

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

June 2016 Newsletter



DOUBLE VISION

(Photo Mark Berry)

North British 15F's Nos 3046 & 3052 create a powerful vision as they storm through Hamberg Station on the West Rand with a Reefsteamers special train from Germiston to Magaliesburg on 19th June. No 3046 is a regular performer on these trains but No 3052 has just returned to service following a major overhaul.

No 3052 (NB 25591) was presented to UK Wildlife Artist David Shepherd by Spoornet in July 1991 in exchange for a specially commissioned painting of the locomotive itself. It later spent time at Hilton and Ficksburg before moving to Germiston for overhaul and continued operation under the auspices of the Sandstone Heritage Trust.

95,960 lbs of tractive effort is not normally needed for the Magaliesburg excursions but on this occasion one of the 15F's was detached at Millsite depot so it could haul recently salvaged Condenser No 3451 and 19D No 2540 back to Germiston depot where they can hopefully be rebuilt and one day steam again.



In the early 1900's the Great Central Railway needed more powerful steam locomotives to handle increasing volumes of freight traffic and the Chief Mechanical Engineer, JG Robinson turned to Neilson Reid to build forty 0-6-0's to his new 'Class 9J' design. They were immediately successful in traffic and a further 134 similar engines were built by various manufacturers during the next ten years. At the Grouping in 1923 they became LNER Class J11 but they were perhaps better known by their nickname 'Pom-Pom's' which was reputedly derived because of the similarity of their exhaust beat to the sound of the quick firing guns in use by the British Army at that time.



The J11s were designed for freight traffic but they were occasionally used for passenger services as they could operate at a reasonable speed. Some were reputedly timed at over 60mph when deputising on passenger turns. These relatively small locomotives were very popular with footplate crews and could be found all over the Great Central system including Manchester, Sheffield, Liverpool and London. Eighteen of the class were loaned to the Railway Operating Division and shipped to France for War service in 1917 and twenty six J11's were allocated to the Great Eastern Area in 1927. The demise of the J11's began in 1954 and the Class became extinct by the end of 1962. Sadly none were preserved.

Our photos show No 64311 on freight at Waterside in June 1959, 64318 shunting at Lincoln in March 1960 and 64320 with an unidentified Classmate at Louth shed in September 1954.



The steelwork for No 61662's new smokebox saddle arrived at the end of May and Ian Rough quickly got to work on assembly. Good progress was made and by early June the outline structure of the saddle had been fabricated and a coat of red oxide paint applied.



In conjunction with this work, the support plinth has been reinforced to take the weight of the saddle and the smokebox itself – plus of course the door and the chimney. We had a very early start one morning to take delivery of some parts and this gave us a rare opportunity to photograph the left side of the cab and tender in bright sunshine. It's looking good !



Our next task is to position the saddle onto the plinth and then we can start work on the front footplate framing. Funds are still urgently needed to enable us to build the smokebox itself and any donations, no matter how small will be very welcome. Please visit : <http://www.engine61662appeal.co.uk/help.html>

'Likes' on our 61662 Facebook page have increased dramatically this month and had reached 1,741 by the middle of June. This means that they have gone up by more than 600 since the end of May so we seem to have latched onto a good new support stream somewhere ! Let's hope we can convert some of our new fans to Members as this will help us to increase the pace of our progress.

NZ RAILWAY HISTORY**(Photos J M Creber)**

We've not featured many New Zealand scenes recently so here are a couple of classics from the J M Creber stable kindly forwarded by one of our regular correspondents Wilson Lythgoe. As Wilson says, these are from the days when New Zealand had a Railway to be really proud of. (that sounds a bit like us in the UK !)



On Friday 8 May 1964, Ja1275 passes Auckland's Purewa Cemetery on the climb up to the Tunnel with the heavily loaded 227 Express bound for Wellington. That Friday was probably the last day of the school term, hence the good size train. No 1275 is NB 27104 built in 1951, entered service in July 1952, written off March 1968 and fortunately survived into preservation.



There's no sign of Auckland's southern motorway alongside the railway on Saturday 28th November 1959, as Ja1282 banks the RES "Gloworm Express" up to Remuera from Auckland station. At the front of the train, nearing Remuera station, is Ka956, which took the train to Te Kuiti. No 1282 was NB 27111 from 1951, it was written off Nov 1967 and sadly scrapped.



