

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

February 2019 Newsletter



S&C SPLEANDOUR

(Photo : Rodney Towers)

Making a stunning sight in the low winter sunshine, newly restored LNER B1 No. 61306 'Mayflower' and SR Merchant Navy No. 35018 'British India Line' double head the 'Winter Cumbrian Mountain Express' on the snowy ascent to Ais Gill summit on Saturday 2nd February.

The use of No 61306 was a short notice arrangement with West Coast Railways which provided the NBL B1 with some additional running in time before it is due to head south for its new railtour season which will begin next month.

'Mayflower' and 'British India Line' took over the train at Carnforth and ran to Carlisle via Shap before taking the spectacular Settle & Carlisle route to Hellifield. The double header had been forced to stop at the entrance to every tunnel en-route because of the threat of hanging icicles ! A Class 86 Electric Locomotive took over the train at Preston for the run back to Euston whilst the two steam locos returned to Carnforth.

Locomotive owner David Buck has kindly advised us that 'Mayflower' is now expected to return South on Monday 4th March ready to power the Cathedrals Express from London to Salisbury, Bath & Bristol on Thursday 7th March. Full details and a booking form for this and many other trips can be found on the Steam Dreams website at : <https://www.steamdreams.co.uk>

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BAHAMAS TRAVELS

(photos as credited below)

Following the successful completion of its overhaul at Tyseley last September, NBL 'Jubilee' No 45596 'Bahamas' has returned to the national network in style. After a test run from Tyseley on 31st January, the double chimney 4-6-0 returned to its home base on the Keighley & Worth Valley Railway in an 'engine & coach' move on Tuesday 5th February. After a brief pause for breath, 'Bahamas' first public railtour took place on Saturday 9th February with a run from its home base to Carlisle via the 'Long Drag'.



After being delayed for more than half an hour by a fallen tree on the line 'Bahamas' was opened up and steadily made up time, eventually arriving in Carlisle right on schedule. Tour participants had a couple of hours to explore the Border City before an exhilarating run back over Ais Gill and an early arrival at Keighley.

The second trip took place one week later following the same itinerary but in significantly better weather ! The highlight of the trip was passing Kirkby Stephen 11 minutes early before slowing for a right time arrival in Carlisle. On the return 'Bahamas' was running 12 minutes early at Settle Junction before subsequent delays resulted in the train being 9 minutes down on arrival at Keighley.



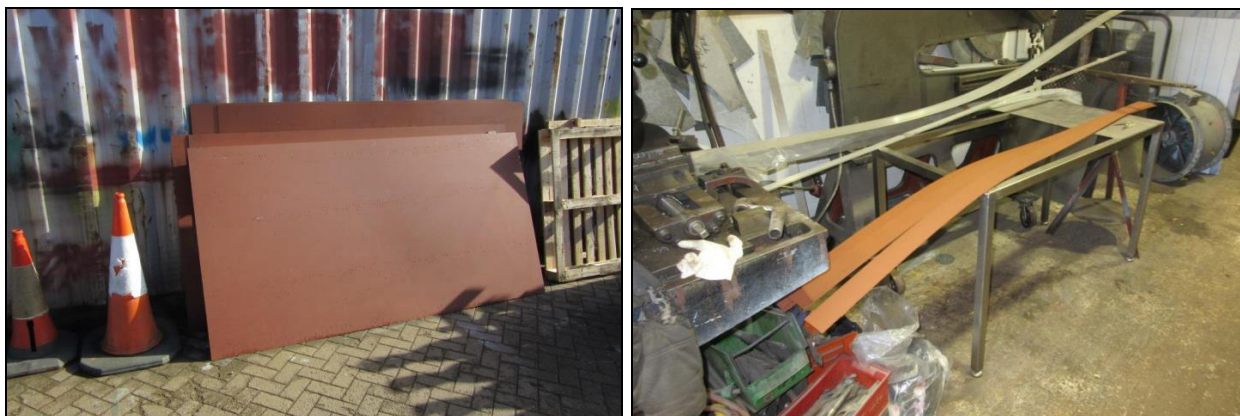
As can be imagined, photographers were out in force for 'Bahamas' return trips and we are very grateful to the following for their superb action photos near Newbiggin (**Ian Dixon**), light engine at Trowell Junction (**Alan Whincup**) and crossing Ais Gill Viaduct (**Ben Poole**). More photos and information can be found on the BLS Facebook page at : <https://www.facebook.com/IngrowLoco>

