

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

May 2017 Newsletter



GREAT BRITAIN TOUR

(Photo KL Collection)

The sole surviving NBL K1 Class 2-6-0 No 62005 successfully hauled several legs of the 'Great Britain X' Railtour in Scotland in early May – at one point passing within a few yards of its Springburn birthplace. An incredible total of 950 trouble free miles were run over a five-day period, fully justifying the extensive maintenance work that took place at Carnforth over the winter period.

The K1's 'Great Britain' duties included double heading with Black Five No 45212 over the Highland Main Line from Perth to Inverness and back, a solo trip from Inverness to Kyle of Lochalsh and a fully loaded positioning run, in glorious weather from Glasgow Queen Street to Fort William to get ready for the summer series of Jacobite trains to Mallaig.

It is seen above passing Stirling Station en route to Glasgow Central on Tuesday 2nd May after the Black Five had been detached at Perth. Your editor was fortunate to travel on the Fort William trip the following day and more photos can be found on Page 5 of this Newsletter.

12th May this year marked the 6th Anniversary of our Dubs Tank's return to the UK and subsequent display at the Mizens Railway. As mentioned last month she is being temporarily repainted into SAR black livery in accordance with the wishes of more than 30 of our Members who voted for this colour scheme last year. She will go back into Natal Green later in the summer by majority consensus. By mid-May about 75% the repainting had been completed and a new front bufferbeam number plate was on order. A big vote of thanks goes out to Glenn Sizmur and Tom Coombs for their strenuous efforts and excellent workmanship !



For the benefit of new Members and friends, here is brief recap of our Dubs Tank's story : No 196 is an 'A' Class 4-8-2 Tank that was built by Dubs & Co in Glasgow in October 1899, for the Natal Government Railways. It spent 81 years in service in South Africa and was last used at Anglo Coal's Springfield Colliery in 1980. After 10 years as a spare engine it was donated to our Group by the Mine Manager and moved initially to Grootvlei Power Station for storage. In April 2007 the loco moved to Masons Mill shed where Members of the Umgeni Steam Railway cleaned up the years of grime and gave her a new coat of paint. Her final move came in May 2011 when she was shipped from Durban to Bristol Docks on the 'Bergen Arrow'.



(3)

61662 PROGRESS



(photos KL Collection)



On the 11th May we moved another little step forward with the fitting of No 61662's smokebox door. This came from an LNER B1 Class 4-6-0 and is the same design as those once carried by many of the 'Footballers'. It certainly makes the front end look much more impressive and visitors to the Mizens will be inspired to see the locomotive gradually taking shape.



We are now planning to construct the rest of the front footplating and of course, get a chimney cast and fitted. The next major project will be to get the mainframes constructed and funds for this task are urgently needed. Anyone able to help or make a donation is asked to please visit our Engine 61662 Appeal website at <http://www.engine61662appeal.co.uk/help.html>. Thanks once again to everyone who has supported us so far, we could not have made this much progress without your generous help.



The Chemin de Fer Touristique du Vermandois to celebrate on 1st and 2nd of July 2017!

It is forty years since three French railway enthusiasts established the Chemin de Fer Touristique du Vermandois (CFTV) in 1977 leading to autorails being run on the line between St Quentin and Origny – Sainte-Benoite in 1979 followed in 1981 by a steam train service.

It is also one hundred years since the construction by the North British Locomotive Company of 2-8-0 locomotive 140-C-314. (NBL works number 21651 of 1917) This steam locomotive, built to a French design, was one of 270 such locomotives built by British manufacturers as part of the French war effort.

2017 is also the centenary of a less pleasant event – the evacuation in 1917 of St Quentin by the German military authorities after the German army retreated to the Hindenberg Line during the Great War.

