

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

September 2016 Newsletter



CAPE VENTURES

(Photo Peter Rogers)

After overcoming various delays in obtaining a new route permit from the SA Rail Safety Regulator, Ceres Rail ran a very successful inaugural trip from Ceres to the Royal Cape Yacht Club in Cape Town Harbour and return on Saturday 27th August. North British 19D No. 3321 (NB 26041) made an impressive sight hauling the four restored coaches.

Subsequent trains have been hauled by No 3321 and Berlin-built 19B No 1412. It is reported that a further North British 19D No 3322 is to be restored to steam and will be joining the Ceres fleet. The Company will also be looking after the unique Class 26 'Red Devil' 4-8-4 No 3450.

The Ceres Railway offers visitors a unique way to experience the Ceres Valley which is one of the biggest deciduous fruit producing areas in the Western Cape. It features breath-taking scenery and exciting activities such as cherry picking in summer and snowy vistas during the winter months. Photographs of the steam operations and full details of future trips can be found on their website <http://www.ceresrail.co.za> and on their Facebook page <https://www.facebook.com/ceresrail>

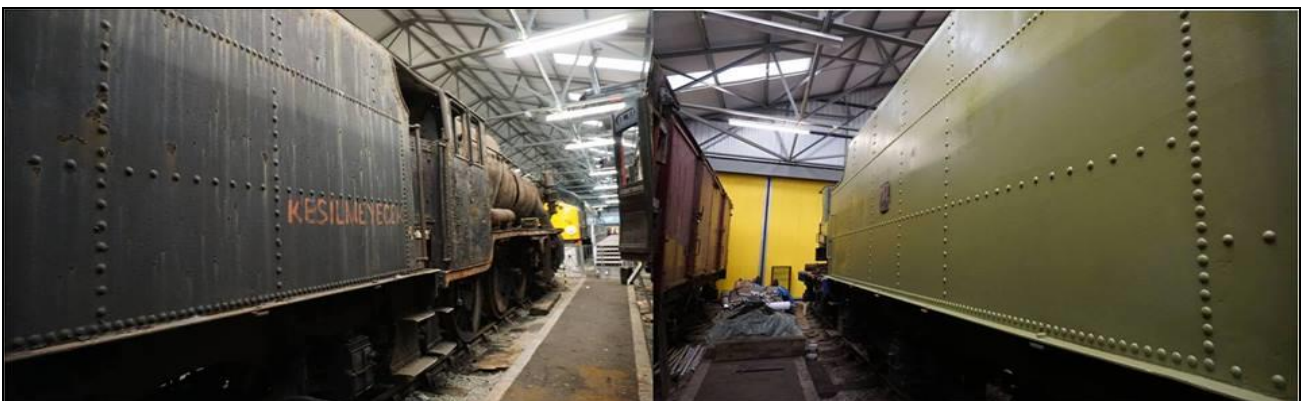
8F 45170 PROGRESS

(Photos Courtesy SRPS / Timothy Lockett)



Work continues at pace on the cosmetic restoration of ex TCDD LMS 8F 2-8-0 No 45170 (NB 24755 of 1941) at Bo'ness. The photographs below show 'Before and After' views of the interior of the cab and the right hand side of the tender showing how it currently looks after needle gunning, sanding and being painted in primer....quite a transformation! The amazing history of No 45170 and the other TCDD 8F's can be found on the SRPS website at <http://www.srpssteam.com/8f-45170/about-our-8f>

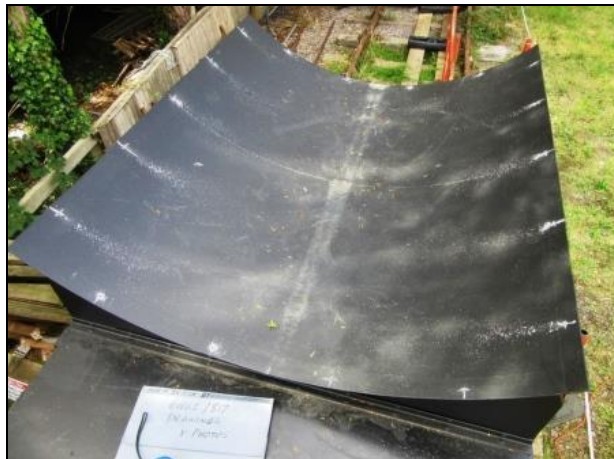
At the present time No 45170 is housed safely under cover at Bo'ness with cosmetic restoration taking place. However, the SRPS team need to raise an estimated £370,000 to complete the purchase and mechanical restoration of this superb locomotive which will eventually become a star performer on the Bo'ness & Kinneil Railway. More than £100,000 has already been raised so if you would like to help them achieve this very worthwhile aim, please click on the following link to make a donation. All donations large and small will be gratefully received. <https://mydonate.bt.com/events/stanier8f/190986>



**61662 APPEAL**

(photos KL Collection)

The delivery date for No 61662's new smokebox has been provisionally set for 28th September so a good deal of effort has gone into drilling and preparing the footplating and the saddle in the past few weeks. This has given the footplate parts much greater strength and now that the dummy front end frames have been painted and fitted into place, the whole assembly is starting to look like the front end of a 'Footballer'.



