

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

August 2017 Newsletter



CHANGING THE GUARD

(Photo Peter Ainsworth)

Significant changes to the active UK steam fleet are looming on the horizon this month as two long serving NBL stalwarts reach the end of their current boiler certificates. 1927-built LMS 'Royal Scot' 4-6-0 No 46115 'Scots Guardsman' (NB 23610) will be taken out of service for overhaul at the end of August and Southern 'King Arthur' 4-6-0 No 30777 'Sir Lamiel' (NB 23223) has only two more months to run.

Part of the National Collection, the Loughborough-based 'King Arthur' was first steamed in preservation in February 1982 and has received two major overhauls since then. Her last return to service was in May 2006 and she has been a regular performer at the Great Central Railway and on various preserved railways. It is hoped that a full overhaul will take place in the not too distant future.

Fortunately for fans of North British steam, two replacement locomotives will soon take their place on the UK preservation stage. 1943-built WD 2-10-0 No 90775 (NB 25438) has now returned to traffic at the North Norfolk Railway and, as reported last month, LMS 'Jubilee' 4-6-0 No 45596 'Bahamas' will steam again in the New Year.

In the superbly moody photograph above, Peter Ainsworth captured 'Scots Guardsman' on one of its final runs, powering through Horton-in-Ribblesdale under a stormy sky with the 'Fellsman' on 1st August.

Further to last month's feature regarding the planned modifications to North British 2-6-2 Tank No 3351 in Argentina, Mr Shaun McMahon has very kindly written to us in his capacity as head of modern steam development at the National Institute of Industrial Technology (Instituto Nacional de Tecnología Industrial INTI www.inti.gob.ar) to explain the major improvements he has proposed for this locomotive.



The following main features are planned : LEMPOR exhaust system, multi fuel combustion system with respective firebox modifications so as to allow for such, feedwater pump and pre heater, hotwell feed water system using the existing side tanks with reserve cold water capacity for occasional injector use as and when required, full bunker modifications in order to accommodate a range of solid fuels along with a new fuel tank in order to use various liquid fuels as and when required, full cab modification which takes into account ergonomic efficiency and weather proofing both for cold and hot running conditions (the province of Buenos Aires can be quite variable in seasonal climate), full boiler and mechanical overhaul and modification, valve and valve gear overhaul and modification, leading and trailing pony truck and pilot beam modifications along with fitting of standard AAR buckeye drawgear, dual brake system (air and vacuum) which will enable it to haul a full range of rolling stock both old and new thus being able to extend its range of operation on existing lines. The lubrication system will be improved to the mechanical large reservoir capacity type and extended to cover more oiling points. Sanding gear will be modified to steam sanding as well as the inclusion of rail cleaning jets and rail washers long with application of high adhesion wheel profile in order to improve the locomotives adhesive wheel to rail adhesive coefficient. The intention is that upon completion the locomotive will be used on a community train service in the Ayacucho area, marketed as being environmentally friendly. The same train service will also accommodate tourist traffic.



At the time of writing No. 3351, built by North British in 1908, is being prepared for moving to the adjacent building which currently acts as museum storage area. This building is being extended and converted into a state of the art workshop and running area for the locomotive and other items of stock that will soon be on site. We are very grateful to Mr McMahon for this information and the photographs and would like to wish all concerned the very best of luck with the project. We will look forward to further progress updates in due course. In the meantime, more information about Ayacucho Regional Museum can be found on their website <http://www.ayacucho.gob.ar/turismo/turismo.php>



61662 UPDATE

(photo Phil Braithwaite)



Although our work parties have continued as usual at the Mizens this month, we don't have a great deal of photographable progress to show. Instead, here is a superb picture of one of No 61662's LNER cousins, North British B1 4-6-0 No 61327, inside Trafford Park locomotive sheds in Manchester ! Coded 9E by British Railways, Trafford Park locomotive shed was situated within earshot of Manchester United's Old Trafford Stadium and had an allocation of 73 steam locos in BR days. It remained open until 1968 becoming one of the last motive power depots to service steam locomotives in the UK.



On a practical front, the smokebox door hinge retaining bar has been made and fitted and new drawings have been prepared for the front footplate curves. The steel work for the front footplating has been ordered from our supplier and should be ready in a couple of weeks.

Social media interest continues to rise with more than 32,000 'hits' having now been recorded on our Engine 61662 Appeal website. Our most recent post on Facebook attracted 2,196 views and there are now almost 300 people following our Twitter Account. Please join us if you have not already done so to help keep the momentum flowing. The web page is : <http://www.engine61662appeal.co.uk/help.html>

Geoff Hall has kindly allowed us to use two more evocative photos from his visit to Chile in March 1981, both featuring Chilean State Railways locomotive No 500. This fine old engine was one of 40 CSR 2-6-0's built at NBL's Hyde Park Works in 1908 against Order No L297. Their Works Numbers were 18464 to 18503, No 500 being NB 18470.



The first photo shows No 500 at Victoria Station in Southern Chile on 7th March 1981, waiting to take out the 15.35 mixed train on the branch line to Lonquimay. The lower photo, taken the following day, shows a timeless scene with No 500 on the turntable after returning to Victoria shed. Grimy Classmates wait for duty inside the half roundhouse building behind. Very appropriately, after more than 70 years service No 500 has been retained at Victoria for preservation although it is not known if she is on public display. If any of our readers have visited the area recently, we would be grateful for confirmation of her current status.



