

# NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

## March 2017 Newsletter



### DOLLY ON THE MOVE

(Photo Charles Baker)

Exciting news this month is that provisional arrangements are currently in hand to move our historic SAR 19D locomotive No 3 from the Sappi Pulp Mill at Umkomaas to the Patons Country Railway depot at Creighton. This will initially be for storage but once at Creighton an inspection will be carried out to examine the possibility of overhauling the engine for use on the EshayaMoya Express tourist trains.

Creighton station is located on the former SAR line from Pietermaritzburg to Kokstad and Patons have ambitious plans for the area. These include the restoration of Mason's Mill steam depot as a working museum, developing local rail infrastructure and overhauling locomotives to support running steam on the Cape Natal line. There are already several steam locomotives associated with the project including 19D 2669, GCA 2621 and GF 2416, Further details can be found on the Patons Country Railway website : <http://www.pcngr.co.za/Crtnproject/crtnproject.htm>

Moving the locomotive to Creighton will alleviate the short-term risk of scrapping and thanks to the generosity of our Members we are well on the way to covering the road haulage and loading costs. However we need to raise a further £2,000 in the next few months to ensure that the move takes place. A £100 Shares Scheme is to be introduced to give donors to this project a real stake in the locomotive and donations, large and small are still needed. It remains our intention to return the locomotive to the UK for preservation in the longer term so if you are able to help in any way please complete the form at the end of this Newsletter.

## RETURN TO CHILE

(Photos copyright Jim Livesey)



How time flies ! When I received these superb photos from Jim Livesey I thought that I'd recently featured Chile in our Newsletter and it might be prudent to wait a few months before including them. I checked back however and it seems that the last article was more than a year ago in February 2016 - so here goes.

When Jim visited the country in August 1976, the only North British locomotives still operational on the Chilean State Railways broad gauge lines at that time were 57 Class 2-6-0s Nos 494 - 533 (including the two 57R 2-6-2 rebuilds Nos 527 & 530) and Class 58 4-6-0s Nos 534 - 549. All the rest came from Germany, Japan and North America.

Jim was fortunate to capture 57R No 530 (NB 18500) in magnificent lighting conditions, working the 0835hrs Victoria - Lonquimai mixed train at two locations on the branch. The photograph above shows the train shortly after departing from Manzanares station - just above the snow line, and below right, soon after Malalcahuello. The third photo, shows class 58 4-6-0 No 542 (NB 18457) being coaled on Victoria depot.



Three North British 2-6-0's, Nos 500, 518 & 532 dating from 1908, survive in Chile along with the first built 4-6-0 No 534. The 2-6-0's are Museum exhibits but the 4-6-0 is based at Osorno and is in nominally operational condition. Full details can be found on the website : <http://www.steamlocomotive.info> (search/country/ Chile).



The last couple of work parties have concentrated on fitting 50 odd rivets round the circumference of the smokebox. This was a time-consuming task with little to show for it photographically but the rivets will eventually hold the front ring in place when it is cast. Good news from our suppliers is that the remaining steelwork to finish off the front of the smokebox has now been completed. Hopefully it will be delivered to site early next week and then we can begin the task of fitting the smokebox door.



A patch weld repair has also been completed to the inside of the smokebox door itself. It won't be seen once the door is mounted on the smokebox but it is quite possibly the reason that the door was discarded from the B1 4-6-0 that originally carried it. A big vote of thanks to everyone who very kindly sent in donations last month, work on No 61662 could not continue without your support.



Photo: JM Creber

We are delighted to feature two more historical items from the JM Creber stable this month, courtesy of our regular correspondent Wilson Lythgoe. The first photograph shows an unidentified New Zealand Railways Ja Class 4-8-2 in idyllic farming country between Pokeno and Whangarata with Train 638RR on 24<sup>th</sup> December 1960. Sixteen of the Ja Class were shipped from Glasgow to New Zealand in 1952.

The photo below shows derailed Jb Class oil burner No 1229 being passed by a Ka Class 4-8-4 with an Up freight on the Raurima Spiral on 21<sup>st</sup> January 1956. No 1229 (NB 24552) had overturned on a curve just above the Spiral, while returning light engine after assisting a train to National Park on 17th January. The engine was badly damaged but the crew survived. 1229 was re-railed and towed away on 22nd January.



The J<sup>B</sup> Class 4-8-2's were all originally members of the NZR J Class, 40 of which were built by NBL in 1939. After World War Two, NZR suffered problematic coal shortages, especially in the North Island and approval was gained to convert 12 of the J class locomotives into oil-burners, to burn heavy fuel oil which was available in plentiful quantities at the time. None of the J<sup>B</sup> class locomotives survived into preservation, although preserved J class locomotive No. 1236 has been restored as a J<sup>B</sup> class oil burner by its owners Mainline Steam. This particular locomotive actually spent its entire career on NRZ as a coal-burning J Class.



