves. We've been down to the site to check the situation and by and large, everything remains secure. There has been some storm damage to the temporary fencing we'd put up but the tarpaulin we'd used to cover the unpainted side of the Tender had barely been disturbed by the wind and gales. We are very fortunate that the Mizens site is still above the water level and our work parties will start again soon. These photos show how things looked towards the end of January. The view on the left is typical of local roads in the Thames Valley at the present time.



In the meantime our Sales & Publicity Stand has very kindly been invited to attend the West Somerset Railway's 'Spring Steam Gala' which will be held from Thursday 27th - Sunday 30th March 2014. This Gala will feature visiting locomotives as used on the old Southern Railway's 'Withered Arm' and a recreation of the 'Atlantic Coast Express' will run supported by the WSR Home Fleet Steam Locomotives.

The following information has been taken from the WSR's website :

A new group of visitors to us are the representatives of the project to build 61662. This will bring back to life an LNER B17 4-6-0 from the group of 25 of the class known as the "Footballers", simply because they were named after football clubs in towns and cities which were served by the London and North Eastern. This batch of the engines was particularly associated with the Great Central line and the locoshed at Leicester from which one diagram took them via Banbury to Swindon. 61662 was named "Manchester United". (the writer would have preferred 61651 'Derby County' but let that pass). The final examples of the B17's were taken out of service in 1960, early victims of the dieselisation of the former Great Eastern lines which had become their area of operation. Many of the nameplates which featured a cast football and the club colours (including hoops and stripes where applicable) in a section beneath the name itself were presented to the clubs after the locos were withdrawn. Hopefully we will see 61662 on the WSR in the future when it will be the first of its type to come to Minehead'.

After such an impressive write-up we need to provide a good showing at Minehead and we are appealing for donations of your surplus books, model trains and railwayana to sell on our Stand. All proceeds will of course go directly to the 'Engine 61662 Appeal'. Members and friends are also urgently needed to man our Stand and possibly give out information leaflets to interested parties, if you have any free time during the four days of the Gala, even for just a couple of hours, please let me know if you can help.

The West Somerset Gala will be one of the top such events in the UK this year and full information can be found online by clicking on the link below or by calling 01643 704996.

<http://westsomersetrailway.vticket.co.uk/>



Caledonian Railway No. 123 is a unique 4-2-2 'Single' locomotive that was built by Neilson & Co for the Edinburgh International Exhibition of 1886. Carrying Neilson works number 3553, the engine was delivered in just 66 days from the receipt of the Order and won the Gold Medal for engineering at the Exhibition.

Affectionately known as the 'Caley Single' because of its impressive 7 feet diameter driving wheels, the engine achieved more fame in 1888 when it put in superb performances, reaching speeds of around 60 mph in the first Railway Races to the North. The 'races' as they became known pitted the East & West Coast routes against each other whilst competing for lucrative passenger traffic between London and Scotland. When the races were over, No. 123 was used on express passenger duties between Carlisle and Edinburgh and from the end of the 19th Century until the Grouping of 1923 it acted as 'Royal Train Pilot' on the Caledonian Railway system.

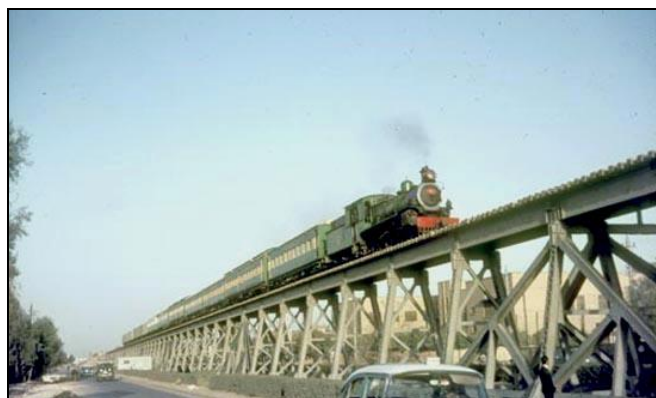
In the 1920's No. 123 was repainted in classic LMS Crimson Lake livery and was given a 1P power rating. Renumbered LMS 14010, her principal duties at that time involved haulage of the LMS Directors Saloon on their trips around the system. When she was retired from service in 1935, the locomotive was set aside for preservation and repainted in its original Caledonian lined blue livery. As mentioned in last month's edition, a return to steam came in 1959 when she was selected for overhaul with three other historic Scottish steam locomotives and worked special trains around the UK until 1966 when all four were retired. Today No. 123 has pride of place in the new Riverside Museum in its home town of Glasgow.



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MESOPOTAMIAN METRE GAUGE

(photos by Basil Roberts)



In March 1967, Basil Roberts visited Iraq, the modern name for Mesopotamia, and brought back a number of superb photos of steam locomotives in action. We are very fortunate that Basil's pictures now form part of the Restoration & Archiving Trust's collection and this organisation has kindly allowed us to use them in our Newsletter. Many historic photos can be found on their website: <http://gwrarchive.org/index.php>

Top : Ref Br 670514, HG class 4-6-0 number 193 (North British 23034/1923), originally supplied to the South India Railway (number B116) and shipped to Iraq from India by the War department in WWII, stands in Baghdad East station with a passenger train on 16/3/1967.