Once the smokebox arrives we will need to primer it inside and out and make a start on drilling the dozens of rivet holes that will be required. A colleague of mine who is working on the new Standard Class 3 Tank at Bridgnorth told me that he'd drilled out 92 holes in No 82045's smokebox last week – we'll have a similar number to drill on No 61662's but we look forward to having that problem !



The 2 foot gauge Sandstone Railway isn't normally associated with North British steam locomotives but the Trust's Dave Richardson kindly contacted me recently pointing out that they currently have no less than 13 NBL Cape Gauge locos in their collection ! Eight of the locos are kept off site at various locations such as Bloemfontein, Germiston and Hermanstad which makes them slightly less visible to the casual observer but five can be seen at Sandstone during regular events. NBL 15F No 3052, which is in the care of the Trust, is in full working order and is pictured above on a Friends of the Rail excursion to Cullinan on 4th September.

Sandstone's NBL collection includes no less than three mighty 25NC Class 4-8-4's, a GMAM Garratt and 24 Class 2-8-4 No 3688 at Bloemfontein which we featured in our July edition. Two of the rarer locomotives at Sandstone are shown below, these being 1896 built Sharp Stewart 6C Class 4-6-0 No 544 which was acquired from Bethlehem Museum in 2008 and is the last surviving engine from the Orange Free State Government Railways. At the opposite end of the scale, a modern Simmer & Jack industrial 2-6-2 Tank (NB 26242 of 1948) that spent its working life in the gold mines around Johannesburg, is pictured awaiting restoration at Hoekfontein in 2009.



The Sandstone Trust is rightly proud of their extensive narrow gauge railway system and a full programme of open days, including advance details of their World famous 'Stars of Sandstone 2017' event can be found on their website : <http://www.sandstone-estates.com>

WAR EFFORTS**(Photos NB Loco Co)**

Amongst the items kindly donated to us by Aileen Robinson this summer was her Grandfather's personal copy of NBL's First World War Manufacturing Book. This was presented to him 'With the Compliments of the Directors of the North British Locomotive Co Ltd Glasgow' and so is very rare indeed.

The 123 pages cover every type of WW1 munitions manufactured at NBL including tanks, shells, land mines and even aircraft. A military hospital was established in the Administration Building at Flemington Street and more than 8,000 soldiers were treated in its five wards. Locomotive manufacturing continued during this period and a total of 1,412 steam locomotives were completed for home and overseas railways. Two new buildings were under construction at the commencement of hostilities and, instead of producing locomotive parts they became known as the Mons & Marne Factories and were used to produce munitions.



We will delve into the book from time to time and as an introduction, these first three photographs show

- 1) A batch of 'Mark VIII' tanks in the main erecting shop – with at least 2 steam locos seen on the right
- 2) Sea Mines being assembled in the 'Marne' Factory & 3) Shells being inspected in the Bonded Stores area



The Project 22 team, who are dedicated to re-creating a North British B-B Diesel Hydraulic, continue to make good progress and have kindly sent us the latest edition of their six monthly Journal 'The Lister'. The group now have three Membership options available including Basic Membership which is free of charge and gives access to updates and the Lister Journal. Standard Membership is £15 pa and brings voting rights and AGM attendance etc and Investor Membership from £10 per month upwards will entitle members to Shares in the new locomotive when it is completed.

At 70 pages long, we can't hope to reproduce much of the content of the Lister here but two sample photos of parts acquired for the new loco are shown below. NBL MAN diesel engine No 220 was fitted to Warships Nos D850/D853 & D860 during its working career and has now been delivered to the Project's base in South Wales for restoration. The selection of dials and gauges shown were recovered from D6319.



If you would like to help with this very ambitious project or would just like to follow their progress on line, why not register on their website www.class22newbuild.co.uk or follow them on their Facebook Page: <https://www.facebook.com/groups/218449265028960>



We are very grateful to Trevor Heath for this recent photograph of NBL B-B diesel electric 27507 on display at the Indian National Railway Museum in New Delhi. The caption on the locomotive reads : **"India's first metre gauge Diesel Electric Locomotive, built by the British firm of North British Locomotives which were first used by the Bombay Baroda and Central India (BBCI) Railway"**. As can be seen, the 'North British' badge remains prominent below the headlight.

Correction Corner : a few early batches of our August Newsletter were sent out with your editor erroneously referring to the Victorian Railways R Class locomotives as Pacifics ! They are of course 4-6-4 'Hudsons' and this was quickly picked up by several members – in time for later editions to be corrected !

No further news as yet on the movement of our 19D 'Saiccor No 3'. Rail movement has been ruled out because of driving wheel wear and Sappi have now told us that we will not be able to change the wheels on their site at Umkomaas due to limited space and safety constraints. Road haulage is now the only practical option but the quotes seen so far have been prohibitive. We thank everyone for the funds received to date and would like to assure donors that we'll keep trying to find a way of saving this fine locomotive.

Our next Slideshow : is due to take place at the Hoddesdon Railway Circle on Monday 10th October. The topic will be 'Routes from Paddington, 1958-1962' so if you have not already seen this one you are most welcome to come along. Please let me know in advance so I can advise the organisers of numbers.

And finally : Don't forget to vote for your choice of livery for our Dubs Tank locomotive. The majority of Votes received so far indicate retention of the current Natal Green but we have had several requests for SAR Black so we are considering repainting the loco in black undercoat for a short period before applying the new green top coat. A final decision will be made at the end of September - your opinion matters so please make sure we receive your votes by then.

**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.**