

The NBL Preservation Group

Would Like To Wish Everyone

A Merry Christmas !



HEAVY FREIGHT

(photo courtesy www.colourrail.co.uk)

This year our Christmas Cover features a bright but chilly scene from the winter of 1965 as a WD 2-8-0 approaches Sedgefield on the ex North Eastern Railway line from Stockton to Ferry Hill. More than two hundred of these rugged machines were still hard at work on Britain's Railways in 1965, although their numbers dwindled rapidly in the next couple of years with the last ones being taken out of service in 1967.

North British contributed 545 of these heavy freight locomotives to the WD Class total of 935 engines and although none of the NBL 2-8-0's survived, four of the very similar 2-10-0 version are preserved with a handful more believed to exist in storage in Greece. Some of these may yet be saved.

On the 'saving engines' front, 2017 has been a very successful year for our Preservation Group and I would like to take this opportunity to thank all our Members, Donors and Supporters for their help and encouragement along the way. We will not be letting the grass grow under our feet in 2018 and full details of our next locomotive project can be found on the last page of this Newsletter ! Thank you all once again for your support and interest, we look forward to the New Year with renewed enthusiasm.

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SPANISH MIKADO

(photos courtesy [Ferrocarriles Españoles](#))

We are greatly indebted to Fernando Santiago Rodriguez of the Spanish enthusiasts group Ferrocarriles Espanoles for very kindly sending the following photos and information about RENFE 141F 2-8-2 No 2111 (NB 26975) which was built at Springburn in 1951. (Apologies in advance for my poor translation – Ed)



This year is the 40th Anniversary of the first trip of the RENFE Mikado 141 F 2111 after being preserved which was on October 30, 1977 between Barcelona and Figueras to celebrate the Centennial of the Railway in Figueras and also the 30th Anniversary of the trip where the RENFE Mikado 141 F 2111 teamed up with the SNCF Mikado 141 TD 740 on June 28, 1987 on the occasion of the First Pyrenean Trovada, on a trip between Barcelona and Portbou. No 2111 is seen entering San Pol de Mar on the Spanish North East coast and entering the tunnel on the return journey. These were the last steam engines to run on this route.



No 141F 2111 is one of 25 Mikados built at Springburn for RENFE in 1951, it is now housed in the museum at Monforte de Lemos in North West Spain. (with its NBL diamond worksplate prominent) These Mikado's were also supplied by other builders and 15 of the type survive today including 4 of the NBL machines.

A large number of superb photos of Spanish steam can be found on the Ferrocarriles Espanoles facebook page at : <https://www.facebook.com/FerrocarrilesEspanoles>

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61662 PROGRESS



(photos KL Collection)



Steel for the right front footplate was delivered on 21st November and has now been bolted into place, making the front end look much more complete. In the last couple of weeks, work has focussed on tidying up the construction area and dressing up the front of the loco to make it look more presentable for the Mizens Santa Special visitors.

As can be seen from the photos above, a great deal of progress has been made since our LNER tender was rescued from the scrapyards at Doncaster but we need to accelerate our efforts if the loco is to be completed in a reasonable timescale. It should be remembered that construction of the ground breaking 'Tornado' steam locomotive took more than 20 years but hopefully with Manchester United's huge fan base the money for No 61662 can be raised in much less time. If we could raise just £1 from each supporter we would be up and running within a few years !

On a practical front we urgently need volunteers to take our Sales and Publicity Stand out to preserved railways etc and to help with fund raising. Much of the sales work could be done from home via postal services and the internet so if you have a few hours to spare each week why not give it a shot. Please let Ken know if you are able to help in any way. Thanks again to everyone for their support to get us this far.

THE H2 TANKS**(Photos courtesy Geoff Hall)**

The Natal Government Railways H2 Class Mountain Tanks were a small batch of shunting engines that originally started life as mainline 4-10-2 tank locomotives. 101 'Reid Tenwheelers' as they were first known, were built by Dubs and North British for the NGR between 1899 and 1903 but by 1908 they had been superseded on passenger duties by the much larger Hendrie 4-8-0's. The displaced Reid locos were placed on branch line work and shunting but the smaller radius curves then encountered made them prone to derailment. From about 1909 onwards, some of them were converted to 4-8-2 tanks by the simple expedient of removing their rear set of driving wheels.