SISTER DUBS**(photo KL collection)**

Including our own No 196, six of the original one hundred & two 'A Class' tank locomotives that Dubs & Co built for the Natal Government Railways still survive. Engine No 150, the former Dunns Works shunter has possibly the most chequered history as this extract from Stewart Currie's latest 'On Track' explains.



Just prior to the outbreak of World War II in 1939 the South African electricity supply company ESCOM decided to build a new power station near Viljoensdrif, just over the Vaal River from Vereeniging. However, construction of the power station, named Vaal, was seriously handicapped by the war and it was not until 1947 that work could be started. A steam locomotive was required during construction and for this purpose a Dubs A type was purchased from the SAR in 1947. This was SAR number 150 (formerly Natal Government Railways number 104) and was built by Dubs & Company in 1892, works number 3480.

When the Vaal power station was completed in 1953, the Dubs loco was employed at various other power stations namely Vierfontein, Taaibos, Hendrina and Rosherville but it was at Witbank power station that she spent most of her working life with ESCOM. In 1974 ESCOM sold her to Dunn's Locomotive and Boiler Works at Witbank where she was employed as their yard shunter.

On December 1st 1985 possibly the highlight of No 150's career occurred when a spectacular steam gathering and ceremony was held at the Southern Section railway depot of the old Witbank Colliery. The main event of the day came when the Dubs, assisted by a former SAR class 3 locomotive belonging to Landau Colliery, headed a full-length passenger train back to Witbank station. The significance of this was that there were two historic classes double heading the passenger train on the main line and up front was the very first "mountain" class followed by its successor.

Dunns Locomotive Works closed in 1994 and No 150 was donated to the Transnet Heritage Foundation and moved to Witbank shed for storage along with several other locomotives, pending possible preservation. It is hoped that one day No 150 can be restored and will eventually run again.

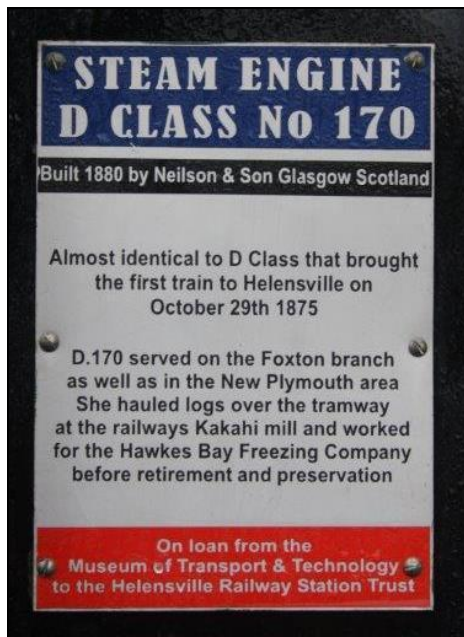
CALEY POWER

(Photos NB Loco Co)

A further extract from the pages of the NBL World War I manufacturing book reveals two impressive passenger designs that were completed for the Caledonian Railway 100 years ago in 1917. Designated the Pickersgill 918 & 944 classes respectively, both types were successful on their allocated duties and both survived into BR days. However, although several more batches of 4-4-0's were produced, the twelve 'Wemyss Bay Tanks', as they came to be known, remained unique on the Caledonian Railway.



We have featured the stylish CR 4-4-0's before in our pages and we will try to cover the story of the Tanks in a future edition of our Newsletter. Meanwhile, it can be seen that, apart from the Caley crests on the NBL drawings below each of the locomotives, the lavish illustrations also depict exterior views of the Caledonian Railway's Glasgow Central and Edinburgh Princes Street Stations in wonderful detail.



Many thanks to Bryan Blanchard for sending us these images of rarely photographed of Neilson & Co 'D' Class 2-4-0 Tank No 170 preserved at Helensville Station in New Zealand. 35 of these diminutive locomotives were built by three different manufacturers between 1874 and 1890. All were taken out of service by 1927 but quite remarkably, no less than seven have been preserved, two in operational condition.

Good progress has been made with the movement of our 19D locomotive this month and an alternative haulage company, Mercor has been appointed for the job. Sappi have provisionally approved the use of their rig and loading facilities and, at the time of writing, transport dates are planned for Tuesday 5th September for the tender and Wednesday 6th September for the locomotive itself. We would very much appreciate photographs of the move so if you are in the area and can help, please email any images you may take to ken.livermore@btinternet.com

The North Norfolk Railway have confirmed that newly restored NBL WD 2-10-0 No 90775 (NB 25438) is to be named 'The Royal Norfolk Regiment' at a special ceremony in early September. Whilst it is unusual in the UK for freight engines to carry names, it is not unprecedented as three of the North British WD's on the Longmoor Military Railway were given military names and of course two of the Class Nos 90773 & 90774 carried 'North British' nameplates in BR days.

And finally : FarRail Tour's Bernd Seiler has asked us to remind our Member & Friends that there are still a few places left on his trip to Burma in October / November this year. The days of North British Mallets and 4-6-0's on the Burma Railway are sadly gone but Bernd assures us that participants will find 100% British steam on offer. Please contact Bernd at : mail@FarRail.com if you are interested.

**Thank you all once again for your continued support
More news to follow next month, 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**. 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 :

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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.**