

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

October 2015 Newsletter



FINAL MOVE

(Photo Neil Berry)

The last surviving North British SAR Condenser No 3511 has been selected for the proposed new Transnet Museum at Bloemfontein and is currently being made ready for the 100 miles rail journey to the site from its present home at Kimberley. TFR's decision to move the locomotive to Bloemfontein for static display has ended several years of intense speculation about the future of this mighty 4-8-4 since it dropped its last fire more than 20 years ago. Whilst it is not likely to steam again in the foreseeable future, many enthusiasts will breathe a sigh of relief that it will at least be restored and placed on public display.

In Neil Berry's superb photograph above, No 3511 makes a smoky start from Orange River with a heavy freight on 5th June 1992. The eagle eyed will spot another North British icon in the far distance as 15CA No 2828 (NBL 23791) waits to leave the station with the Cape Mountaineer 2 Railtour. Fortunately this loco is now privately preserved at Vink Sidings near Worcester.

Although TFR have yet to officially announce their plans for Bloemfontein, No 3511 (NBL 27371) joins a growing list of historic locomotives that have been reputedly selected for the new museum. Further details and a video clip from SABC News can be found on : <https://www.youtube.com/watch?v=1ACPhfMhw-c>



Taking full advantage of the recent spell of good weather, our painting team have rubbed down No 61662's tender and cab paintwork and applied a final layer of green undercoat. As we worked, the difference in colour between the cab front and the newly painted sides became quite apparent – especially as both paints were described as Brunswick Green. Some research was therefore carried out into the actual paint colour used by British Railways on their express passenger locomotives. It would appear that the term Brunswick Green was not in fact used on the BR painting drawings, the colour used was simply stated as Dark Green !

In the International Colour System, there are three shades of Brunswick Green listed, these being Light, Mid and Dark. This could explain why there is such variance in the colour of preserved BR Green steam locos ! After checking with several preserved railways, consensus of opinion was that their BR passenger locos were painted in Dark Brunswick Green so we now await another spell of good weather to complete the job.

WAVERLEY RE-OPENING

(photos courtesy www.colourrail.com)



Exciting news from Scotland is that the northern part of the former North British Railway's 'Waverley Route' has re-opened to passenger traffic. Now known as the 'Borders Railway', the reconstructed 30 miles section from Edinburgh Waverley to a new terminus at Tweedbank near Galashiels was opened by Her Majesty the Queen on 6th September. The honour of hauling the first train, which carried the Royal Party on a return journey over the line, fell to A4 Pacific No 60009 'Union of South Africa'. Closed amid a storm of protest in 1969, the Waverley Route originally ran through 93 miles of rugged country between Edinburgh and Carlisle via Galashiels, Hawick and Riccarton Junction. On closure, the full line was offered to enthusiasts for £1 million but this was a staggering sum in 1969 and proved impossible to raise. Today, re-construction costs for the 30 miles re-opened section alone are stated to be in excess of £294 million!

Although NBL and the North British Railway were totally separate companies they had a close working relationship and the six engine sheds on the line were well-known haunts for NBL steam locomotives. Possibly the most famous before the advent of the LNER A3's in the 1920's were the Reid North British Atlantics, 16 of which, carrying wonderfully evocative Scottish names, were constructed in Springburn between 1906 and 1920. In all, more than a dozen different NBL Classes were noted at various times on the Waverley Route ranging from the more modern A3's and B1's to veteran J35 & J36 0-6-0's and N16 & C16 Tanks. One of Carlisle Canal shed's NBL A3's No 60068 'Sir Visto' is seen above with an express passing Gorebridge in May 1962 and J35 No 64489 arrives at Edinburgh Waverley with a special in June 1960.



Keen to reverse some of the poor decisions made in the Beeching era, the current Scottish Government has not ruled out further re-opening of the line, hopefully to Hawick and possibly even to Carlisle itself. We live in hope ! More details can be found on https://en.wikipedia.org/wiki/Waverley_Route#Borders_Railway

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DUTCH DELIGHT

(photos courtesy Roger Griffith)



Contributor Roger Griffiths has kindly sent in these two superb vintage photographs of a pair of stylish Sharp Stewart 4-4-0's operating in Holland in the 1930's. The top photo shows 4-4-0 No 1609 running round her train at Den Haag, circa 1935 and the lower photo shows No 1623 tender first on a freight or mixed train at Arnhem in 1936. Both locomotives were built by Sharp Stewart in Glasgow in 1892 and both bear a close resemblance to NS 4-4-0 No 1600 (SS 3563 of 1889) which is preserved in the Dutch National Railway Museum at Utrecht.

Further details of the working lives of these graceful looking 4-4-0's would be greatly appreciated. Full details of the Nederlandse Spoorwegen Museum (which also houses the NBL WD 2-10-0 'Longmoor') can be found at : <http://www.spoorwegmuseum.nl/>





Sir William Stanier inherited a very mixed collection of motive power when he moved to the LMS in 1932 and his subsequent locomotive modernisation programme outstripped the capacity of the Railways works. In 1935 he turned to Springburn to construct a large number of 4P Class 2-6-4 tank locomotives, designed to replace many of the ageing pre grouping engines on local and intermediate passenger duties.

Fitted with Stanier taper boilers and two outside cylinders, they were a development of the original Fowler LMS 2-6-4 tanks that had been placed in service in 1927. Seventy three of the new class were duly constructed at Hyde Park in 1936 / 37 under NBL Order No L896 with 133 more coming from the LMS Works at Derby. They proved to be very efficient and economical machines and further batches of a very similar design were constructed under the auspices of Stanier's successor Charles Fairburn bringing the LMS total to more than 500 engines. A modified version was adopted as the British Railways Standard 4MT Tank and 155 of these entered service in the 80xxx series in the 1950's.