Our Vice President Mrs Joan Quinn, recently sent us a series of photographs of a magnificent casket inherited from her Grandfather, the first Sir Hugh Reid. This was presented to Sir Hugh in 1917 to commemorate the occasion of him being given the 'Freedom of the City of Glasgow' for his services to Industry.



When the North British 'Combine' came into being in 1903, Hugh Reid was the first Chief Managing Director. Hugh was the son of James Reid who originally worked for Sharp Stewart but later became a senior partner in Neilson Reid. Hugh himself took up a post with Neilson Reid in 1893 and became senior partner following the death of his father in 1894.

Hugh achieved great success at NBL and, in addition to the Freedom of the City, he was created a Baronet in 1922 becoming Sir Hugh Reid. Sir Hugh passed away in Glasgow in 1935 and the title passed to his son and then to our late President (the second) Sir Hugh Reid who was his grandson and Joan's brother. Joan now plans to donate the Casket to a Museum in Glasgow where it can be placed on public view.

CAPITAL MOVES

(Photos courtesy John Batwell / Peter Odell / FoR)



Several North British steam locomotives have recently been moved to Friends of the Rail's private station at Hermanstad near Pretoria due to the expansion of Rovos Rail activities at Capital Park shed. These include Neilson Reid 8D 4-8-0 No 1223 which was the former Capital Park 'Gatekeeper' and NBL 15F 4-8-2 No 3117 which was spectacularly damaged in a derailment on the Cullinan Branch in 2010.



Two post war steam locomotives that can now be found at Hermanstead are ex Randfontein Estates GMAM Garratt No 4135 which was built at Springburn under licence from Beyer Peacock in 1958 and one of the very last 19D's 4-8-2's No 3366 which was completed at Hyde Park works in 1948. The last FoR loco to leave Capital Park under its own steam was NBL Class 24 No 3664 which is seen below right with under repair 15CA No 2850.



Hermanstad Station is located about 6 km north-west of Pretoria city centre and has been painstakingly rebuilt by Friends of the Rail on the site of the old disused Hercules goods depot. The station now boasts some excellent facilities, including a raised platform, a souvenir and convenience shop and a covered waiting area, out of the rain and weather. It has become the standard departure point for FoR's regular series of steam excursions and is due to host a major open day Sunday on 3rd July. Full details can be found on the FoR website : <http://www.friendsoftherail.com>



A rare chance to compare LMS 8F No 45170 with LNER D49 62712 occurred at Bo'ness on Wednesday 8th June when the under-restoration NBL 2-8-0 was temporarily pulled out of the shed. The 45170 Appeal to purchase this locomotive is now less than £16,000 away from its target, recent highlights being the double – donation dash, the February Open Day at Bo'ness and the increasing number of regular Covenantors. More funds are urgently needed to complete the purchase and overhaul of this fine locomotive and if you would like to help in any way please visit their link at : <https://mydonate.bt.com/events/stanier8f/>

We have received an engineering report on our Saiccor 19D 4-8-2 No 3 which shows that, although basically complete, the locomotive's current mechanical condition precludes it being transported by rail over Transnet tracks. We are therefore seeking road movement quotes as an alternative. We will keep our Members and donors to this project informed as soon as more information is to hand.

Continuing last month's theme of NBL's Southern Boilers, the General Steam Navigation Locomotive Company have announced their intention to re-locate their SR 'Merchant Navy' No 35011 to a new site so they can start work on their plan to reverse-engineer the locomotive to its original as-built 1944 condition. This will include new Air Smoothed casing and chain driven Bulleid valve gear. Currently stored at Sellindge in Kent, No 35011's main frames and NBL boiler are believed to be in sound condition but a new smokebox will be needed along with the replacement of numerous missing parts. The project is expected to cost in the order of £1 million.

And finally, the return of LNER B1 Class 4-6-0 No 61306 'Mayflower' has been delayed until late summer as more work than originally anticipated was discovered during the current overhaul. This is a personal disappointment as I had planned to hold my birthday party on the now cancelled Liverpool Street – Norwich trip with No 61306 on 21st August !

**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.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.**