

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

May 2019 Newsletter



K1 RETURNS

(Photo : KL Collection)

Following an extensive overhaul at West Coast Railway's Carnforth depot, North British K1 Class 2-6-0 No 62005 ((NB 26609) made a successful test run to Hellifield and back on 15th May and two days later worked north to its summer 'home' at Fort William in readiness for the 2019 season of Jacobite trains to Mallaig.

The route back to Fort William took the popular little 'Mogul' over the Shap and Beattock climbs before reaching the highly scenic North British line from Crianlarich to Rannoch Moor and Fort William. No 62005 went straight back into service on the Jacobite on the 19th May and will share this season's duties with a pair of LMS 'Black Fives' Nos 45212 & 45407.

Seventy Peppercorn K1 Class Mixed Traffic 2-6-0's were turned out by NBL between May 1949 and March 1950. They were the last steam locomotives to be built to an LNER design but were actually delivered under British Railways auspices. They carried BR (Eastern Region) running numbers between 62001 and 62070 and after a working life of just 18 years, No 62005 became the last survivor in 1967.

It was initially saved to provide a spare boiler for preserved LNER K4 No 61994 but in 1972 it was donated to the North Eastern Locomotive Preservation Group who still maintain and operate the engine today.

(2)

MORE ON THE L1's

(photos courtesy www.colourrail.com)

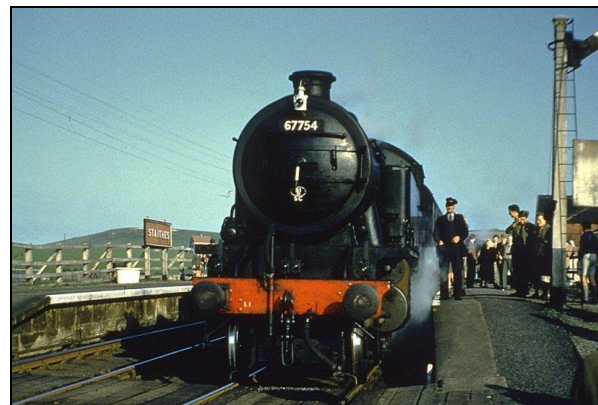
Several people have pointed out that the LNER L1's bear a remarkable similarity in profile to our new target loco – the NBL 4-8-2 Tank (which incidentally, remains stored at Germiston pending the availability of a suitable trailer to move it.) In the meantime, here are a few more photos of the L1 Class to whet the appetite. As we know, North British built 35 of these chunky suburban tanks for BR in 1948/49 but the design of the Industrial 4-8-2T's dates back to the 1920's so it must have been a coincidence – or was it ??



First up is 67741 (NB 26580), captured near Hadley Wood on the GN Main Line with a train of Gresley Quad-Arts in 1951. Next is 67764 (NB 26603) at Whitby West Cliff station with a local train in May 1958.



A left broadside view of 67747 (NB 26586) taken at Colwick shed in June 1962 and 67761 (NB 26600) seen from the other side looking ex works at Darlington in July 1959. These two photos more than any others illustrate the uncanny resemblance in profile between these engines and the NBL Industrial Tanks. The main differences of course being the gauge and the wheel arrangement !



To close this feature, I couldn't resist a couple of photos of 67754 (NB 26593) burnished up to perfection for an enthusiasts special, seen above at Kettleness and Staithes stations. It was a sad occasion however, being the last day of passenger services on the very scenic Scarborough to Middlesbrough line in May 1958.

(3)



61662 UPDATE

(photos : KL Collection)

Good progress has continued to be made with No 61662's boiler cladding this month and by mid-May the first section of firebox sheeting had been cut and fitted. A wooden former was made to ensure the correct shape and the firebox section was then hoisted into place and bolted down. Many thanks to our friends Nigel and Gerald from the Mizens Railway for their help with this difficult task. The wooden former will now be dismantled and moved to the next boiler band ready for further sections of cladding to be fitted.



On the publicity front, our Facebook page now has now passed the initial 2,000 supporters target and we will try to expand on this as soon as the rest of the boiler cladding is in place. We would like to welcome several new Engine 61662 Appeal Members who have joined us this month, your support and interest in the project is greatly appreciated.

(4)

LIVINGSTONE VISITORS

(photos : Andrew Johnson & Kris Ward)

We are very grateful to Andrew Johnson and Derek Rayner this month for sending us some excellent photos of North British steam locos noted on their recent visits to Livingstone Railway Museum in Zambia.