Left : Ref Br 670526, HG class 4-6-0 number 191 (North British 23032/1923), originally supplied to the South India Railway and shipped to Iraq from India by the War department in WWII, climbs the ramp to the bridge over the River Tigris with a passenger train between Baghdad East & West stations on 17/3/1967.

Right : Ref Br 670336, HJ class 4-6-0 number 203 (Neilson Reid 6257/1902) stands in the yard at Shalchiyah in the outskirts of Baghdad. This locomotive was formerly Bengal & North Western Railway number 199 and was shipped to Iraq by the War Department during World War II - 13/3/1967.

A wonderful British Pathe promotional film from the 1960's, 'Ageless Iraq' can be found on youtube at http://www.youtube.com/watch?v=Kpy7_NAaQck - how sad to see this fine country as it now is today.

MIXED FORTUNES AT BARRY

(photos Michael Henney & KL Collection)



It's quite well known that North British locomotives suffered rather mixed fortunes at Barry Docks with all four NBL steam locomotives sent to the yard being saved for preservation but all three historic diesels going for scrap. However, closer inspection of the Barry list shows that no less than five of the Southern steam locos that were eventually saved from the cutters torch carried North British boilers. With many of the tenders swapped or scrapped, the NBL boilers are arguably the largest and most significant original component of the preserved engines. The photo above is dominated by the great bulk of Merchant Navy No. 35011's North British boiler amongst rows of steam locos awaiting their fate on the Docks.



Possibly the biggest casualties at Barry were the three NBL diesels, D600, D601 and D6122. The pioneer Diesel Hydraulic 'Warship' No D600 'Active' was scrapped there in 1970 but the other two languished for a further 10 years before succumbing to the torch. There was a great deal of interest in both these engines before their demise. D601 'Ark Royal' was the subject of a failed preservation attempt and D6122, the last of its Class, created much discussion when the harsh South Wales weather stripped off layers of paint to reveal the number D6121 on its cabsides ! The identity issue was never fully resolved.

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THE GREAT ESCAPE

(photos Michael Henney & KL Collection)



In the years leading up to the end of BR steam in 1968, Woodham Brothers at Barry Docks purchased a total of 297 locomotives for scrapping. However, due to the huge volumes of redundant wagons and rail arriving at the yard, only eighty or so locomotives were actually cut up, leaving 217 in open store. Preservationists started to take an interest about this time and fortunately the owner, Dai Woodham, soon realised it was more profitable to re-sell the locomotives to enthusiasts rather than expend a great deal of time and labour in scrapping them ! By the time the yard ceased operations, no less that 213 steam locomotives had been saved for preservation including three North British LMS 'Jinty' Tanks and the solitary LNER B1 Class 4-6-0 No. 61264. (NBL 26165) This engine, had outlived most of its classmates by virtue of its stationary boiler duties at Colwick as Departmental Locomotive No. 29.



The Barry contingent of Southern locomotives with North British boilers comprised three Merchant Navy's Nos 35005, 35006 & 35011 and one Battle of Britain pacific No. 34067 Tangmere which, along with 35005, has subsequently been returned to the main line. One of the seven SR S15's at Barry No. 30828, carried an N15 boiler from a North British 'King Arthur' class 4-6-0 and this engine has also steamed in preservation.

It's a sobering thought that, without the Barry time-warp and the sustained hard work of dedicated enthusiasts to bring steam locomotives back to life, photos like these showing Nos. 61264 and 35005 'Canadian Pacific' returned to main line service from scrapyard condition, would not have been possible.

More of Mike Henney's photos from Barry Docks (and much more besides) can be found on the excellent 6G NW Rail website : <http://www.6g.nwrail.org.uk/index.html>



We are indebted to Alan Brookes for sending in the above photograph of his superb 7 ¼ gauge live steam model of SAR 15F 4-8-2 No. 3047 ‘City of Pretoria’. Alan says that the locomotive, based on NBL works number 25586 of 1944, has been in his family for nearly 40 years. He is about to carry out a complete repaint and is keen to obtain pictures of the original No. 3047 in service. Please let us know if you can help.

Our report on the probable demise of Iraq 8F 2-8-0 No. 1429 may have been a little premature as a further update from our correspondent reports that it may have been moved into the IRR workshops for temporary storage and for protection from scrap dealers. Let’s hope that this is the case and the locomotive can eventually be restored for the Baghdad Museum as originally planned.

Rhys Owen has advised us that a Facebook page has been set up to provide photographs and updates on the overhaul of North British 2-8-0 No. 140C314 at St. Quentin in France. You can access this link at : https://www.facebook.com/#!/antoine.schnakenbourg/media_set?set=a.749180691762661.1073741835.100000122106647&type=1 The restoration team’s current aim is to get the work done before the end of spring so we can hopefully look forward to seeing this loco in steam again soon.

Transnet Freight Rail is expected to announce the fate of many of their surplus SAR steam locomotives this month and we will advise our Members & supporters as soon as we have more information. As mentioned in our November Newsletter, we have expressed an interest in some of these engines to try to save them from being scrapped.

Four candidates have been nominated to become our new NBLPG President and their agreement to stand for office is being sought at the moment. Once the necessary acceptances have been received we will contact our Members to ask them to vote for their first choice candidate.

**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 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 :

ADDRESS :

TELEPHONE NUMBER :

E:MAIL ADDRESS :

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.**