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61662 UPDATE

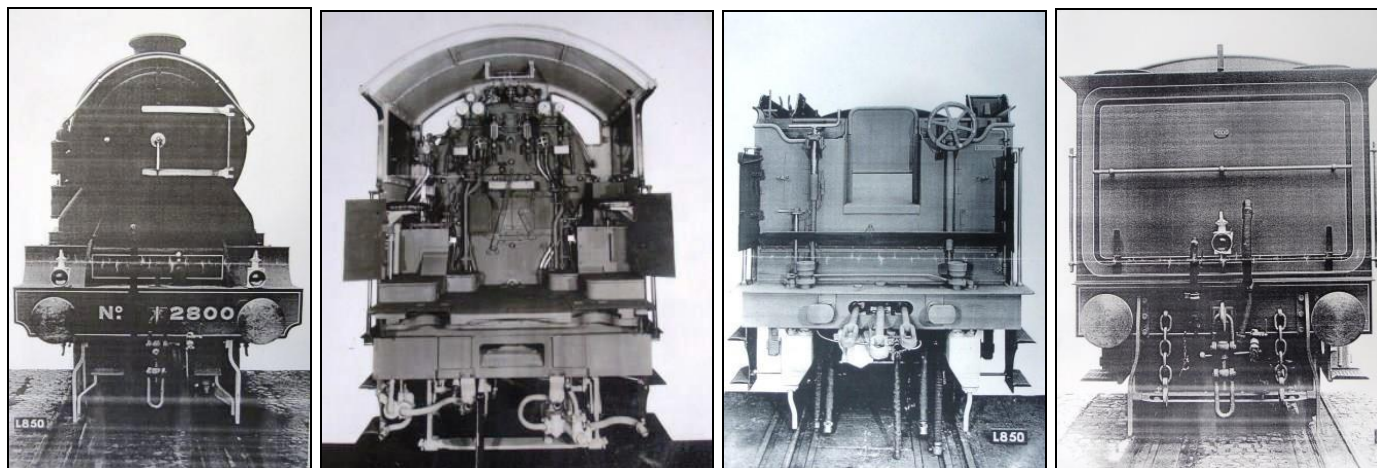
(photo : KL Collection)



The good news this month is that No 61662's new boiler cladding and boiler bands have been cut and primed and are now awaiting collection from Messrs J. Offord & Co in Bracknell. Hopefully we will be able to arrange this in the next couple of weeks and work on the loco can be re-started. Background work continues of course and many thanks to those who have donated books etc for our Sales Stand recently.

As mentioned last month, a joint statement is going out to the Railway Press to clarify the respective positions of ourselves and the B17 Steam Locomotive Trust and the final wording for this has been agreed. The 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' and they have promised us an update on their progress and some photos of the frames which are currently based at Llangollen.

In the meantime, here are some official NBL Works photos of the prototype B17 locomotive No 2800 'Sandringham' which emerged from Hyde Park Works in December 1928 carrying Works Number 23803.



The NBL Order Number L850 can be clearly seen on at least two the photographs. This engine became LNER number 1600 and eventually British Railways No 61600 'Sandringham'. The name was taken from the Royal Family's home in Norfolk and this became the collective name for the whole class. No 2800 entered traffic at Stratford shed in East London at the end of 1928 and worked mainly on the Norwich and Cambridge expresses. In BR days as No 61600 it was allocated to Ipswich, Cambridge and Stratford depots, being withdrawn from service in July 1958.

The scrapping of all the 'Sandringhams' was a sad loss to preservation and we wish the Trust well with their efforts to build a 74th Member of the Class. We look forward to news about their project in the coming months. Check their website at : <http://www.b17steamloco.com> for the latest news.

THE JA BROWN ROD's

(photos courtesy Graham Black)

Following our November notes about the Great Central / ROD 2-8-0's, we have received some interesting photos and information from Graham Black about several members of the class that went to Australia. Thirteen of this type were purchased direct from the UK War Department in the 1920's by J&A Brown & Co and shipped to Australia for use on the privately-owned Richmond Vale Railway. The last of these thirteen engines was withdrawn in 1973 and three still survive including one North British example.



Graham's photo above shows J&A Brown No 20 (ROD 1984 / NBL 22042) waiting to leave Hexham whilst still in service on the Richmond Vale Railway. Below (left to right) ROD 2004 which Graham has cosmetically restored over the last four years at Kurri Kurri Museum in New South Wales. JAB No 20 coupled to GWR Castle No 4079 'Pendennis Castle' during the 4-6-0's extended visit to Australia and finally ROD 2003 (JAB No 24) as currently stored with No 20 at the Dorrigo Steam Railway & Museum, NSW. ROD No 2004 was the last of these locomotives to be sent to France 100 years ago in March 1919.



J & A Brown, a coal mining company in the Hunter Valley area of New South Wales, Australia, bought thirteen RODs to replace the older locos used on their Richmond Vale Railway system. Nine of these were built by the North British Locomotive Company in Glasgow, three by the Great Central Railway at Gorton and one by Kitson & Co in Leeds. They were bought between March 1925 and March 1927. The first three locos arrived complete on the *SS Boorara* in February 1926 and were unloaded in Sydney harbour and hauled to their new home base at Hexham. In late 1927 the rest arrived in crates on Brown's new ship the *SS Minmi* on its maiden voyage to Hexham. The dismantled locos were gradually reassembled with the last locos not being complete until 1931. All thirteen locos were never in service at the one time. The maximum number in service at any one time being ten during 1954. The class survived until 28 June 1973 when the last one No 24, was withdrawn. More information about the ROD's at home and overseas can be found at : https://en.wikipedia.org/wiki/ROD_2-8-0

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OUR LATEST PROJECT

(photos : KL Collection)

Between 1929 and 1955 NBL built a series of 42 heavy duty 4-8-2 Tank locomotives for various mines and industrial concerns in South Africa. Over the years, most of them have sadly gone for scrap but we have recently been offered a unique opportunity to acquire one of the last survivors for preservation and, in due course, possible repatriation to the UK for overhaul and return to service.



