

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

January 2019 Newsletter



A BRIGHT NEW YEAR

(Photo courtesy : www.colourrail.com)

In the crisp winter sun of January 1954, 'Merchant Navy' Pacific No 35019 'French Line CGT' pulls away from Shawford Station with a down Bournemouth passenger train. One of ten Southern 'Merchants' to be fitted with NBL boilers, No 35019 had eleven more years work ahead of her on similar duties before final withdrawal came in September 1965.

All thirty members of this powerful class were rebuilt with the loss of their streamlined casing by 1959 but one of the eleven preserved examples, No 35011 'General Steam Navigation' is gradually being restored to original condition (complete with NBL Boiler !) by a small team at Sellindge in Kent. Full details of their progress can be found at : <https://www.35011gsn.co.uk>

We have several ambitions of our own for 2019 including the following : To continue to raise funds for the overhaul of our SAR 19D 4-8-2 No 2767 at Creighton. To collect our Hendrie 1A 4-8-0 No 1301 from Greenside Colliery and make a start on its' restoration.

To complete the 'display outline' of our 'Manchester United' steam locomotive and kick-off an appeal for funds to start final construction of the engine through the Supporters Clubs. To complete the cosmetic restoration of our Dubs Tank at the Mizens Railway and finally, to keep an eye out for further North British locomotives that may be in danger of scrapping.

That should keep us busy for a few months at least

MAYFLOWER RETURNS**(photos courtesy Richard Harnetty)**

Brilliant news at the end of 2018 was that newly overhauled LNER-design B1 4-6-0 No 61306 'Mayflower' successfully completed a loaded trial on the Carnforth – Hellifield – Preston circuit on 6th December. This paves the way for regular main line passenger haulage which will begin in earnest in the Spring. We are very grateful to Richard Harnetty for these photos taken at Carnforth on the trial run.



Although ordered by the LNER, No.61306 was actually completed just after Nationalisation as NBL Works Number 26207 in April 1948. Initially allocated to Hull Dairycoates shed, 61306 remained in the Hull area for most of its working life sharing its time between Dairycoates (53A) and Botanic Gardens (53B). A final move to Bradford Low Moor came in 1967 where it became one of the last B1's in regular service.

After withdrawal the loco was quickly moved to the embryo Steamtown Carnforth project where it remained for almost 10 years, moving to Loughborough on the Great Central Railway and later to the Nene Valley Railway. No 61306 has been owned by 'Steam Dreams' Chairman David Buck since 2014 and this will be its second series of mainline running in his stewardship.



'Mayflower' has been booked for an initial run from London to Salisbury and back on Thursday 28th March and further trips will follow soon. Full details of this and many other mainline tours can be found on the 'Steam Dreams' website at : <https://www.steamdreams.co.uk/tours.php>

Progress reports and photos of the loco can be found on the 61306 Mayflower Supporters Group Facebook page at : <https://www.facebook.com/groups/160909564052776>



The recent cold snap has prevented us from carrying out much practical work on No 61662 in the last few weeks but the boiler cladding is now on order and is expected to be cut and formed by mid-March. With any luck we should have the support framework ready for this to be fitted by the time it arrives.

Following an unsolicited article in the Railway press in 2018, relating to New Build Steam Locomotive Projects in the UK, there has been a certain amount of confusion as to why there are currently two new-build B17 locomotives under construction. In order to clarify the situation for all concerned, Directors of the NBPLG – 61662 Appeal and the B17 Steam Locomotive Trust met on 18th December and have agreed to release a joint statement to the Press which will include the objectives of both Organisations.

To summarise the position, our group are re-building a long-lost member of the B17 'Footballer' Class, No 61662 'Manchester United' and funding for the project has come from predominately Manchester United FC football supporters with occasional donations from the Club itself. When the static replica reaches a suitable stage later in 2019 NBLPG plans to appeal for further funds from Manchester United FC and their supporters with a view to producing an operational version of the locomotive.

The B17 Trust's project is to build a totally new member of the class for main line running which is to be numbered 61673 and named 'Spirit of Sandringham'. Construction of the static mainframe is complete and the next phase is to complete the rolling chassis. All parts are British made wherever possible and planned completion is due to be in 2028. Funding for the Project comes directly from Members of the Trust and from Public donations, gifts and legacies. Appeals are launched for specific parts as well as Membership of the 61673 Constructors Club.

It should be noted that the Engine 61662 Appeal is primarily focussed on Manchester United FC and their Football Supporters whereas the B17 SLT project is open to the General Public and Enthusiasts of all kinds. Indeed, NBLPG have always recommended that non-Manchester United fans, Members of the Public and Railway Enthusiasts in general, interested in seeing a new operational B17 Loco should look at the B17 SLT Website for information. This can be found at : <http://www.b17steamloco.com>

NBLPG do not see any conflict between the aims of the two projects as funding is coming from two totally separate streams, we wish the B17 Trust well and will do our best to support them in any way we can.

Following our November feature on the New Zealand Railways Ab Class Pacifics, we have received a couple more superb JM Creber photos of these fine engines from our valued correspondent Wilson Lythgoe.



Exactly sixty-one years ago, on Monday 13 January 1958, Ab752 (NB 22843/1921) arrives at Mt Albert with Train No.55, the Auckland - Henderson Suburban passenger service. This one is a lovely period shot of the way things used to be with lots of interesting vehicles in it apart from the train.



