

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

November 2017 Newsletter



DOUBLE R's

(Photo Tony 'Ashcat' Marsden)

Australia's Steamrail Victoria ran their annual 'Snow Train' from Melbourne to Traralgon on 29th July 2017 using NBL R Class 4-6-4's Nos 711 & 761. Tony Marsden used a registered drone to take the above photo.

At Traralgon loco depot blue liveried oil burner R 711 and coal burner R 761 have just been turned on the turntable. The purple and silver DMU behind No 761 is one of the Velocity units which run regular services from Traralgon to Melbourne. The red liveried wooden cars next to the DMU are part of the 13 coach snow train consist.

The snow train runs 165 km from Melbourne to Traralgon and return in the Australian winter - generally twice a year as they are so popular. Buses take the passengers to the snowfields from Moe station.

No 711 is NBL builder's number 27001. She entered traffic on 28th August 1951 and was withdrawn from regular service on 2nd August 1965 with a running mileage of 185,281. No 761 is NBL builder's number 27051. She entered service on 9th April 1952 and was withdrawn on 6th July 1964 with a mileage of 136,000. They are both currently operated by Steamrail Victoria.

WELSH SURVIVOR

(photo KL collection)

One of the most amazing survival stories in the world of UK preservation is that of GWR 0-6-0 Pannier Tank No 7754 which lasted for 21 years in industrial service after it was withdrawn by British Railways.



No 7754 was completed for the GWR in December 1930 at NBL's Queens Park Works in Glasgow as works number 24042 at an approximate cost of £2,800. It was sent new to Reading shed where it was intended for shunting duties with occasional branch passenger and freight turns as required. In 1936 it was allocated to London's famous Old Oak Common mpd to work empty stock trains in and out of Paddington. A final transfer came in 1949, after the birth of British Railways, to Wellington mpd in Shropshire where the pace of No 7754's life might have been a little more leisurely.

In 1959, the little shunter was taken out of service and despatched to Swindon Works where an appointment with the cutters torch seemed inevitable. Fortunately though, the National Coal Board were looking for second hand steam locomotives for their South Wales Collieries at this point and No 7754 was given a reprieve. 21 years and six different Mines later, the plucky little engine's service days ended at Mountain Ash Colliery and it was donated to the National Museum of Wales for preservation.

A year later in 1981, it was placed on permanent loan to the Llangollen Railway where it was overhauled and returned to service. The table below shows that No 7754 worked for the NCB longer than it did for the GWR or BR ! It still remains a key attraction at the Llangollen Railway and further details about its working life and preservation can be found on <http://www.llangollen-railway.org.uk/sloco7754.html>

DATES	OWNERSHIP	LOCATIONS
1930 - 1947	Great Western Railway	Reading & Old Oak Common
1948 - 1959	British Railways (Western Region)	Old Oak Common & Wellington (Shrops)
1959 - 1980	National Coal Board	Abertridwr / Llanbradach / Bargoed New Tredegar / Talywain / Mountain Ash
1981 - Present	National Museum of Wales	Llangollen Railway



61662 UPDATE

(photos KL Collection)



Slow but steady progress has been made with the front footplating this month with new steel for the left side being delivered and lifted into place on 9th November. It will need to be taken down at some point so that the holes for the steampipes etc can be cut but for the time being it improves the look of the front end.



After drilling and bolting into place the platework and front valance were given a coat of red oxide to protect them from the elements. Additional steel for the right side is now on order and can hopefully be delivered and fitted in time for next month's Newsletter. A big thanks to everyone who contributed towards this.



Continuing with our Southern Hemisphere theme this month, here are two more glorious photographs from the incredible J M Creber stud, courtesy of our valued correspondent Wilson Lythgoe.