NBL works number 25916 was ordered by Coronation Collieries in 1945 and completed at Hyde Park Works on Order No L953 in 1947. It became Coronation Collieries No 1 and also ran as Cornelia Colliery No 3 and finally Richards Bay Coal Terminal No 3. After retirement it was overhauled for further service at Richards Bay but when that preservation project failed it was transferred to SANRASM at Randfontein.

With the Randfontein site now closed, SANRASM's activities are being wound up and this fine locomotive is being offered for sale. It is still basically complete and is currently stored at Germiston depot pending disposal. Our photos show it as currently stored at Germiston and in service at Coronation Colliery.



Arrangements are in hand to display this powerful North British locomotive at the new Wonderboom Transport Museum near Pretoria but we urgently need to raise £5,000 in the next few months to cover its purchase and cosmetic restoration costs. To give as many people as possible real stake in the engine we are offering Ownership Shares at just £25 each. We already have several other projects in place but this is a very deserving cause which I hope you will be able to support. North British built several thousand industrial steam locomotives but only two currently survive in the UK. Without our help this fine industrial workhorse could go for scrap so please buy a couple of Shares or make a donation if you possible can.

Many Thanks, Ken

WEST COAST WILDERNESS

(photos : David Morphey)

David Morphey has kindly sent us a report from his recent trip to Tasmania where he took a ride on the West Coast Wilderness Railway. The railway is the restored former Mount Lyell Mining & Railway Company line and runs between Strahan and Queenstown where the copper mines were located. The WCWR have three of the five original 0-4-2RTs available for traffic: Their details are as follows : No 1 (Dubs 3369 / 1896), No 3 (Dubs 3730 / 1898), and No 5 (NBL 24418 / 1938).

The other two locomotives still survive : No 2 (Dubs 3594 / 1898) is in the Transport Museum in Glenorchy, and No 4 (Dubs 4085 / 1901) is buried in an opencast mine in Queenstown after use as a stationary boiler.



All these engines are Abt system rack and adhesion locos and operate on both systems – approximately a third of the line is rack - up and down. They are turned at each end of the line so they face uphill on each ‘up’ rack section. The locos were rebuilt when the line was reopened circa 2000, being fitted with new boilers and Lempor exhausts. The locos are oil fired, a conversion carried out in the 1950s.

David’s three photos all feature locomotive No 3 which is seen outside the shed at Strahan – the middle cylinders for powering the rack gear can be clearly seen in the picture above. The brass pipe behind the chimney is one of two vents for steam when the rack gear is being used as a counter pressure brake.



The next picture shows motion for the rack gear and looking down on No 3 the boiler gauge glasses can be seen mounted half way along the boiler, in the top tank cut-out, so the water level can be carefully monitored on the steep rack sections. (Many thanks to David for this interesting update on the WCWR – Ed)



Next month will provide a rare opportunity to photograph Adams 4-4-2 'Radial Tank' No 30583 in BR livery at the Bluebell Railway. This unique Glasgow-built locomotive (Neilson 3209 of 1885) has carried pre-grouping LSWR livery since the 1980's but is currently being repainted black for a special display with three other ex BR veterans, W24, 30096 and 30587 which will take place on Friday 15th March. Although not in steam, No 30583 will make an evocative sight for all fans of the one-time BR Southern Region.

Adrian Sanchez has kindly provided an update on the restoration of Argentinian 8A Class 2-6-2 Tank No 3351 (NB 17292/1906) at Ayacucho. His photos show the locomotive in a stripped and dismantled condition as the overhaul progresses. A new Facebook page has been set up providing a wealth of information and photos at : <https://www.facebook.com/Tren-Turistico-de-Ayacucho-510590456097274>

And finally : it has recently been announced that Adrian Shooter's private line, the Beeches Light Railway is to close in May this year after 15 years operation. The line is justly famous as the home of Sharp Stewart Darjeeling B Class steam locomotive No 19 which was repatriated from India. However, the plan is to relocate the railway to another site in the not too distant future and have it re-open in Spring 2020. The new layout will be about 50% longer and will include significant gradients and other features of interest. All existing rolling stock will be transferred to the new location including No 19. Further details will be revealed in due course.

**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 HENDRIE 1301 TRANSPORT FUND : £

DONATION TO ENGINE 61662 APPEAL : £

OWNERSHIP SHARES / DONATION TO 19D 2767 : £

OWNERSHIP SHARES / DONATION TO NBL TANK 25916 : £

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.**