To mark these events, on the weekend of 1st and 2nd July 2017 the CFTV plans to run special trains between St Quentin and Origny-Sainte-Benoite via the intermediate stations of Itancourt, Mézières-sur-Oise and Ribemont. The precise make-up of these trains has not yet been decided but it is planned to use 140-C-314 and appropriate rolling stock. Other locomotives are expected to operate, including, it is hoped, vintage diesel locomotive “Aisne 33” which is a 19th century steam locomotive (please note however that this locomotive is currently under repair and its availability is not guaranteed).

The following events are also in an advanced stage of planning:

- At Itancourt station a section of 600mm gauge track similar to those used to supply the armies of the Great War (a Decauville 0-6-0T locomotive is expected to operate on this track);
- At Mézières-sur-Oise station a military camp is to be re-created;
- At Ribemont station a model railway exhibition is planned.

In addition there are expected to be a number of stands at the event manned by representatives of local organisations that support the CFTV as well as various French railway preservation associations.

St-Quentin and the other stations of the CFTV are located in the north of the Aisne département some 120 miles down the A26 *autoroute* (motorway) from the French terminal of the Channel Tunnel.

The CFTV’s website address is www.cftv.fr with specifically English material at <http://www.cftv.fr/ENGLISH-LANGUAGE-INFO>.

For further information and assistance please contact:

Antoine Schnakenbourg (French) aschnaken@gmail.com or Rhys Owen (English) rhysyn@googlemail.com

As mentioned on Page 1, NBL K1 No 62005 ran to Fort William on 3rd May and it will now be based there for the summer series of Jacobite trains to Mallaig. The train started from Glasgow Queen Street and, after climbing the notorious Cowlairs bank, passed near the site of the former North British Locomotive Works.



1



2

The weather was glorious all day - so much so that a Class 47 Diesel was attached to the rear of the train in case of fire risk ! Fortunately, the K1 performed faultlessly and the passengers were able to enjoy the wonderful Scottish scenery. Highlights included the breathtaking views alongside Loch Treig with the gorse in full bloom (3) and heading past snow-capped peaks on the desolate section near Corrou Summit (4).



3



4

The 124 miles route from Glasgow to Fort William is an engineering masterpiece and includes many bridges and viaducts. Lack of space precludes featuring many of them but the curving girders on Rannoch Moor (5) and the narrow shelf that carries the line through the Monessie Gorge (6) are shown as examples. All in all it was a fabulous day out and I'm sure that the K1 will haul many more contented passengers during it's summer sojourn on the 'Road to The Isles'.



