

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

March 2016 Newsletter



DARJEELING TOURS

(Photo John Browning)

Narrow Gauge Enthusiast John Browning has been visiting the Darjeeling Himalayan Railway and has been posting some excellent photographs on Facebook. He has been kind enough to let us use this evocative image of a Sharp Stewart 0-4-0ST passing through Siliguri during his visit there on 9th March.

All the steam locomotives currently in use on the railway are of the 'B' Class, a design built very successfully by Sharp Stewart & Co and later North British between 1889 and 1925. A total of 34 engines were built for the line, but by 2005 only 12 remained on the railway still in use or under repair.

The headquarters of the DHR is in the town of Kurseong. Operations between Siliguri and Kurseong were temporarily suspended in 2010 following a Landslide at Pagla Jhora and another near Tindharia in 2011. However normal service resumed between New Jalpaiguri (NJP) and Darjeeling just before Christmas 2015.

Full information regarding the Darjeeling Himalayan Railway Society including the history of the line, details of future tours and a wonderful selection of photographs can be found on the DHRS website :

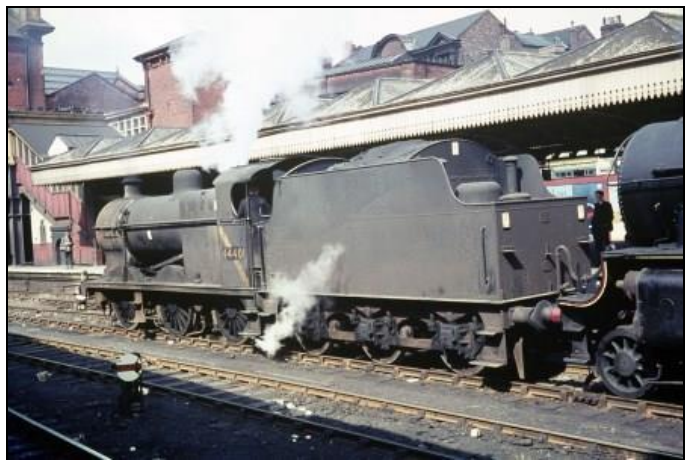
<http://dhers.org/page3.html>

DUCK SIXES

(photos courtesy www.colourrail.com)

The evocative sight of Fowler 4F 0-6-0 No 44422 working goods trains on the West Somerset Railway this weekend inspired me to check up on how many of this famous LMS class were in fact built at Springburn. It transpires that between 1924 and 1927, NBL received four orders from the LMS for a total of 80 Duck Sixes – which so called because of the apparent waddling motion of their coupling rods when on the move.

Designed by LMS Chief Mechanical Engineer, Sir Henry Fowler, the 4F's were a development of his own Midland 4F 0-6-0's that were introduced in 1911. A total of 575 of the class came to be built by no less than seven different Locomotive Workshops with the last emerging from Derby as late as 1941. All entered British Railways stock in 1948 when BR added 40000 to their LMS numbers. They were all withdrawn from service between 1959 and 1966 and three have been preserved plus one of the original Midland engines.



Our photos show three of the NBL examples towards the end of their careers on British Railways. 44403 makes an energetic start at Melton Mowbray with an excursion to Great Yarmouth in August 1962. 44482 pauses on the Midland line at Dore & Totley with a train from Sheffield to Chinley in August 1961. 44401 (with high sided tender) double heads a railtour with a Black Five at Leicester Midland in May 1964

More info on the Class can be found on Wikipedia at https://en.wikipedia.org/wiki/LMS_Fowler_Class_4F



ENGINE 61662 APPEAL

(photos KL Collection)



The new buffer beam for No 61662 is now safely on site at the Mizens Railway and work is already in hand to assemble the buffers and get it painted ready for display. The beam is 8 feet 7 inches long by 18 inches deep and has been cut from 1 inch thick steel. As you can imagine it is pretty heavy and Nathan and Glenn did well to move it by hand !

NBL Member Ian Rough is seen below reaming out eight 1 inch holes to take the bolts for the buffers and once this work has been completed we can mount the unit on the second plinth that we have built at the opposite end of the track from the cab and tender. Fund raising for the set of main frames that will fill in the void between the two sections is ongoing and all donations towards these will be very gratefully received.



