

# NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

## October 2016 Newsletter



### ELECTRIC MOVE

(Photo Ian Lothian)

Excellent news this month is that NBL / GEC Class AL4 Electric Locomotive No 84001 (NB 27793) has been moved from storage and placed on display in the Museum of Scottish Railways at Bo'ness. The National Railway Museum-owned locomotive is expected to stay for a three year period.

Originally numbered E3036, the loco was the first of ten AL4's Nos E3036 – E3045 built in Glasgow for the West Coast Main Line electrification in the early 1960's. Classmate E3040 worked the inaugural AC electric hauled train from Manchester Piccadilly to Crewe on 12<sup>th</sup> September 1961. As with many prototypes, the Class was soon superseded by more modern designs and all were taken out of service by 1981. No 84001 made a lucky escape however by being loaned to the NRM at York where it remained for the next 21 years.

More recently it was loaned to the AC Electric Group at Barrow Hill who carried out much needed cosmetic and electrical conservation work. It remained in the Group's care until 2012 but has recently been in storage out of public view. Given the locomotive's Scottish ancestry, the latest move is seen as wholly appropriate and will make the locomotive much more accessible to the general public.

Full details of the Museum can be found on : <http://www.srps.org.uk/related/sre.htm>

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## THE LONGMOOR MILITARY RAILWAY

(Photos Courtesy Geoff Plumb)

Built by the Royal Engineers between 1905 and 1907 to train soldiers on the skills needed for railway construction and operation, the Longmoor Military Railway in Hampshire featured several North British steam locomotives on its roster. It was originally known as the Woolmer Instructional Military Railway but became the LMR in 1935 after the extension to Liss had been built. In principle the line operated between the LSWR branch terminus at Bordon and Liss on the Guildford to Havant main line but due to the nature of the operation, tracks were continually being lifted and re-laid and the layout often changed.

Including Halts and temporary platforms, there were nine stations on the line, the largest being Longmoor Downs which was the original terminus and was built to serve the main Military Camp. An additional loop ran eastwards from Longmoor camp via a station at Hopkins Bridge to Whitehill Junction, completed in 1942. This provided circular running to the line, allowing for improved training without the need to turn engines at the terminals. Although Bordon and Liss are only around 6 miles apart, at its peak, the railway ran to over 70 miles of operational track and sidings.



Prior to final closure of the Railway in October 1969, several Enthusiast Open Days were held and special trains were run. Our photos, kindly supplied by Geoff Plumb feature WD 2-8-0 AD 400 'Sir Guy Williams' (NBL 25205) at Longmoor Downs 4th October 1958 (photo EAS Cotter). WD 2-10-0 AD 600 'Gordon' (NBL 25437) at Woking in April 1966 about to take over a special train to Liss (Geoff Plumb slide no1969) 'Gordon' passing AD 601 'Kitchener' (NBL 25437) on shed at Longmoor Downs in April 1966 (Geoff Plumb slide ref 1986) and finally 0-6-0ST 'Woolmer' with 0-4-2WT 'Gazelle' on display at Longmoor in April 1966 (Geoff Plumb slide ref 1982)

Fortunately three of these locos have been preserved, 'Gordon' at the Severn Valley Railway, 'Woolmer' at the Milestones Museum in Basingstoke and 'Gazelle' at Tenterden on the Kent & East Sussex Railway. More information and photographs of the Longmoor Military can be found on Geoff Plumb's website page : <https://plumbloco.smugmug.com/Trains/Longmoor-Military-Railway/i-ZSn45nb/A>

**61662 APPEAL**

(photos KL Collection)

As promised by the suppliers, No 61662's new smokebox arrived on site at the Mizens Railway at the end of September and Ken & Ian got straight to work on it. The first job was to give the smokebox a couple of good coats of Red Oxide Primer to protect it from the elements and this was helped no end by the unseasonably warm October weather. As soon as the paint was dry the first 60 odd rivet holes, where the boiler will eventually fit, were successfully marked out and drilled. As seen in the final photograph below, a dozen rivets were trial fitted.



The smokebox is of course just a shell at the moment but we do have an original LNER smokebox door stored on site. We intend to get the smokebox lifted into position on the saddle next and then get the front ring made so the door can be fitted. Contributions towards the cost of the ring will be gratefully appreciated and these can be made by cheque, credit transfer or by Paypal. Full details of how you can help can be found on our website at : <http://www.engine61662appeal.co.uk/help.html>

**SARAYA SUGAR****(Photos Courtesy GWR Archives)**

The Saraya Sugar Factory at Sardanagar near Gorakhpur in India operated some delightful narrow and metre gauge steam locomotives and in the 1980's it was claimed that theirs were the oldest commercially working steam locos in the World. Probably the most famous locomotive on their roster was 'Tweed', an 0-4-0 dating from 1873 which was built at Sharp Stewart's Atlas Works in Manchester before the company moved to Glasgow. It is a sobering thought that Queen Victoria still had another 28 years to rule the British Empire when this diminutive locomotive left the UK !



