

The NBL Preservation Group

Would Like To Wish Everyone

A Merry Christmas !



CHILL WINDS

(photo courtesy Graham Watkins)

You can almost feel the cold as an unidentified HGS Class 2-8-0 approaches Boston Junction having just descended Pakistan's Khojak Pass in the winter of 1982. Cold winters are a common feature in this area as the 2.4 miles long summit tunnel is situated at 6,381 feet above sea level. The Khojak Pass itself is one of two major mountain passes that connect the Indian subcontinent with the Middle East, the other being the more famous Khyber Pass.

Another of the 'BESA' designs mentioned in last month's Newsletter, the HG Class (Heavy Goods) 2-8-0's were built by several British manufacturers for India early in the 20th Century. The HGS variant indicating Superheated engines. NBL contributed 101 such locomotives for the Indian North Western Railway between 1906 & 1913 and, like their SG sisters, many migrated to Pakistan in 1947. The HG's were powerful and long lived and several have survived into preservation, both in India and in Pakistan.



Reefsteamer's TFR 15F No 3046 'Janine' (NB 25585) successfully returned to revenue earning service on 19th November after a major overhaul and full boiler re-certification. A full complement of technical crew travelled on the train in case of possible mechanical problems but in the event, the grand old lady actually ran very well and the only major issue encountered on the day was with a damaged section of rail.

In our main photo, the outbound train is captured running from Johannesburg Park Station to Magaliesburg. Below left : the Fireman for the trip was none other than Clive Holliday who was one of our original Members when the NBL Society was first formed in 1989. Below Right : No 3046 appears to have taken to the grass during turning operations on the somewhat overgrown track at Magaliesburg.



No 3046 was one of 60 15F Class 4-8-2's supplied to South African Railways in the 2nd batch from NBL in 1944. North British went on to construct a total of 204 of these superb locomotives, many of which still exist today. Full details of Reefsteamers special trains and open days at their Germiston depot can be found on their website : <http://www.reefsteamers.com>

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61662 APPEAL



(photos KL Collection / Mizens Rly)



Poor weather has prevented us from doing much outside work on No 61662 recently but our resident engineer, Ian Rough has been busy in the workshop making us a superb set of smokebox door straps and hinges. These have now been trial fitted and, as seen above, really look the business ! A 30E Colchester shed plate was added for the occasion as this was the original 'Manchester United' locomotive's last working depot before being transferred to Stratford for withdrawal. We are looking forward to fitting the smokebox door to the smokebox as soon as the new ring can be made.

In the meantime, our hosts the Mizens Railway have seen plenty of activity on the run up to Christmas with the commencement of their Santa Special trains. This year they are being run on 4th, 11th and 18th December. On 9th November the Mizens achieved a wonderful publicity coup by appearing on ITV's 'This Morning' breakfast programme. Gerald Dare, Glenn Sizmur and Stationmaster Nigel Ridgeon are pictured above in the studio with programme hosts Philip Schofield and Holly Willoughby. The resultant Instagram clip generated more than 40,000 views and can be seen at : <https://www.instagram.com/p/BMlogTsg2RL>

Around 90% of all British Railways pre-nationalisation photos tend to be in monochrome format but a browse through the wonderful Colour-Rail website will reveal hundreds of historic views of Big Four steam locomotives in full colour. This double page feature illustrates a small selection of some of the rarest North British engines, there are many, many more and the site is well worth a visit.



‘Scotch Arthur’ No 787 ‘Sir Menadeuke’ (NB 23283) approaches Herne Bay with a down train in July 1947.



‘Royal Scot’ No 6149 ‘The Middlesex Regiment’ (NB 23644) ex Works at Crewe in April 1937. This locomotive entered service as ‘Lady of the Lake’ and still carries her original NBL parallel boiler.



LNER A1 Pacific No 2564 'Knight of Thistle' (NB 23102) stands outside Haymarket shed, Edinburgh in August 1937. This locomotive was correctly named 'Knight of The Thistle' when it left Springburn in 1924 but for some unknown reason was given new erroneous nameplates at Doncaster in 1932.