In other news, we are delighted to announce that Peter Wood of Edinburgh has won our Auction for the Wayne Rooney shirt and the signed Manchester United football. Interest in the Auction was high and Peter's winning bids for the two items were £160 and £60 respectively. Even better from our point of view was that on learning of his win, Peter very generously upped his bids to total £250. Thank you all for your interest in this and thanks especially to Manchester United FC for very kindly donating the prizes.

On the Social Media front, our Facebook Page continues to attract more 'Likes' and the Engine 61662 Twitter Account, set up for us recently by Sean Margerison is making good headway. More than 100 'Followers' have now signed up and if you would like to access the page it can be found at : <https://twitter.com/Engine61662>

North British received several orders for steam and diesel locomotives from the East African Railways and these included three separate batches of Class 29 2-8-2's that were built between 1951 & 1955. At the time they were considered to be a modern design for the Metre Gauge and featured roller bearings, oil burning equipment and Westinghouse air brakes. Some were later fitted with Giesl ejectors. A total of 31 Class 29's were constructed becoming EAR numbers 2901 - 2931 and all carried names associated with the local area.



Above : EAR Class 29 No 2911 'Giryama' (NB 26915) is seen at Kibera on the 16.20 Nairobi to Nakura goods on 10th November 1972. Kibera is a division of Nairobi Area in Kenya, and is located around 5 kilometres from the city centre.



Left : No 2912 'Kakamega' (NB 26916) shunts at Voi in November 1972. Voi is the largest town in Taita-Taveta County in southern Kenya. It is situated in the former Coast Province on the western edge of the Taru Desert, and south west of the Tsavo National Park.

Right : a row of EAR Class 29's are seen in the paintshop at Springburn in 1952 led by No 2917 'Kisii'. Two of the class have survived into preservation, these being No 2921 'Masai of Kenya' (NB 27436) at Nairobi Railway Museum and No 2927 'Suk' (NB 27442) in nominal working order at Dar es Salaam.

(5)



19D UPDATE

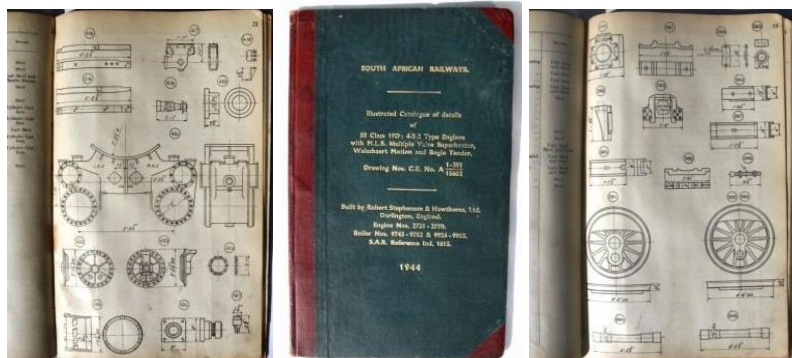
(photo KL Collection)



In the past few weeks our acquisition of Saiccor No 3 has received a good deal of positive publicity in the Railway Press, on Social Media sites and in the Darlington area Northern Echo Newspaper. Shipping and Transport Quotations have been requested from Gearbulk and Moveright International and a small working party has been set up to progress the project. Various options are open to us including Deck Freight, Ro-Ro shipping service and even containerisation. If possible we would like to try to avoid dismantling the loco for its journey back to the UK.

Our first goal is to obtain a firm agreement on the future display location for No 3 and I am delighted to say that the Darlington Railway Preservation Society has agreed to work with us in this venture. DRPS Chairman Barrie Lamb will be a key member of our 19D Project working party and we are very pleased that Andy Anderson, who successfully acted on our behalf when we brought the Dubs Tank back in 2011, has kindly agreed to be our Shipping Agent.

An interesting item that we recently picked up on ebay is a fully illustrated SAR 'Catalogue of Details' for the RSH 19D Class locomotives. It is dated 1944 and shows every part needed to build and maintain the Robert Stephenson & Hawthorns 19D's in the number series 2721 to 2770 - including of course No 2767.



Although the 19D shipping fund has not yet been formally launched, donations totalling more than £5,000 are already in hand. Please use the Donation form at the end of this Newsletter if you would like to help us return this fine locomotive to the UK. Every penny will help and all donations will be acknowledged.