- 1 RR 12th Class 4-8-2 No 204 (NB 23733/1928) on Victoria Falls Bridge on 19th April (Andrew Johnson)
- 2 Another 12th Class 4-8-2 No 181 (NB 23382/1926) wrongly carries NBL works plate 23380 (Kris Ward)
- 3 ex SAR 8B Class 4-8-0 No 1126 (Sharp Stewart 4862/1902) is displayed in a striking blue livery (KW)
- 4 Sectioned exhibit No 91 is an RR 9th Class 4-8-0 (NB 19754/1912) but may actually be RR No 109 ? (AJ)
- 5 One of the very last steam locos built by NBL is Malawi Railways 2-8-2 No 57 (NB 27779 of 1957) KW

In the 1980's three steam locomotives could still be found at Springfield Colliery and the adjacent Grootvlei Power Station – but fate had very different futures in store for them. **Mike Morant** has very kindly allowed us to use this evocative photo showing ESCOM's 2-6-0T 'Hunslet' shunting Springfield No 2 (NB 16069) at the colliery in July 1980. Also on site but not in use that day was Springfield No 1 (Dubs 3819).



Our next two photos, from **William Ford** and **Lee Gates** respectively feature No 1 stored at the colliery and No 2 stored at Randfontein Estates Gold Mine. Both were ex Natal Government Railways 4-8-2T's of classes A & B respectively and, being justly thought of as historic locomotives, they were donated to preservation groups by the owners Amcoal when steam ended at the mine.

Springfield No 2 moved to Randfontein and unfortunately slipped under the radar for some time until she was re-discovered in August 2010 in a siding at the back of REGM in with her frames cut through. Her axle boxes had been stolen and so much damage caused that she had to be scrapped. There was a silver lining however as ESCOM's 'Hunslet' Tank, which had also been moved to Randfontein, was reclaimed by the Electricity Supply Commission and moved to their main workshops at Rosherville for preservation.

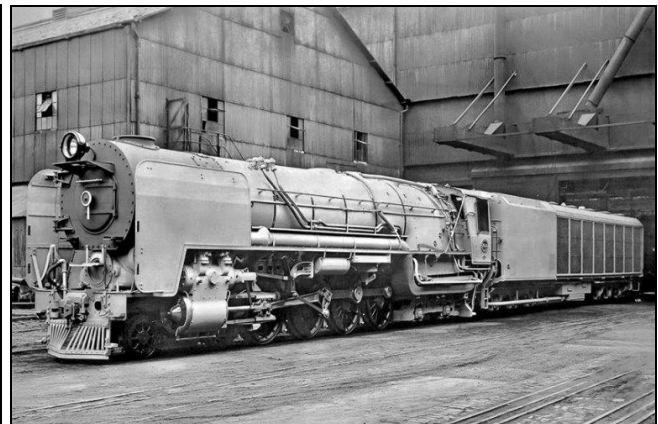
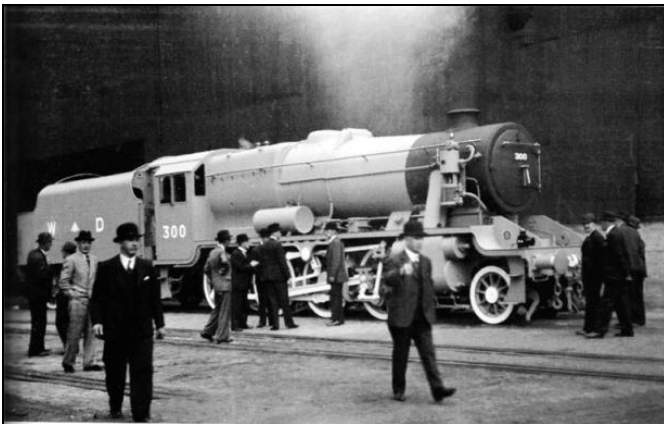
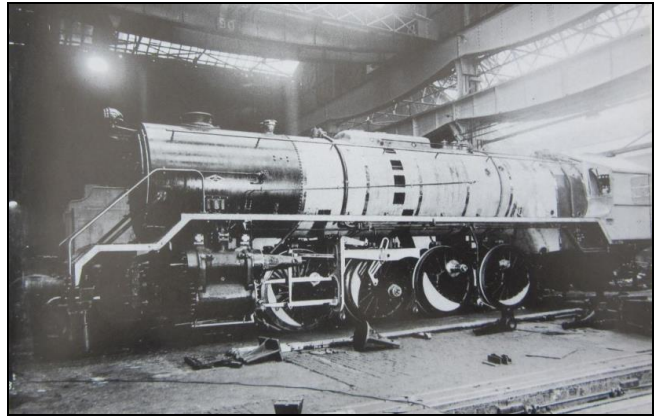


