

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

February 2020 Newsletter



FLYING START

(photo copyright Robert Falconer)

K1 Class 2-6-0 No 62005 (NB 26609) gets the 2020 season off to a flying start hauling a Time Line photographic charter on the Great Central Railway on 15th January. The train, consisting of an immaculate rake of vans from the 1950 period, was perfectly captured by Robert Falconer as it approached the Kinchley Lane overbridge just south of Quorn Station. The Great Central boasts the longest section of double track on any UK preserved railway and the low winter sunshine enabled Robert to capture a real 'steam days' feel.

Our own preservation efforts have also moved forward recently as the two fitters we have engaged to help move 1A 1301 have passed their Medicals at Greenside Colliery. As soon as they have attended Greenside's H&S Induction Training, they can start splitting the engine and tender to make it ready for road haulage. This work is being carried out in conjunction with Wonderboom Military Museum who will be collecting the two British-built 14R's from site at the same time. Wonderboom have also managed to acquire the two Richards Bay cabside numberplates that were specially made for our NBL Tank No 25916. They will add a couple of nice finishing touches to the loco when it is restored ! (photos courtesy Ben Minnaar)



THE JINTY TANKS

(photos courtesy www.colourrail.com)

When the newly formed London Midland & Scottish Railway needed new shunting engines in 1924, the Chief Mechanical Engineer, (Sir) Henry Fowler adopted an upgraded version of the Johnson 0-6-0 Tanks that had served the Midland Railway for many years. 415 of the new engines were built by several different firms between 1924 and 1931 plus seven more identical engines for the Somerset & Dorset Joint Railway.



NBL received three Orders for the 'Jinty Tanks' as they came to be called, totalling 75 engines and their construction was spread between Queens Park and Hyde Park Works. In BR days they could be found all over the former LMS system, mainly on shunting duties but some were used as bankers on the Lickey Incline. Withdrawals commenced in 1959 and the last five were taken out of service in 1967. One locomotive, No 47445 was sold to the NCB where it worked until 1970 before being preserved.



The above photos show No 47318 (NB 23397) rumbling through the yards at Northampton in May 1960. No 47345 (NB 23424) acting as Station Pilot at Carlisle Citadel in June 1963. No 47355 (NB 23434) outside the running shed at Watford Junction in August 1964 and No 47373 (NB 23452) at Barrow shed in June 1962.