Because of their light axle loading, some of the H2's were retained at Greyville depot in Durban for use on station pilot duties and shunting on the harbour lines. Fortunately for the H2's, they were the only locomotives able to pass beneath the staites of the aged Bluff coaling appliance at Wests and up to four or five of them were rostered for this work at any time. They eventually became the last Tank locomotives in service on South African Railways and some lasted on this work until Greyville depot closed to steam in September 1976. Two at least continued to work in industrial service until the 1980's. Three of the H2's have been preserved and one more remains in store at Witbank shed at the time of writing.



Geoff's evocative photos show a clutch of H2's at Wests shed in July 1975 and No 329 shunting on the Greyville coal stage in May 1976. This loco now is preserved at Hilton steam centre near Durban. Our third photo illustrates H2 No 330 as preserved in the Outeniqua Transport Museum in George.

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SHUNTER 27656 (Contd)

(photos courtesy Garath Earnshaw)

As these recent photos show, Tony Sinclair and Gaz Earnshaw have continued to make progress with the restoration of NBL Diesel Hydraulic Shunter 27656 at Cottesmore. By mid-November both the engine and fuel tank bonnets had been lifted clear from the frame and 3 cylinder heads had been removed. Tony and Gaz's focus then turned to stripping out the cab and putting various small parts into storage.



No 27656 is one of around two hundred 0-4-0 Diesel Hydraulic Shunters built by North British over an eleven-year period between 1949 and 1959. A number of these engines formed part of the British Railways Modernisation Programme but unfortunately BR made a decision to concentrate on diesel electric traction and they were quickly phased out. However, many were sold to industry where they proved their worth and some soldiered on until the late 1990's. It is a tribute to their rugged design and longevity that no less than 23 of them have survived the cutters torch and they continue to do useful work on preserved railways today.

Regular work parties continue on this interesting little engine and we will keep you posted with progress.

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AUCTION GALLERY

(photos courtesy Great Central Railwayana Auctions)

The winter auction season is on us once again and Great Central Railwayana held their Christmas Auction at Stoneleigh on 2nd December. We are greatly indebted to them for the following photos and information regarding the sixteen NBL related items on offer.



Lot 78 was a high standard O Gauge Model of a North British Railway J27 Class 0-6-0, 69 of which were built by NBL between 1918 and 1921. Described as having excellent detail throughout, it sold for £270



Several SAR cabside plates and worksplates were on offer including Dubs 7A 1006 which sold for £500 and NBL Class 11 930 which went under the hammer for £470. The NBL worksplate ex 8F 48273 sold for £230.



The North British smokebox numberplates on sale went for between £380 and £1,500 and the diamond worksplates varied from £80 to £1,400. The top selling item at the Auction was an LMS Patriot nameplate 'Isle of Man' which sold for £26,000. It's too late now to acquire these items for your Christmas stocking but the realisation prices will give you an idea of the value of your collection.

Full details of all 500 Lots and their realisation prices can be found on the Great Central Railwayana website <http://www.gcrauctions.com> This website also provides full details of forthcoming Auctions.



Hendrie Class 1A No 1301 has been on our ‘back burner’ for some time but now that 19D No 2767 is safely at Creighton we will be concentrating on this project once again. Moving this historic locomotive away from its present storage at Greenside Colliery is becoming urgent and we have been discussing the possibility of temporarily housing her at a new Military Museum in Pretoria where restoration work could be carried out. Talks are at an early stage just yet but hopefully we will have more news after Christmas. We would like to thank World Steam for the use of this excellent photograph, dozens of historic photos from around the World can be found on their Facebook page : <https://www.facebook.com/WorldRailway>

On the subject of No 2767, votes for a possible name have been coming in fast and the leading contenders at the time of writing are ‘Bloemfontein’ and ‘Saiccor No 3’. There have also been a couple of requests that the loco should remain nameless as per the majority of the class. Voting will close on 31st December so please get in touch asap if you would like to have your say. Thanks again to everyone who has contributed towards restoration costs for No 2767. Preliminary work on the loco has started and we have now sent almost £2,000 in donations to Patons to help them with the work.

And finally : our last two Colour Slide Shows for this year, at Hoddesdon and the Meon Valley respectively were very well received and six advance bookings for 2018 have already been taken. Club Secretaries please note that a new programme for 2018/2019 is now available by email from ken.livermore@btinternet.com Each show consists of two 45 minute sessions with an Interval in between and all we ask for is a £25 donation to NBL Preservation Group funds plus petrol money from Reading to your venue and return.

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 further success in 2018.

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.**

**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 HENDRIE CLASS 1 4-8-0 TRANSPORT FUND : £

DONATION TO 19D No 2767 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.**