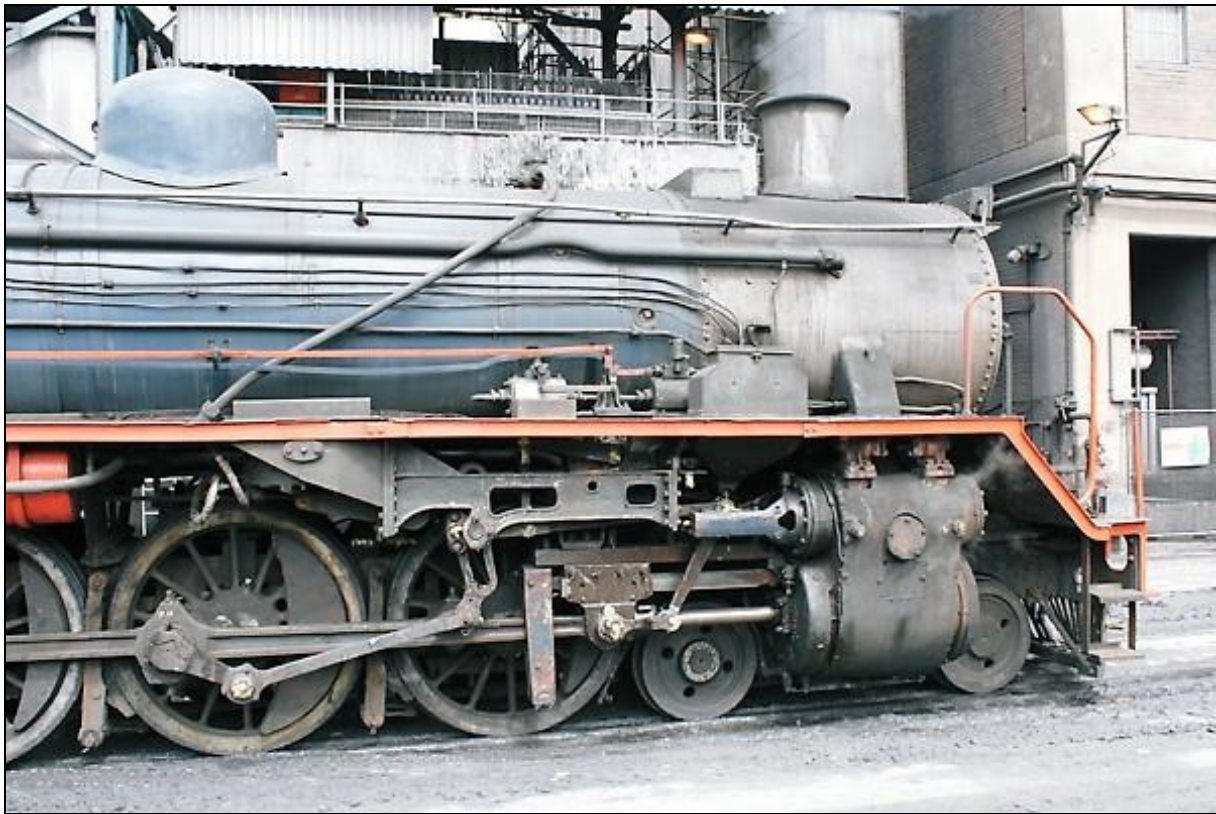
Above : On the morning of Friday 5th September 1958, Ja Class 4-8-2 No 1280 approaches Panmure with train 112, the Mercer to Auckland passenger. No 1280 was NB 27109 built at Hyde Park Works in 1951, she entered service on New Zealand Railways in September 1952 and was written off in May 1967.



On Saturday 22 July 1961, Jb1224 takes a drink at the water column in Ohura. The train is 555 - the Stratford to Taumarunui goods. No 1224 was NB 24547 built as a J Class 4-8-2 in Feb 1940 and written off in August 1967. It was converted to an oil burner and reclassified to Jb due to coal shortages after World War II. The J^B Class only ever saw service in the North Island, as coal supplies were plentiful in the South Island. Thanks again Wilson, please keep these wonderful photos coming !