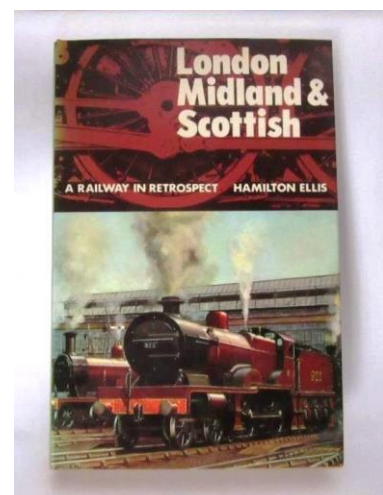
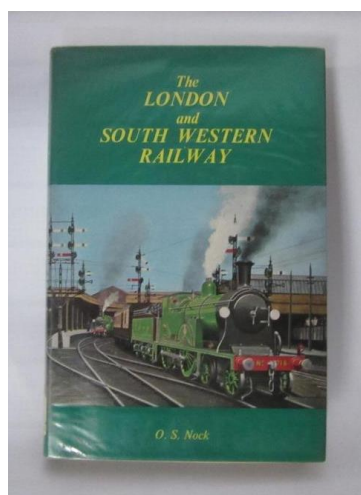
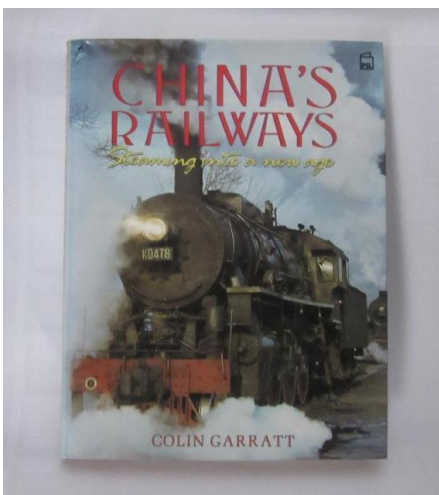
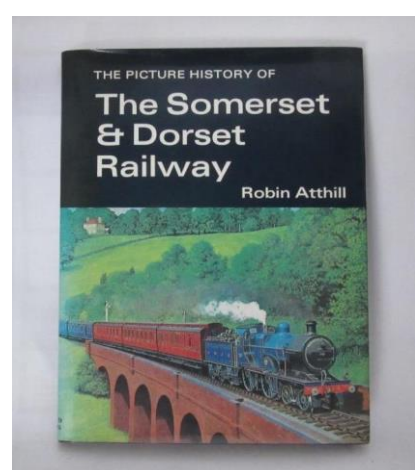
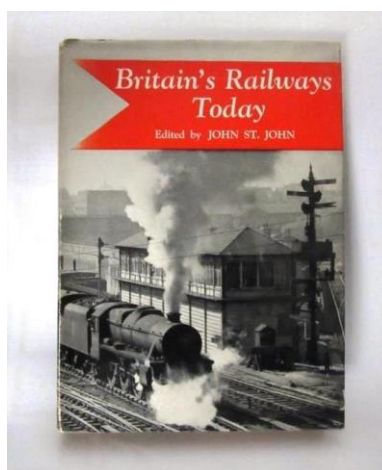
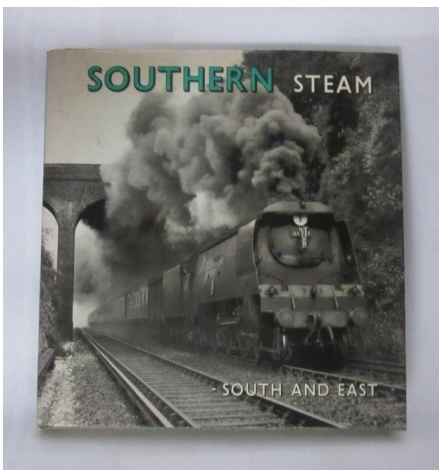
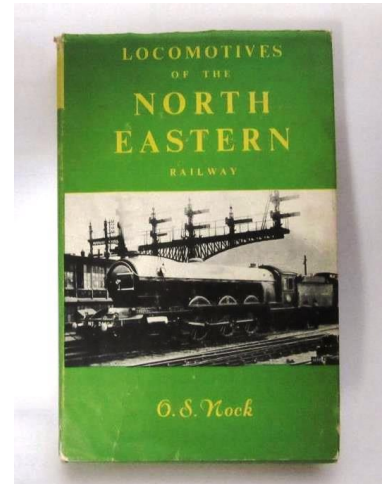
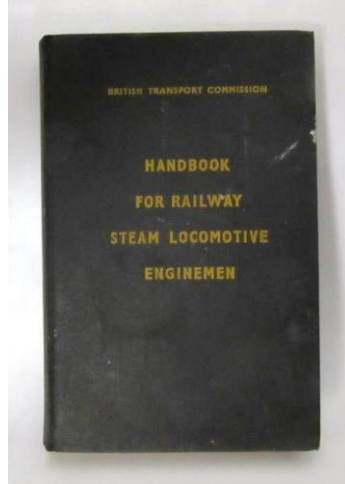
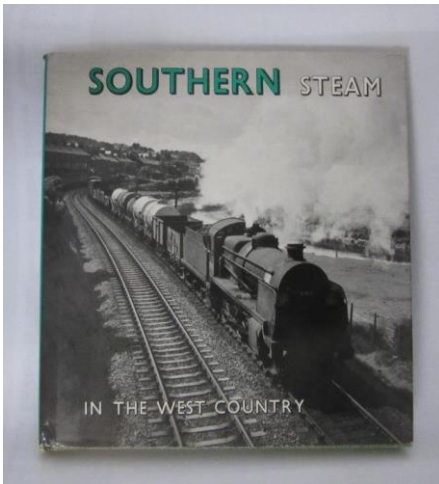


Ten of the Jinty Tanks have survived into preservation including three North British examples. No 47327 (NB 23406) is shown in S&D blue livery at the Midland Railway Centre whilst No 47324 (NB 23403) displays its NBL diamond worksplate at the East Lancs Railway. The MRC have several more Jinties on their stock list including No 47357 (NB 23436) which is currently under overhaul for return to service.