5



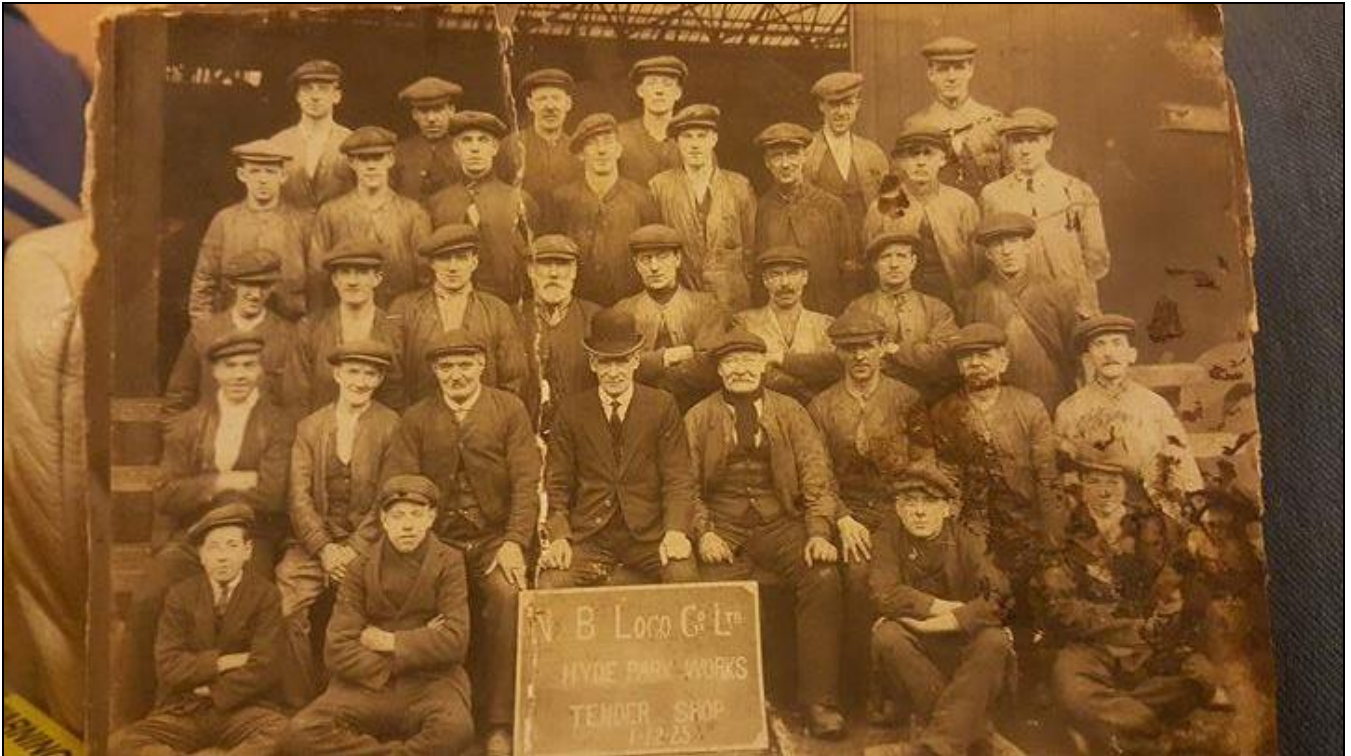
6



Intrepid traveller (and SA steam driver) Geoff Hall has kindly supplies two evocative scenes featuring North British locomotives in South America this month. The view above shows 1910 built wood burning 2-6-0 No 60 (NB 19143) after coming to grief on the Paraguayan 'Main Line' between Asuncion and Encarnacion in February 1981. As Geoff says, there were plenty of willing hands around to get the tender back of the rails !



Meanwhile the following month in Southern Chile, 2-6-0 No 509 (NB 18479) teams up with a post war Japanese built 4-8-2 at Victoria Station with a San Rosendo to Valdivia service. The two locos on this train were built 44 years and two Worlds apart ! Thanks Geoff for these views, please keep up the brilliant work !



We received this historic photograph via our Facebook Page from Ms Diana McNeill Doherty at the end of April along with the following letter : ‘I have recently come across an old family photograph which seems to be printed on maybe a hard board. It is of a group of men with a sign in front saying NB Loco Co Ltd, Hyde Park Works, Tender Shop 1-12-25. I was wondering if you could give me any advice to find out who these men are ? I am assuming one is my Grandfather Archibald McNeill but as I have no pictures of him for reference I have no idea as to which one. Any help or advice on where to look for this information would be greatly appreciated.’ (Please contact Ken if anyone is able to help)

As mentioned last month, the overhaul of Neilson Reid 5710 is progressing well at Bo’ness and the locomotive made a successful test run to Manuel and back on 20th May. Mark Ashmole of the owning group SRPS said that there were a few minor snags to resolve but the engine sounded and ran very well throughout the whole trip. A big thumbs up for all the team that worked on her. Further details of NR 5710 and all the other locos at Bo’ness can be found on the SRPS website : <http://www.srps.org.uk>

Last but not Least the movement of our SAR 19D No 2767 to Creighton has been delayed due to technical issues with the proposed loading arrangements at Sappi. However, representatives from, Patons Country Railway, Lovemore Bros Haulage and Sappi attended an on-site meeting on Friday 19th May to view the loco and agree the best way forward. Hopefully the move will now take place within the next two weeks.

**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 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**. 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)

**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 19D 2767 TRANSPORT COSTS : £

DONATION TO HENDRIE CLASS 1 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.**