

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

June 2019 Newsletter



B1 HEADS WEST

(Photo : John Alsop)

LNER B1 Class 4-6-0 No 1264 (NB 26165) has been very busy recently. On 1st May the loco returned to Scotland to double head two main line trips with LMS Black Five No 44871 for the Railway Touring Company. These were part of the Great Britain XII tour and ran from Edinburgh to Ayr via Stranraer on Day Six of the Tour and then from Ayr to Carlisle the following day. The train was hauled onwards to Scarborough by Merchant Navy No 35018 'British India Line' whilst the B1 returned home to Grosmont.

A few days later No 1264 was on the move again, this time to Toddington shed where the loco was prepared to take on a starring role in the Gloucester & Warwickshire Railway's 'Cotswolds Festival of Steam'. This event ran from 25th to 27th May and included steam locos from the former Scottish, Eastern, Western and Southern Regions of British Railways. On 6th June the B1 returned to the North Yorkshire Moors Railway where it will be one of the mainstays of the steam loco fleet for the rest of the season.

Lots more information about No 1264 history and further activities planned for 2019 can be found on the Thompson B1 Locomotive Trust's website : <https://www.thompsonb1.org/> or on the 61264 B1 Loco Trust Facebook Page : <https://www.facebook.com/B1locotrust/>

ON HOME GROUND(photos courtesy www.colourrail.com)

Many of the 290 North British B1's remained in Scotland for all of their working lives and were allocated to many parts of the former LNER system. This photo feature illustrates a few Scottish B1's in their heyday.



No prizes for guessing this location as No 61292 comes off the Forth Bridge and enters North Queensferry with a stopping train in May 1958. Preserved No 61306 recently recreated this scene with Flying Scotsman.



No 61277 is seen in the illustrious company of A4 'Empire of India' at Dundee Tay Bridge in June 1962 and No 61244 'Strang Steel' passes Princes Street Gardens after leaving Edinburgh Waverley in July 1959.



No 61324 waits for passengers at the remote Duns Station on the Berwick to St Boswells line in April 1963 and finally immaculate B1 No 61076 backs off Haymarket shed for its next duty in October 1961.

(3)



61662 UPDATE

(photos : KL Collection)

Despite the rainy weather we have been busy at the Mizens Railway and by mid-June the second section of No 61662's firebox cladding had been cut and fitted. Once again, we are very grateful to our good friends at the Mizens for their invaluable help during the last couple of weeks. Although of course the boiler itself is a longer-term project, the elegant profile of a 'Footballer Class' steam locomotive is now starting to emerge. We are looking forward to fitting the rest of the cladding over the summer period and then making a start on some of the finer details such as the chimney, dome and boiler fittings.



On the publicity front, our Social Media Officer, Sean Margerison reports that our last update on Twitter reached over 4,000 people and there were around 130 likes on Instagram for the same update. As soon as the loco profile looks a little more complete we will step up our Social Media campaign and try to recruit some more Members. Well done Sean for your excellent efforts on our behalf !

GARTSHERRIE IRON

(photos : Terry Dorrity)

Located to the north of Coatbridge, Gartsherrie Works was the largest Iron Works in Lanarkshire and their blast furnaces dominated the area for almost 140 years. Given its close proximity to Glasgow it was almost inevitable that motive power would be supplied by North British firms and when cameraman Terry Gifford visited the works in August 1963, six of the seven steam locomotives he photographed were Springburn products. This is the first of a two part look at some of Terry's evocative photographs.



The Works were originally established by William Baird & Co in 1830, becoming Bairds & Scottish Steel in 1938 and passing into Nationalisation between 1946 & 1951. Due to sharp curves within the Works sidings, small tank locomotives were adopted and they had incredibly long working lives. Terry's first photo shows Neilson 0-4-0 Saddle Tank No 5 (Neilson 3994) which had been built in 1889 and lasted until August 1968.



After the North British merger in 1903, similar locomotives continued to be built for use at Gartsherrie but with more substantial cabs and larger cylinders. The second photo shows one of the later engines, B&SS No 19 (NB 18385 of 1908) which had been constructed by NBL at the former Neilson Reid Hyde Park works.

The final photo shows No 6 which had been built one year after Neilson & Co became Neilson Reid in 1898. It carried Neilson Reid works number 5566 and subsequently worked at B&SS Northburn until 1964.

We would like to thank Terry for his invaluable help with this feature and will include more of his fascinating photos of Gartsherrie Works in next month's Newsletter.

DAY TRIP TO ELGIN**(notes & photos from Rodney Towers)**

The Heritage steam trips operated by Ceres Rail in Western Cape, South Africa since 2017 are becoming increasingly popular and the company now offer trip options of one, two and three days with departures usually leaving from Cape Town's waterfront. A recent development has been the regular Saturday steam excursion from Cape Town to Elgin. This 3-hour rail journey highlights the ascent of the 1,200 feet Sir Lowry's Pass with its many tight curves and steep gradients to reach the higher altitude town of Elgin.



Ceres Rail usually have two North British 19D's including No 3322, seen arriving at Elgin, available for trips with a German built 19B as back up. The big attraction of Elgin is the new 'Railway Market', until recently a disused apple storage warehouse but brilliantly redeveloped some 18 months ago through the enterprise of Roger Orpen. The building has been wholly re-engineered to house a great collection of local arts, crafts, food and drink stalls together with bars and musical entertainment.