1964 is often regarded as one of the most significant years of change in the UK and events on the Western Region of British Railways certainly conformed to this pattern. Steam was rapidly being eliminated and in March that year the decision was taken to reconstruct the GWR enthusiasts 'Mecca' at Old Oak Common (shed Code 81A) as a diesel depot. It was the last of six big diesel depots to be built for the Western Region, the others being 82A Bristol Bath Road, 84A Plymouth Laira, 86A Cardiff Canton, 87B Margam (Port Talbot) and 87E Landore (Swansea).

North British diesel hydraulics were a common sight on the Western Region in 1964 and correspondent Adrian Shooter has kindly provided us with three interesting photos from that year that were typical of the era. The photos show (above) NBL Type 2 D6327 rolling through Kensington Olympia Station with a mixed freight. Below left, Type 4 'Warship' No 604 'Cossack' entering Bodmin Road Station in Cornwall, and below right another Type 2 No D6344, pausing between ecs duties at Paddington.



Steam still had one year left to run on the Western when these photos were taken but the writing was already on the wall for the NBL diesel hydraulics. All five of the Type 4 'Warships' were written off on 30<sup>th</sup> December 1967 and the fifty eight Type 2's were taken out of service between 1967 and 1971.

**SPRINGBURN HOSPITAL**

(Photos : NB Loco Co)



At a very early stage in World War One, it became apparent that Hospital accommodation in Britain would be quite inadequate to deal with the large numbers of wounded servicemen and women who were being brought home from the various fronts. The NBL Directors therefore decided to place the main portion of the then new Administration Building at Flemington Street, Glasgow at the disposal of the Scottish Branch of the British Red Cross Society. This offer was gratefully accepted and the Springburn Hospital opened for patients on 24<sup>th</sup> December 1914. It remained operational until 21<sup>st</sup> May 1918 with a record of four and a half years work, covering the treatment of 8,211 service personnel.

The Hospital consisted of five large wards with a total capacity of 400 beds, operating theatres, X-ray room and stores with separate rooms for admin, recreation and kitchen accommodation etc. The resident staff included the Medical Superintendent and five assistant Doctors, the Matron, eight Sisters and seventeen Nurses plus numerous cooks, maids and orderlies. Although many of those brought to the Hospital had received the most serious wounds, the total number of deaths was less than one half of one percent.



Our photos show the Victoria Ward at the height of the War in 1916, the dental operating theatre and a group view of the Medical & Nursing Staff taken in 1918. It should be noted that locomotive and munitions production continued unabated at the adjacent Hyde Park and Atlas Works throughout this period !



**The Llangollen Railway Trust** are preparing to overhaul their Great Western pannier tank No 7754 which has been languishing out of service since 2004. The North British built 0-6-0PT was a regular performer on the line in the 1990's but now needs an estimated £70,000 to overhaul the boiler. The Trust have already raised almost half this sum and are expecting to bring in another £25,000 in hire fees from two of their other engines. This leaves them some £15,000 to find before the loco can steam again.

**South Africa's** Ceres Rail Company ran a steam trip to Mossel Bay with NBL 19D No 3321 on 11<sup>th</sup> March and were due to return home double-headed with sister loco No 3322 (NB 26042). Back in the 1980's, 3322 was a Prestige locomotive at Krugersdorp and was kept in 'Supershine' condition so it is great to know that she is now operational again. We will hopefully have some photos of this event for next month's edition.

**We were surprised** to receive an email recently, from the Railway Studies Collection in Devon. They were digitising a paper archive and came across a file of original correspondence regarding a 1919 contract between the North British Locomotive Company, the Ministry of Munitions of War and the legal firm of Kerr, MacLeod & Macfarlan. The correspondence spans the period 1919 to 1922 and had a file No. of A37 in their original office filing system. These interesting papers are now in our possession and if any Member would like them please let me know. A small donation might be in order to cover postage costs etc.

**And finally** : thanks for bearing with me during the past few weeks after my computer decided to give up the ghost at the end of February. It was no fun trying to communicate with everyone on my mobile phone and wife's iPad but we got there in the end. I'm back on line now with a new HP laptop but apologies to anyone who may have been waiting for a response that took a long time coming, hopefully we'll get back to normal in a few weeks. Now where is the 'save' key on this thing ???

**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](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**. Alternatively, you can make a direct Bank Transfer to the NBL Preservation Group, Barclays Bank, **Account Number 03113302 Sort Code 20-71-03** (please email to advise if you use this option)

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

**MEMBERSHIP / DONATION FORM**

NAME :

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ADDRESS :

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TELEPHONE NUMBER :

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E:MAIL ADDRESS :

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ASSOCIATE MEMBERSHIP JOINING FEE (Optional) : £10

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DONATION TO DUBS TANK No. 196 RESTORATION FUND : £

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DONATION TO 19D 2767 TRANSPORT COSTS : £

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SHARES IN 19D 2767 (AT £100 PER SHARE) : £

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\*\*SHARES IN ENGINE 61662 (AT £25 PER SHARE)\*\* : £

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TOTAL ENCLOSED : £

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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.**