

# NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

## November 2019 Newsletter



### RACK TANK MOVE

(photo courtesy Tasmanian Transport Museum)

Former Mount Lyell ABT Rack Tank No 2 (Dubs 3594 of 1898) has been purchased from the Tasmanian Transport Museum by the West Coast Wilderness Railway and will be restored to working order at Somerset depot before joining its' three sister locos Nos. 1,3 & 5 at Queenstown.

The WCWR is a reconstruction of the Mount Lyell Mining & Railway Company line between Queenstown and Strahan in Tasmania. The railway is significant for using the ABT rack system to conquer the mountainous terrain through rainforest, with original locomotives still operating on the railway today. The original railway began operations in 1897 as the only link between Queenstown and the port of Strahan. Full details of the Museum can be found at <https://www.facebook.com/pg/TasmanianTransportMuseum> The West Coast Wilderness Railway's website is <https://www.wcwr.com.au/>

That was the good news for the month, however I now have to apologise to our Postal Members for the late running of this edition as our regular publisher has decided to pull out of the railway society newsletter business. We have sourced quotes from two alternative printers but both have been double what we have been paying. If we were to go ahead at the quoted prices we would need to charge each of our 32 remaining postal members £54 per year for their Newsletters !

If anyone has access to a suitable colour printer and is prepared to produce and circulate 32 copies of our Newsletter each month, please let me know asap. We would of course be very happy to pay all paper, ink and postage costs. If not then I'm afraid that we will need to go back to photo copying at the local library which would be a regrettable retrograde step after the excellent print quality of the last five years.

## RESTORATION PROJECTS

(main photo : Ben Minnaar)



Wonderboom Military Museum have re-fitted the chimney to our Industrial NBL 4-8-2 Tank No 25916 and are preparing to re-paint it into the maroon livery it once carried at Cornelia Colliery. Preparations for the movement of our 1A 4-8-0 No 1301 to Wonderboom continue and a specialist contractor is making arrangements to split the loco from the tender so it can be loaded onto the two low beds that will be needed.



The WD 554 'Sir William McAlpine' Appeal showed off the progress on their North British 8F 2-8-0 (NB 24755 of 1941) in the Bay Platform at Bo'ness Station during the SRPS steam gala of November 2<sup>nd</sup> & 3<sup>rd</sup>. This will be the last time that the loco will be on display before the heavy overhaul starts in earnest. Funds are urgently needed to continue the restoration of this fine locomotive and full details can be found on the SRPS website at : <https://www.srpssteam.com/8f-45170/8f-appeal/> (photos courtesy WD 554 Appeal)



At Bridgnorth shed, Severn Valley workshop staff are moving forward with the restoration of the former Duke of Sutherland's 0-4-4 tank locomotive 'Dunrobin' (Sharp Stewart 4085 of 1895). The driving wheels have been re-profiled, a new cylinder block cast and the cab re-united with the frames. The work is being carried out for the Beamish Open-Air Museum which is located near Stanley in County Durham. Once restored to working order 'Dunrobin' will be used on internal service trains at Beamish. (KL Collection)

(3)

## TEN COUPLED

(photos courtesy : [www.colourrail.com](http://www.colourrail.com) & Andy Crespin)

The War Department 2-10-0's were an enlarged version of the highly successful 'Austerity' 2-8-0's and 150 were built by North British for the Ministry of Supply in 1945. They were given an extra pair of drivers to enable them to work over lightly laid tracks overseas and, apart from a couple of one-off engines on the GER and Midland Railways, they were the first ten coupled locomotive class in Britain. They paved the way for the development of RA Riddles 9F heavy freight engines built from 1954 onwards.

25 of the WD 2-10-0's were purchased by British Railways in 1948 and all were allocated to Scottish Region sheds, it was very rare to see any of these south of the Border. Two more worked on the Longmoor Military Railway in Hampshire, numbers AD 600 'Gordon' and AD 601 'Kitchener'.



By virtue of their duties, the WD's didn't get to see the cleaners very often and No 90755 and 90761 are seen above in typical condition at Grangemouth and Motherwell sheds respectively in June 1962.