19D NAMING VOTE

(Photos KL Collection)



Following last month's request for naming suggestions for our 19D locomotive No 2767, we have narrowed the list down to four possible names and three possible types of nameplate. 19D Donors and Shareholders are invited to use the form below to indicate their first and second choices for the name to be carried and the style of plate preferred. Please tick the bottom box if you would like the loco to remain nameless. Your replies on this can be by post, email or Facebook message and should reach us by the end of December.

Proposed Name	SAR Springbok Plate	Curved Plate on Cab	Smokebox Door Plate
			
Umkomaas			
Saiccor No 3			
Darlington			
Bloemfontein			
Remain Nameless			

In the meantime, good progress is being made at Creighton. No 2767's boiler has been checked by a boiler inspector and plans are in hand for the wheel drop that will be needed when the loco's tyres are turned. A hydraulic test will also be needed before the loco can run and this will be carried out when the overhaul has been completed. We received more than £500 in donations towards the overhaul costs last month and this sum will be transferred to the Paton Country Railway asap. Please keep funds for this project coming in if possible, as mentioned last month, all contributions of £100 or more will qualify for Shares ownership.

GNR (I) 131 ON TEST**(Notes & photos courtesy Charles Friel)**

Following last month's cover photo of Neilson Reid 4-4-0 No 131 in its black livery, the RPSI's Charles Friel has very kindly sent us a superb series of photographs showing this historic engine on a loaded test run from Whitehead to Carrickfergus and back on Sunday 5th November. The locations below show the engine at Whitehead and Carrickfergus, skirting the coastline at White Harbour and crossing the Dargan Bridge.



No 131 performed well on test but cannot enter service on revenue earning trains until the electrical TWPS safety equipment is commissioned. Hopefully this will be completed by the end of November which will enable the 1901-built locomotive to haul some of the Santa trains between Belfast Central and Whitehead in December.

Charles added that the GNR (I) crests are still to be added but who would have thought, even two years ago, that any of this this was possible? A fairy-tale restoration of an engine that had not steamed since 1963.



Our Vice President, Mrs Joan Quinn visited Glasgow's Riverside Museum recently to present them with an ornate silver gilt casket that was given to her Grandfather, Sir Hugh Reid when he was awarded the Freedom of the City for Services to Industry in 1917. Sir Hugh was of course NBL's Chief Managing Director and formerly a senior director of Neilson Reid, one of the three firms that combined to form NBL in 1903. Further details of the casket can be found in on Page 5 of our June 2016 Newsletter.

Mr Keith Sargeant has written to say that he is about to start work on a fully funded restoration of 1882 built Neilson 0-4-0 Saddle Tank works number 2937 at the Chasewater Railway in Staffordshire. Now known as 'Alfred Paget' the locomotive started life with William Baird & Co at Bedlay Colliery near Glenboig and survived in various industrial ownerships until the 1960's when it was acquired for preservation. There are very few NBL / Constituent industrial steam locomotives in the UK so we wish Mr Sargeant the best of luck with his project. Hopefully he will send us some updates and photos in due course.

Sincere apologies to many of our Postal Members who will have received their October Newsletters very late last month. This was unfortunately due to printing problems at our publishers Morton Media who contacted us to explain the problems a few weeks back. Hopefully we will be back up to speed with the November edition.

And finally, a correction to last month's feature on 25NC No 3454. Peter Odell has kindly pointed out that the transverse chimneys on this loco were actually the brainchild of Dr P K Le Sueur who was brought to South Africa by David Wardale and who was employed at Kimberley HQ after Wardale had departed. B I Ebing was in fact the Foreman fitter at Beaconsfield who was tasked with constructing the twin exhausts. Mr Ebing visited Steamnet2000 at Beaconsfield a few months ago for one of their recent steamings.

**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 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 RESTORATION COSTS : £

DONATION TO HENDRIE CLASS 1 TRANSPORT 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.**