In BR days they were spread over much of the London Midland Region and were allocated to more than 30 different sheds. Lasting almost to the end of BR steam, the last 2 were withdrawn in October 1967. Our photos show Nos 42616 & 42647 at Wrexham in April 1967 and 42587 at Birkenhead shed a month earlier.



Sadly none of the Stanier 2-cylinder engines have been preserved but a similar 3-cylinder variant No 42500 is part of the UK National Collection. Two of the Fairburn locomotives are preserved on the Lakeside & Haverthwaite Railway. Although the NBL / Stanier 2-6-4T's are now part of history, their Worksplates are highly prized by Railwayana collectors and the engraved disks typically achieve around £600 at Auction.

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JAPANESE SURVIVORS

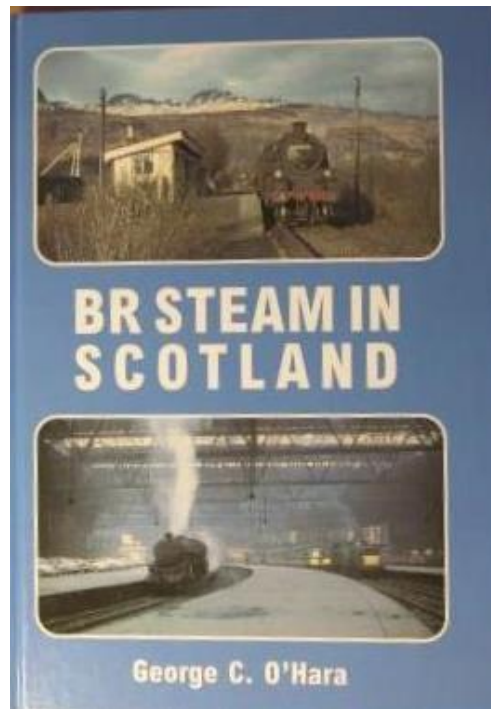
(photos Matt Maness)



The three NBL Constituents built a considerable number of successful locomotives for Japan prior to 1903 and the Combine followed on this tradition, receiving 15 separate orders for a total of 265 locomotives between 1903 and 1922. The vast majority, more than 200 engines, were of the 0-6-2 Tank variety but the list included several 2-6-0 and 4-6-0 tender engines and 34 electric locomotives of two different classes. The NBL Queens Park, Hyde Park and Atlas Works were all involved in construction of the Japanese engines and it is heartening to learn that a number of North British locomotives have survived in Japan including three of the 0-6-2 Tanks, three four-coupled Tanks and one of the electrics.

Matt Maness has kindly allowed us to use some of his photographs of NB steam in Japan from the Steam Locomotive Info Index. **(Top)** Japanese National Railways 0-6-2T No 2221 (NBL 16739 of 1905) is one of 8 steam locos on display at Ome Railway Park. **(Below Left)** Seibu Railway 2-4-2T No 3 (Dubs 2765 of 1891) can be found at Showa Railway School and **(Below Right)** JNR 0-6-2T No 2109 (Dubs 2774 of 1891) is housed at Omiya Technical University. More of Matt's very interesting pictures can be found on the Steam Locomotive Info website : <http://www.steamlocomotive.info/index.cfm>



NB NEWS IN BRIEF

Before his tragic road accident, George O'Hara very kindly sent us several hard back copies of his excellent book 'BR Steam in Scotland' and we have decided to release these to enthusiasts at the bargain price of £15 plus £5 UK postage. The normal retail price is £25 plus postage. This profusely illustrated 320 page book contains more than 700 historic B&W photographs of steam operations in the Scottish Region during the BR era from 1948 to 1967. First published in 2013, the book is in portrait format, size 12ins x 8 ½ inches. All proceeds will go directly towards preservation, please telephone Ken on 01189 864 706 to order your copy.

After its recent overhaul, SNCF ETAT 140 C 314 (NBL 21651 of 1917) has successfully passed its boiler test and was returned to steam at St Quentin in France on 12th September. Many congratulations to the team who worked long hours to achieve this result. We will bring you some photographs of the loco in action as soon as possible, in the meantime more details can be found on Antoine Schnakenbourg's Facebook page : www.facebook.com/antoine.schnakenbourg/media_set?set=a.946440078703387&type=3&pnref=story

Former Millsite Prestige 19D No 3321 (NBL 26041 of 1948) has been put back into steam at Voorbaai shed and made a successful trial run over the Ceres branch on 18th October. The newly formed Ceres Railway Company, founded to re-open the 26km Wolseley - Prince Alfred Hamlet branch line for freight traffic, has appointed Atlantic Rail as its operator. Atlantic Rail, who successfully operated NBL Class 24 No 3655 on the steam service from Cape Town to Simonstown for several seasons, are looking at operating day trips on the branch and weekend overnight steam-hauled sleeper / diner trains from Cape Town to Ceres.

Many thanks to everyone who turned out for our Colour Slide Show at the Hoddesdon Railway Circle on 5th October this month. Several bookings have already been received for the 2016 season and event secretaries are invited to email ken.livermore@btinternet.com for a full list of the eleven different shows that are now available in our programme for next year.

**Thank you all once again for your continued support
More news to follow 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 by letter or by e:mail. NBL related Photos can be uploaded direct to our Facebook page at : <https://www.facebook.com/NorthBritishLocomotives>

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.**