BOOKS FOR SALE

(photos KL Collection)

Following the sad passing of one of our members we have been very fortunate to acquire a large number of railway books recently. All of the books are in good condition and they cover a wide range of subjects. Just a small selection of them are shown here and reasonable offers (from at least £2 upwards) are invited to purchase any of them – postage and packing is to be paid by the purchaser. All funds raised from the sale of these books will of course go directly towards our locomotive projects. A list of the books is available on request.





WAR ENGINES

(photo : Johan Steenkamp)



During the Anglo Boer War, Britain formed the Imperial Military Railways (IMR) from an amalgamation of the Orange Free State Government Railways, the Netherlands-South African Railway Company and the Pretoria-Pietersburg Railway. The IMR Commander, Lieutenant-Colonel Sir Percy Girouard inherited a mixed bag of steam locomotives but because of the damage caused during hostilities and the transportation demands of the British armed forces, he soon found himself acutely short of motive power.

He immediately turned to tried and trusted British manufacturers and in 1900, the IMR placed an order with Neilson Reid & Company for 25 Cape 7th Class 4-8-0 locomotives which were numbered in the range from 106 to 130 upon delivery. Also in 1900, three Cape 7th Class locomotives which had been ordered before the war by the Pretoria-Pietersburg Railway (PPR), were intercepted by the IMR and placed in service. These engines had also been built by Neilson, Reid. Numbered PPR 7 to 9, these were the last locomotives to have been ordered by the PPR before it ceased to exist upon its incorporation into the NZASM, which itself was subsequently incorporated into the IMR.

At the end of the Boer war, in July 1902, the IMR became the Central South African Railways (CSAR) and these 28 locomotives were taken onto its' roster. In 1906 three of the engines were sold to the Natal Government Railways and two more were leased to the railway construction firm Paulings. Eventually after formation of the South African Railways in 1912, all but one of them came back into the fold and were numbered in the SAR series from 1032 to 1058 and Classified 7B.

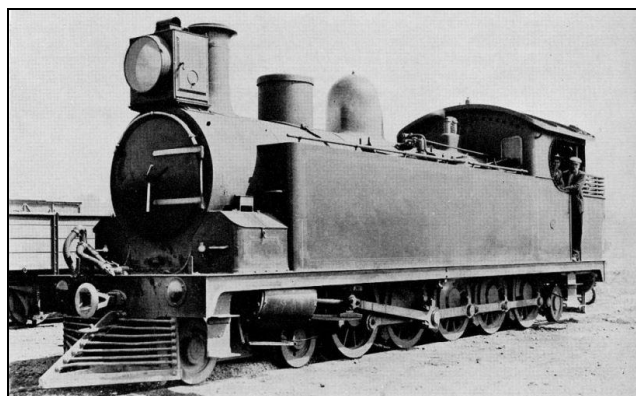
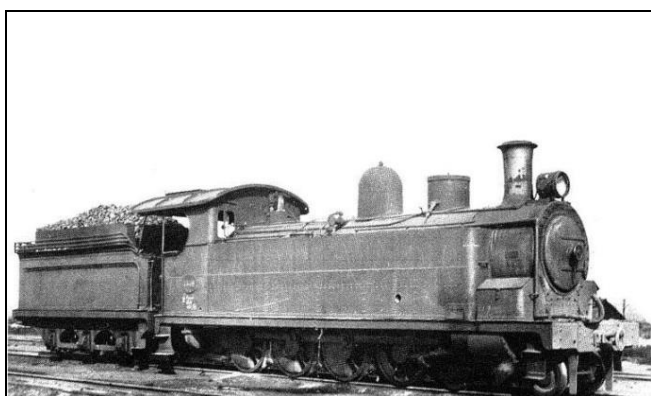
At the time of writing, three of the former IMR 7B's have evaded the scrapman, two of which can be found dumped out of use at the Zambezi Sawmills Railway in Zambia. The third survivor however No 1056, was restored to steam and used on a number of special trains in the 1990's. It now resides at the Outeniqua Transport Museum in George.

Johan Steenkamp's superb photograph above shows No 1056 double heading a special freight working at Mossel Bay with 7A No 1007 prior to the pair being retired to the Museum. Our feature on locomotives for the IMR continues on Page 5.

As the War dragged on, the IMR's need for reliable steam locomotives increased and in 1901 Lt Col Girouard went back to Springburn for two more batches of engines. Once again, he chose well proven types but this time, to speed up construction, all three NBL Constituent firms were involved. The two designs selected were 40 of the Cape 8th Class 4-8-0's and 35 of the Natal Government Reid 4-10-2 Tanks, all of which were quickly completed in 1902. Fortunately, the War ended on 31st May 1902 so very few of the engines saw active Military service but they were still urgently needed to help rebuild the railways.