The 'Railway Market' is currently open three days a week and is presently attracting up to 1,000 visitors a day. For Ceres Rail this train is now becoming a Saturday sell out and 180 passengers can enjoy the lively 'Market' for some 3 hours before steaming back to Cape Town. This is an exciting example of private enterprise working in cooperation for the rejuvenation of a small market town and using the railway system with a steam train as a quaintly nostalgic way of getting there.



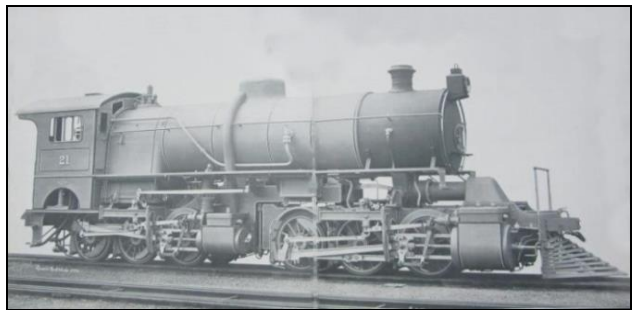
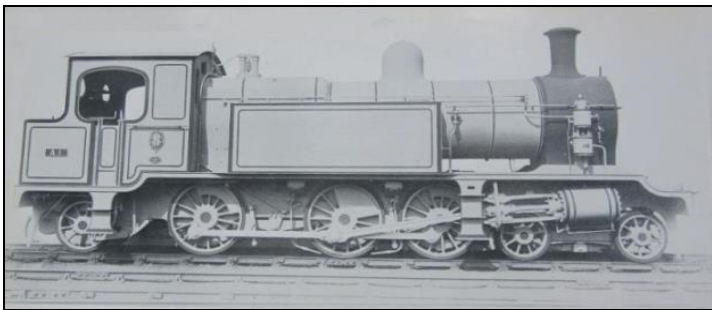
These photos show an interior view of the Market and a happy group including Bernard de Maid, photographer; Roger Orpen, founder of the Railway Market, and Derick du Toit, proprietor Ceres Rail. We are very grateful to Rodney for this article and will continue with his travels on Ceres Rail very soon.

CHINA CRISIS

(photos : NB Loco Co)

The current political situation may leave a little to be desired but in steam days NBL had a good relationship with China's railways, receiving 25 orders for locomotives between 1904 and 1937. Dubs & Co had paved the way for NBL in China but not all their engines had the long careers they might have wished for !

In 1886, Dubs built a pair of tiny 0-4-0 Saddle Tanks, 'Flying Victory' and 'Speedy Peace' for China but their entry into service was met with violent opposition from the local landowners. It was claimed that these 'mechanical monsters' were desecrating the burial grounds of their ancestors and bound coolies were thrown in front of the trains to force them to stop. After around twenty servants had been sacrificed the new line was closed and the two locomotives were scrapped ! 'Speedy Peace' is seen in our first photo below.



Rotating clockwise from the top left our photos show 1) a Dubs 2-6-0 built for Imperial Chinese Railways in 1902 and 2) a North British 2-6-2 Saddle Tank built for the same railway in 1906. Photo 3 is one of the powerful 0-6-6-0 Compound Mallets ordered by the Peking – Kalgan Railway between 1907 and 1909 and last but not least, an A1 Class 4-6-2 Tank locomotive used on the Shanghai – Nanking Railway in 1904.

Of the many engines sent to China by NBL and its constituents, only one is believed to survive, this being a 1909 built 2-6-0 that was last reported at Datong in 2004. Any update on this would be greatly appreciated.



Reefsteamers - Scenes around the ol' Depot - Sat, 01 June 2019 - Photo © Lee D. Gates

NBL Industrial 4-8-2 Tank No 25916 has been moved from her exposed location at the end of Germiston's headshunt to a new position at the side of the shed. As briefly mentioned last month, our acquisition of this fine engine has been delayed and a letter has been sent out to all our donors to explain the hold ups in detail. One of the major issues is that the only road approach to Germiston depot is under a very low and narrow bridge necessitating the use of a lowbed trailer no more than 800 to 1,000 mm high. However, the locomotive arrived at Germiston by road and we are confident that it can be collected in the same manner. A few £25 Shares are still available in this engine and donations are welcome to help with restoration.

Leslie McAllistair has kindly written to tell us that GNR(I) 4-4-0 No 131 (Neilson Reid 5757 of 1900) has undergone braking trials to raise the maximum permitted speed of the express locomotives to 70mph, instead of the present 60mph limit. Fortunately the weather was perfect for brake testing and three successful tests were carried out - from 20 mph on the Dargan Bridge, from 50 mph on the approach to Whitehouse, and from 70 mph just after Kilmakee crossing. The intention is not to run No 131 on trains over the NIR network at a normal speed of 70mph, but to facilitate pathing where speeds in excess of 60mph for a short period would be useful.

And finally, a quick reminder that our next Slide 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. Please let me know if you would like to come so I can advise the organisers.

**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 :

JOINING FEE OR DONATION TO NEWSLETTER COSTS : £

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.**