The story of Springfield No 1 has been told many times in these pages but to recap for new readers, she was donated to NBLPG and moved initially to the Umgeni Steam Railway for cosmetic restoration. In April 2011 she was loaded aboard the Gearbulk 'Bergen Arrow' and shipped back to the UK, arriving at her new home at the Mizens Railway on 12th May where she remains in good condition and well loved by visitors.

We are continuing our occasional series of NBL Works Photographs this month with a look at four of the most distinctive locomotive types to emerged from North British in the 30 years from 1923 to 1953. Copies of these and thousands more official works photos are available from the Glasgow University Archives.

Top Left shows LNER A1 Pacific No 2563 'William Whitelaw' being lifted by the overhead gantry at Hyde Park Works in 1924. Twenty LNER A1's were ordered from NBL by Sir Nigel Gresley himself in 1923 and they carried NB works numbers 23101 to 23120. In later years, the A1's were reclassified to Class A3 by the LNER. No 2563 became BR No 60064 and was renamed 'Tagalie' when its original LNER Director name was transferred to streamlined A4 pacific No 60004.

Top Right the first of the Indian Railways broad gauge WG Class 2-8-2's nears completion at Queens Park Works in 1950. The first 100 of these powerful Mikado's were constructed by NBL in 1950/51 and the class eventually totalled more than 2,400 engines - coming from no less than 10 different builders. The NBL works numbers were 26415 to 26514 and engine number 26464 was exhibited at the Festival of Britain in 1951. Many of the WG's continued in regular service until 1996 and eight have been preserved.



Above Left we see WD No 300, the first of 208 North British LMS 8F's that were built for the War Effort in four batches between 1939 and 1941. The photo was taken outside Hyde Park Works and judging by the number of bowler hats on display, this was probably the official handover of the first of the Class to the Ministry of Supply. More than 600 8F's came to be built and many of them survived until the very end of regular steam working in the UK in 1968. Fourteen of the Class survive in the UK, Turkey and Iraq.

Our last photo is instantly recognisable as a South African Railways 25 Class Condenser, a member of the most powerful Class of rigid framed steam locomotives ever to be built in the UK. Capable of running more than 700 miles without taking on water, 89 of these impressive engines were built at Springburn in 1953/54 and they were used in the dry arid regions of South Africa's Karoo Desert prior to electrification. Most of the condensers were rebuilt to conventional form but two original locomotives survive in preservation.



David Buck's Apple Green B1 No 61306 'Mayflower' has returned to its' Scottish roots for the first time since it left the NBL Works in Glasgow in 1948. In mid-May it played a major role in the Steam Dreams 'Highlands & Islands' 9-Day Railtour working several legs unaided and others double heading with no less an engine than the world famous 'Flying Scotsman'. John Gray's superb photo shows the train running in glorious scenery alongside Loch Garve en route to Kyle of Lochalsh on Day 4 of the Tour on 12th May. Mayflower returned to London on 17th May ready for Steam Dreams intensive series of 'Royal Windsor Steam Express' which will run three times every Tuesday throughout the summer months. Full details can be found on : <https://www.royalwindsorsteamexpress.co.uk/>

We have received an interesting enquiry from Ian Rose in Australia who is trying to contact relatives or friends of the one-time NBL Factory Manager Mr Jack Wilson. Ian says that Jack gave him a job at NB Loco in the early 1960's and later served with him in 52 (L) Signal Regt (TA) when Jack was a WOII and then subsequently commissioned as a Lieutenant. Ian emigrated to Australia in 1971, and has it in mind that Jack had a son living in Melbourne. Ian has already managed to contact two of his former TA colleagues who are still alive but neither know what happened to Jack Wilson, other than he left the TA around 1967. If anyone is able to help with this query, please let us know and we will pass on Ian Rose's contact details.

Our 'Steam in China' presentation at Henley was well received and we now have slight gap due to holidays and a wedding to attend in the North of Scotland ! Our next show will take place in Enfield Town on Tuesday 2nd July and is entitled 'British Steam in South Africa – 1987 to Present'. Plenty of North British steam locos will be featured this time and as ever, all are welcome.

**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**

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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.**