Showing off her Vanderbilt tender to good effect, Ab 759 (NB 22867/1922) drifts down towards Hikurangi on 3rd March 1962 with a rake of "P" hoppers full of Waro limestone. The Ab's were one of only three loco classes on NZR to utilise these stylish tenders, the others being the re-built G class 4-6-2's, and the later J/Ja/Jb class 4-8-2's.

Wonder Steam Trains was formed in March 2018 after South Africa's Transnet Rail introduced stricter operational regulations over the original Heritage steam clubs. WST has now taken over the former Friends of the Rail operation in Pretoria and has pumped in a considerable amount of cash to improve the Hermanstad site and overhaul locomotives and stock. A full programme of more than thirty steam trips to Cullinan is planned for 2019 and a new Transport Museum is under construction to the north of Pretoria.



Eight of the nine main line steam locos at the Hermanstad site are of North British origin including two 15F's, two Class 24's and a GMAM. 15F No 3117 (NB 26001/1946) has already been restored to steam and a contract has been awarded to a local boilermith to complete the overhaul of 15CA No 2850 (NB 24018/1930). The pair are seen above under the cover that has been erected to protect workers from the hot South African sunshine. 15CA No 2850 was at one time a Capital Park Prestige locomotive and will be a most welcome sight when it returns to the main line later this year.



Apart from the operational activities, there are some very interesting engines waiting in the wings on the Hermanstad site. **Above left** : 8D Class 4-8-0 No 1223 (Neilson Reid 6300/1903) was the one-time gate guardian at Capital Park shed. **Centre** : 19D No 3366 (NB 26086/1948) appears to be a rust bucket but has a fully overhauled boiler and new tyres and will be restored for future main line use. **Above Right** : Class 24 No 3633 (NB 26345/1949) is another former Capital Park favourite which will hopefully run again.

Wonder Steam Trains have a website under construction at : www.wondersteam.co.za and can be found on Facebook at : <https://www.facebook.com/Wonder-Steam-Trains-1973386956325518>



NB IN FRANCE (Contd)

(photos : John Barrowdale)

John Barrowdale writes that he has just finished scanning his 1973 slides and he has very kindly attached these photographs of two British-built 140Cs taken at Gray in the East Region of the SNCF that year. By this time, this operation was part of the CFTA Réseau de Franche-Comte who hired the 140Cs from the SNCF. This system was the very last place in France to see everyday steam operations with the last train being operated on the 24/09/1975 hauled by 140C 287 a NB built loco of 1917 and now preserved.

The pictures show NB built 140C 22 (1916) which was one of the lucky eight to be preserved and Vulcan Foundry built 140C 51 (1919/20 batch). Also at this shed was preserved Ex PO 4-6-0 No 4352 built in 1922.



We have featured the 140C's before but for the record, here is the full list of the eight survivors :

NUMBER	BUILDER	WORKS NO	YEAR	LOCATION
140C 22	NBL	21544	1916	Castle of Saint Fargeau
140C 27	NBL	21549	1916	Train a Vapeur des Cevennes
140C 38	Vulcan	3237	1919	Train a Vapeur en Limousin
140C 231	NBL	21376	1916	AJECTA Longueville
140C 287	NBL	21624	1917	AJECTA Longueville
140C 313	NBL	21650	1917	Reims Railway Station
140C 314	NBL	21651	1917	CFT Vermandois
140C 344	NBL	21581	1917	Cite du Train, Mulhouse

Given the excellent survival rate of the NB locos, it's rather unfortunate that none of the 140C's built by SACM, Schneider, Fives-Lille or Nasmyth Wilson have been preserved. More information on this fascinating subject can be found at : https://en.wikipedia.org/wiki/%C3%89tat_140-101_to_140-370
Many thanks John for these very interesting notes and photos.



In recent months our eyes have been drawn to a quite amazing series of images on Facebook entitled BR Steam Photos. The author of this page, Robbie McGavin has done an incredible job reproducing steam age scenes using OO Gauge Models, Canon Cameras and PSP6 photo software. It is difficult to tell many of the photos of vanished scenes and long lost locos he has re-created from the real thing – only that they are possibly too good to be true ! Here for example is one of the original NBL ‘Royal Scots’ No 6126 shown as it would have appeared ex Works at Springburn in August 1927. The Hyde Park 23621/1927 works plate and ‘Sanspareil’ nameplate can be clearly seen ! Just out of interest, No 6126 was rebuilt in 1945 with a Stanier taper boiler and re-named ‘Royal Army Service Corps’, it became BR 46126 and ran until 1963. For more superb images go to : https://www.facebook.com/pg/brsteamphotos/posts/?ref=page_internal

A documentary film has been produced featuring New Zealander Ian Welch’s lifetime experiences with steam trains and explaining what inspired him to gather together one of the largest collections of main line steam locomotives in the World. Entitled ‘Mr Mainline Steam’, the film examines what it is that motivated Ian to achieve far more than many others and what particular events triggered various key moments that enabled this to happen. His determination is continuously scrutinised through the many events that have occurred throughout Ian’s life. Many of Ian’s steam locomotives are of North British origin and a link to the film can be found at <https://vimeo.com/291846805/4832d207f2>.

And finally : the loaded main line trial run for ‘Jubilee’ No 45596 ‘Bahamas’ which was scheduled for 17th January has been postponed after a couple of minor teething problems were found during the light engine test run on 15th January. A revised loaded trial has been arranged for Friday 25th January and it is hoped that the debut passenger carrying trip on 9th February will still go ahead as planned.

**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
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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
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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.**