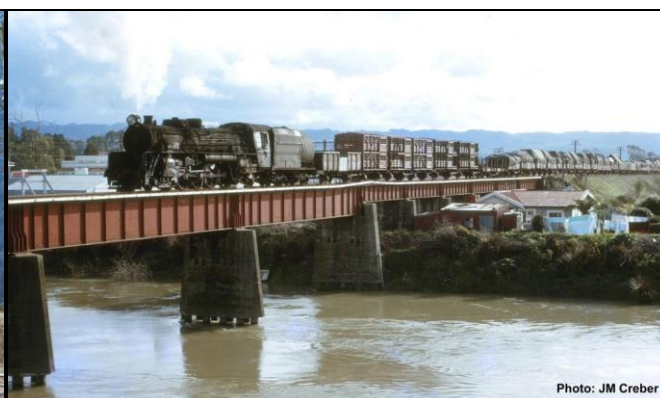


90773 formerly named 'North British' waits to leave Seafeld Junction with a freight in August 1962 whilst unusually clean classmate No 90771 waits for her next duty at Motherwell shed.



The last of the British Railways batch were withdrawn in 1962 and all sadly went for scrap, however at least nine of the NBL WD 2-10-0's survive, three in the UK, one in Holland and five in Greece. Ironically only one of their much more numerous 2-8-0 cousins has made it into preservation. The lower photos show WD 73755 'Longmoor' (NB 25601) which is preserved at Utrecht and WD 73799 'North British' (NB 25645) which became BR 90774. Two of the BR locomotives carried North British nameplates - 90773 & 90774.

Our New Zealand experts Wilson Lythgoe and Trevor Cheer have been delving into the incredible JM Creber collection again this month and have very kindly sent us another wonderful selection of photographs of North British steam locomotives in action. Thank you again guys, this is steam nostalgia at its very best !



- 1) On Thursday 10 August 1961,  
J1214 trundles down the main street of Kawakawa with a Work Train of ballast wagons.
- 2) On Friday 17 August 1962,  
Ab804 passes through Aickens with G-44 Greymouth-Christchurch Holiday Express.
- 3) On Saturday 20 July 1963,  
J1216 crosses the Rangitaiki River at Edgecumbe with a Taneatua-bound goods train.
- 4) On Saturday 12 October 1963,  
Jb1203 approaches Taumarunui with 555 'with car goods' from Stratford.

**100 NOT OUT**

(photos : Nick Newport &amp; Aidan McCarthy)

On 9<sup>th</sup> November, Reefsteamers' grand old lady, Class 12AR No.1535 'Susan' (NB 21753) ran a special train from Johannesburg to Heidelberg and back to celebrate her 100<sup>th</sup> Anniversary. No 1535 has the triple distinction of being the last surviving Class 12AR, Reefsteamers' oldest operating locomotive and the second oldest operating main line locomotive in South Africa. 'Little Susie' was originally built as a Class 12A at the North British Locomotive Works way back in 1919. The class 12's, from which the Class 12A's originated, were the first new locomotive class ordered by the then newly-formed SAR. The Class 12A was basically a Class 12 with larger cylinders.



The 12A's performed well in their designated duty, which was heavy coal haulage on the Germiston to Witbank line. They were good pullers with close-set 51 inch driving wheels but their Belpaire fireboxes required complicated staying and were expensive to maintain. A simpler high-capacity boiler was therefore designed by the then SAR CME Dr MM Loubser in the 1940's. This led to the distinctive appearance of the Class 12AR with a high-pitched large diameter boiler and the long smoke box overhang at the front.

Full details of future mainline trips with No 1535 and other steam locomotives can be found on Reefsteamers website at : <https://www.reefsteamers.com/>



**I've been trying** to find sufficient space to do this beautiful little engine justice for some time ! The picture was kindly sent in by Derek Rayner and features Dubs 2-4-0T No 13 (Works Number 514 of 1872) at Gorakhpur Railway Museum in India. It carries the name 'Lord Lawrence'- who was apparently one of India's Viceroy's in the mid 1800's. Many thanks Derek, and sorry about the delay in using the photo !

**Practical work** on the engine 61662 project at the Mizens Railway has been held over until after Christmas due to holidays and other commitments but fund raising and sourcing drawings continues in the background.

**And finally :** the frames of replica Sharp Stewart Southwold Railway 2-4-0T No 3 Blyth (as featured on the cover of our September Newsletter) have been completed at North Bay Engineering and sent for milling to ensure that the axlebox horns are aligned. We look forward to further news on this exciting little engine.

**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](http://www.nbloco.co.uk) Please send items for the website to Dave Fox at : [webmaster@nbloco.co.uk](mailto: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](mailto: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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**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.**