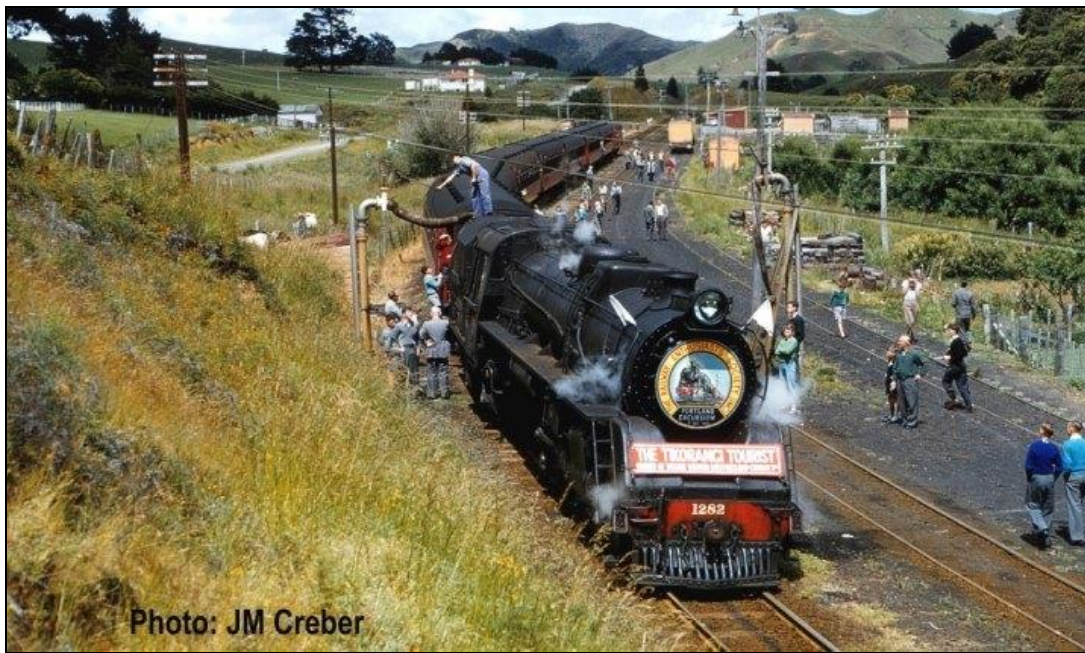


GWR R.O.D. 2-8-0 No 3016 (NB 22128) passes Leamington Spa with an up goods in May 1935. After the end of WW1 the GWR purchased 100 of these powerful engines, mainly of NB origin, from the Railway Operating Division. Many of these were in poor condition after their War service and were soon scrapped but the last few survivors soldiered on until 1957.

NZ – OLD & NEW**(photos courtesy JM Creber & Adrian Shooter)**

We are very grateful once again to regular correspondents Wilson Lythgoe and Adrian Shooter for kindly providing us with ‘Old & New’ photos of NBL steam workings in New Zealand this month. They were taken almost exactly 56 years apart.

On Saturday 3 December 1960, the Railway Enthusiasts Society ran an excursion from Auckland to Wilson’s Cement Works at Portland, near Whangarei. Ja1282 (NB 27111) hauled the excursion and stopped at Tahekeroa for water where the scene was captured by top NZ photographer JM Creber. No 1282 was one of 16 Ja Class 4-8-2’s built at Hyde Park for New Zealand Railways in 1950. No 1275 (NB 27104) from this batch survives at a Museum in Auckland.



Meanwhile just two weeks ago, Adrian Shooter photographed Sharp Stewart F Class tank ‘Kaitangata’ (SS 4270) at the Shanty Town logging village on New Zealand’s West Coast. He reports that the loco appears to have been somewhat modified over the years but now looks to be in very good order. It operates most days and propels a couple of coaches up a fairly steep line, about half a mile long, which leads to a preserved sawmill and a re-created gold miners camp. Adrian is no stranger to Sharp Stewart locomotives as he regularly operates his own Darjeeling 0-4-0ST (SS 3518) on the Beeches Light Railway.





Cosmetic restoration of former Cape Government Railways 6A Class 4-6-0 No 462 continues apace at the Kimberley (Big Hole) Open Mine Museum and jobs recently completed have included a new wooden plank cab floor and re-fitting the cowcatcher, cylinder drain cocks and safety valves. This historic locomotive was completed by Dubs & Co in 1897 under Works No 3443. The location of the Dubs diamond worksplate can be clearly seen on the centre splasher.

The restoration of GNR (Ireland) 4-4-0 No 131 (Neilson Reid 5757) has been boosted by the offer by anonymous benefactor to match-fund all donations up to £10,000 received before the end of this year. The 1901 built loco was steamed in 2015 but needs a new tender tank and electronic safety equipment before it can run on the main line. Full details on : <http://www.steamtrainsireland.com/locomotives/loco131.htm>

It has now been confirmed that BCL operations ended on 7th October, the only locomotive in steam on the last day being No 7 (NB 26061). Loco No 6 was plinthed at Phikwe the previous week so BCL No 7 has the honour of being the last North British steam locomotive in regular (non-preserved) service in the World.

And finally : Advance warning that our first Colour Slide Show for 2017 will take place at the Hertford & Ware Railway Society on Tuesday 7th February. The topic will be 'Steam on the Great Eastern Lines' which covers the highlights from a number of school holidays I spent in East Anglia between 1956 and 1962. All are welcome to attend but please let me know in advance so I can advise the organisers of numbers.

Once again I'm afraid that I've run out of time and space but before I close this month I'd just like to wish you all a Merry Christmas and a safe & prosperous New Year. Thank you all once again for your continued support and here's to success in 2017.

Best Regards, Ken

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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**

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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.**