As mentioned earlier, the Imperial Military Railways became the CSAR in July 1902 and the Cape 8th locos were designated Class 8-L1. In 1912, when they were assimilated into the South African Railways, they were renumbered between 1092 and 1131 and designated Class 8A. Six of them still exist in various state of repair including No 1106 (formerly IMR 415) seen above at Breyten shed in 1981.



The IMR Reid Tenwheelers were also taken into CSAR stock where they were designated Class E. However, although they were powerful locos for their time, they were found to have an inadequate coal and water supplies for trips of any length and from 1904 onwards, 29 of them were converted to 4-8-0 tender-tank engines (SAR Class 13). Five others were converted to H1 Class 4-8-2 Tanks by the simple removal of the rear pair of driving wheels and one engine was scrapped. Sadly none of the IMR Tank locos have been preserved although two of them, IMR Nos 224 and 251 managed to survive into the 1980's in industrial use.

The full story of each of these three IMR Classes can be found on the following sites on Wikipedia :

https://en.wikipedia.org/wiki/South_African_Class_8A_4-8-0 [SAR Class 7B 4-8-0](https://en.wikipedia.org/wiki/SAR_Class_7B_4-8-0) [CSAR Class E 4-10-2T](https://en.wikipedia.org/wiki/CSAR_Class_E_4-10-2T)



DUBS IN JAPAN

(photos : Keiichi Kumazaki)



We are very grateful to Japanese photographer Keiichi Kumazaki for sending us these interesting images of Dubs 3ft 6ins gauge 0-6-2 Tank No 2774 which was built at Glasgow Locomotive Works in 1891. Today it is preserved at the at Nippon Institute of Technology and occasionally steamed on a short length of track. Further information about this fascinating little loco and its classmates would be greatly appreciated.





A new Group have been launched with the stated intention of purchasing the body shell from Class 33 No 33046 and converting it into a North British Type 2 Diesel Electric to be numbered D6170. Details can be found on their Facebook page : [Class 29 rebuild no.D6170](#) Two of the early NBL Type 2's Nos D6112 & D6110 are seen at Stratford shed in the company of Brush Type 2 No D5505 when new in May 1959.

New Build Locomotive Scotland, who are rebuilding Dubs 4-4-0 No 54398 'Ben Alder' have announced their home for the foreseeable future. An agreement has been struck between NBLs and Fife Heritage Railway which will see NBLs utilising the FHR site in Leven as a component storage facility and base of operations. They have launched a £10,000 appeal to fund design work and cutting of the leading bogie frame side plates. Further details can be found on their website : <https://www.benaldernewbuild.com/news>

Peter Odell reports that Steamnet2000 have prepared their on loan 25NC 4-8-4 No 3482 (NB 27342) for an initial steam test and safety valve setting. The test is due to take place in mid-February. Apart from replacing boiler cladding and missing pipework, the work has included replacing header covers, servicing the reverser and grate shaker, renewing water pipe connections and replacing life expired ashpan cooler pipes.

The news item about GMAM Garratt 4112 at Summerlee prompted NBL Member Martin Coombs to recall a fascinating anecdote he heard about this loco from ex NBL employees in the 1990's. It seems that part of No 4112's frames had fallen from a crane at Springburn during construction and it is believed that one of the workers was killed. The cast steel bed frames (created of course in the USA) were too complicated for repair on site and had to be sent to Stanton & Staveley Ironworks to be straightened before the loco was re-erected. Could any of our readers possibly confirm this interesting story please or provide further information ?

**Thank you all once again for your continued interest and 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 :

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TELEPHONE NUMBER :

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JOINING FEE OR DONATION TO NEWSLETTER COSTS : £

DONATION TO HENDRIE 1301 TRANSPORT FUND : £

DONATION TO DUBS TANK 196 RESTORATION FUND : £

OWNERSHIP SHARES / DONATION TO 19D 2767 : £

OWNERSHIP SHARES / DONATION TO NBL TANK 25916 : £

TOTAL ENCLOSED : £

**Please make cheques or orders for Donations or Shares etc payable to ‘NBL Preservation Group’
All contributions will be gratefully acknowledged, thank you for your support.**