In the main photo : Former Indian State Railways D class 0-4-0 number 51 'Tweed', formerly Tirhoot State Railway No. 8, built by Sharp Stewart (2326/1873), heads a train of loaded cane cars on the system at the Sugar Factory on 11<sup>th</sup> January 1982. Photo by Gerald Dixon

Below Left : Another amazing survivor at Saraya Sugar is former Bengal & North Western Railway O class 4-4-0 number 26 now Saraya No 3, built by Dubs (1719/1883), seen resting between duties at the Sugar Factory on 26<sup>th</sup> January 1981. Photo by Basil Roberts

Below Right : Some idea of the working conditions at Saraya Sugar can be gauged by this photo of 'Tweed' mixing with even older forms of motive power at the factory in January 1982. Photo by Gerald Dixon



Sadly the Sugar Factory closed some years ago and the steam locos remain stored in the open. However, there is just a chance that with the increased interest in steam in the country that the narrow gauge line will be revived and the locos could be restored. More vintage photographs can be found on the Global Working Railways website : <http://gwrarchive.org/site/sitel2pg/India/india.php>

We are very grateful to regular correspondent Wilson Lythgoe for supplying us with further superb pictures from the JM Creber Collection. These two wonderful panoramic views feature special trains hauled by North British steam locomotives in New Zealand in the 1960's.



**Above** : 54 years ago a Railfan Reunion was held at Wanganui over Labour Weekend of 1962. The Railway Enthusiasts Society organised an excursion train for their members attending the event. This was hauled by Ab773 (NB 23040) and left from Auckland late on Friday night and travelled down to Wanganui. The return train on Labour Day travelled back via Marton, to give the passengers a 'round the block' journey. Here we see the return train passing through Whangaehu Station.

**Below** : In the early-mid 1960's, the RES ran a series of mid-winter trips to the central North Island. One of the first was to Waiouru on Saturday 7 July 1962 and was advertised as the "Mountain to the Mountains" Excursion. It featured Ja1280 (NB 27109) with a set of 6 matching 56ft First Class cars with van. The returning train is seen crossing the new bridge across the Piopiotea Stream at the location known as Mansons Siding. The old bridge can be seen at the left. Ja1280 was taken out of service in 1967.



**SPEEDY RECOVERY**

(notes & photos courtesy Dylan Knott)



Following the purchase of SAR 24 Class 2-8-4 No 3632 in semi-derelict condition by Dylan Knott & Ian Welch, the locomotive has been successfully restored to steam by Bobby Rudman and his team at Voorbaai shed in the incredible space of just four months ! New Zealander Ian Welch said with all his years of locomotive restoration, he was absolutely amazed at the speed of Bobby & his team's performance.

Part of an order for 100 Class 24 branch line locos for South Africa, No 3632 (NB 26344) was completed at Springburn in 1949 and was put into service on the Ladysmith branch in Natal. When this line closed in 1981 she was sent to Voorbaai where she became a regular performer on the George to Knysna branch. No 3632 achieved a degree of fame when her photos appeared in Dennis Moore's book 'The Shimmer of Steel'.

After being taken out of service in 2002, No 3632 entered a long period of hibernation at Voorbaai until she was put up for Auction by the Transnet Foundation in March 2016. This could have sadly meant the end of the line for this fine engine but fortunately Dylan & Ian successfully intervened.



Our photos show before and after views of the loco and cab and illustrate what can be achieved by a skilled and dedicated team. Now officially named 'Amanda' after Dylan's girlfriend, the new owners are delighted with the end results and hope that their loco can one day be used on the George to Knysna line once again.



**On September 10<sup>th</sup>**, Steamnet 2000 were delighted to host representatives of the “Southern Hemisphere International Tourist Dampflokomotiewe Owners Group”. Appropriately photographed next to NBL Condenser No 3511, the Group includes Grant Bradley, Ian Welch, Peter Odell and Oscar Sabatini. You can make what you wish of the acronym for this group ( ! ) but many steam locomotives owe their survival to its members. We should all thank them for their phenomenal achievements.

**Many of our readers** will be familiar with the International Steam website and this month’s offering is entitled ‘Raj Steam - Pakistan Narrow Gauge’. This covers the three surviving former North Western Railway lines which ran through areas of Pakistan not far from the Afghanistan border. All three were officially closed in 1991 but in practice very few trains had run for some years before. A number of North British narrow gauge steam locos are featured so it is well worth a look :

<http://www.internationalsteam.co.uk/internat.htm>

**Our Slideshow** at Hoddesdon on 10<sup>th</sup> October was well received and several bookings have already been taken for 2017. There are currently eleven different programmes available ranging from steam in the 1950s to the present day and event secretaries are welcome to email me at [ken.livermore@btinternet.com](mailto:ken.livermore@btinternet.com) for a copy of the list. Unless there are special circumstances, for practical reasons slide shows are restricted to a 50 miles radius from Reading.

**And finally :** The Dubs Livery Vote has now closed with 57% of all votes received in favour of retaining the current Natal Green livery. 30% of the votes cast requested SAR Black so as mentioned last month, we will have the locomotive painted in black undercoat as soon as the weather will allow and leave it like this for a few months to give people the opportunity to photograph it. Prior warning of the changes will be announced in the Newsletter.

**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](http://www.nbloco.co.uk) Please send items for the website to Dave Fox at : [webmaster@nbloco.co.uk](mailto: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](mailto: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.**

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**NORTH BRITISH LOCOMOTIVE PRESERVATION GROUP  
A NOT FOR PROFIT ORGANISATION**

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**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.**