MILITARY MUSCLE

(notes & photo Winston McCanna)



Hi Ken, I thought that the attached photograph may be of interest. It shows Army Department 0-4-0 diesel shunters Nos AD412 (NB 27647) and AD250 at Ludgershall depot in August 1976. NB 27647 was one of a batch of 14 0-4-0 Diesel Hydraulic shunting locos built for the Army Department in 1955. The NB works numbers were 27421 - 27429 and 27644 - 27648 inclusive. They were fitted initially with National Gas Turbine engines and Voith transmissions but the engine was changed in all the class to a Paxman 6RPH Mk7. The locos were deployed widely over the MOD Estates.

After 10 years The NB 0-4-0's were joined by a splendid batch of 18 Ruston 0-6-0's and the NBs were then cascaded to lesser duties. This process was continued in 1977 when the first of the Thomas Hill Vanguards appeared and in 1982 sites using the NBs included Ashchurch; Ruddington; Thatcham; Trecwyn; Ludgershall; Bramey and Leuchars. The NB's were eventually put on the disposal list in the late 1980's. I have the diamond builders plate from NB 27429 in my own private collection, this locomotive spent most of its working career at either COD Bicester or CAD Kineton. It carried the WD No 8208 until being renumbered AD 408 in the 1968 renumbering exercise. Kind Regards, Winston McCanna



(editor's note) Many thanks to Winston for this feature. 3 of the 14 locos that NBL built for the Army have been preserved including the first one No AD400 'River Eden' which is currently in service on the Fife Heritage Railway near Leven. AD400 is NBL 27421 and spent its working life at as a shunter at RAF Leuchars. It was recently restored by FHR members and formally re-named by the station commander. Full details of the Fife Heritage Railway can be found on their website : <http://www.fifeheritagerailway.com>



Gresley N2 0-6-2 Tank No 1744 will be returning to its old haunts on 5th April when it visits London's Kings Cross station in conjunction with the unveiling of a statue of its designer. As BR No 69523, this fine NBL-built engine spent many years working from Kings Cross shed, its primary duties being suburban passenger trains, haulage of empty stock and banking heavy expresses up through the northbound tunnels.

Several North British steam locos were saved for preservation in last month's Transnet Disposal Auction including 25NC 3407 (NB 27293), and Class 24 3632 (NBL 26344), as previously noted 15F 3153 (NB 26037) was also purchased. Additional news from Steamnet 2000 indicates that Transnet have granted them a 5 year 'custodianship' on Class 24 3654 (NB 26366) and Class 25 Condenser 3511 (NB 27371) They have also been granted leases on the only other remaining Condenser, Henschel 3451 and 16E 4-6-2 No 858.

The overhaul of WD 2-10-0 No 90775 (NB 25438) is making great progress at Weybourne loco shed on the North Norfolk Railway. The boiler is now almost ready to be returned to the frames and this will take place as soon as a new hopper ashpan can be fabricated. Although 25 of the Class worked on British Railways, No '90775' was not actually a 'home' locomotive having been sent to Greece immediately after completion by NBL in 1946. It ran as Hellenic State Railways No 951 until 1967 and was repatriated to the UK in 1984. It certainly looks the part of a BR loco however and hopefully it will steam again this summer.

Neilson Reid TVR 0-6-2 Tank No 85 has returned to traffic on the Keighley & Worth Valley Railway in fully lined Taff Vale black livery. This locomotive was built at Springburn in 1899 for the TVR which connected the Cardiff area with the Welsh Valleys coal mining industry. When the Taff Vale was taken over by the GWR in 1922 the engine became surplus to requirements and was withdrawn in 1927. Fortunately it was sold into industrial service at Lambton Colliery where it continued to work until 1968. Its' luck held out and it was saved for preservation arriving on the Worth Valley Railway in December 1970.

**Thank you all once again for your continued support
More news to follow next month, Best Regards, Ken**

**Newsletter published by the NBL Preservation Group Ltd, Company Registration Number 7508287
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 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.co.uk Please send items for the website to Dave Fox at : webmaster@nbloco.co.uk

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 19D 2767 SHIPPING 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.**