

NBL Preservation Group

Honorary President Sir Hugh Reid

October 2011 Newsletter



‘STEAM MASTERSHOT’ GOES LIVE

Thanks to some hard work by our webmaster Steve Knapman, the new website for our Steam Mastershot service has now been completed and can be found on : www.steam-mastershot.co.uk The service is now live and bookings can be taken for any dates for the remainder of 2011. Advance bookings for 2012 are also now available on request. You do not need to be a NBLPG Member to take part.

As mentioned last month, we are providing a minimum cost, personal travel service to take enthusiasts out and about to photograph and chase main line steam and visit preserved railways in the UK. Subscribers will be collected from their home, hotel or airport by private car with an expert guide to take them to the photographic locations of their choice.

This will be a service provided by enthusiasts for enthusiasts with proceeds going directly to our locomotive preservation funds. Please contact us if you would like a good day out with steam in the UK, secure in the knowledge that the cost of your trip will help to finance the preservation of North British Locomotives.

In the photo above, ‘NBL King Arthur’ No. 30777 ‘Sir Lamiel’ leaves Loughborough Central in 2009

SEVENTH HEAVEN



Former Cape Government Railways 7th Class 4-8-0 No.970 stands in the evening sunshine outside the local church at Riversdale in South Africa in February this year. All three NBL constituents, Neilson, Dubs and Sharp Stewart had a hand in building the 7th Class locomotives between 1892 and 1901 and this particular engine rolled off Neilson & Co's Hyde Park production line in 1892 carrying Works Number 4450.

Originally designed by H.M. Beatty, the Chief Locomotive Superintendent of the CGR, there were several variations of the 7th class and they migrated far and wide throughout Southern Africa. A number of them ended their days at the Zambezi Sawmills Railway in Zambia where they worked on the line from Livingstone to Mulobezi. This fortunate turn of events resulted in Wildlife Artist and Railway Enthusiast Mr. David Shepherd acquiring Sharp Stewart 7A No. 993 and returning it to the UK where it is seen, below right on display at Cranmore Station. Having subsequently moved to the National Railway Museum at York, No.993 is now being restored to SAR black livery and is expected back on display in its new guise soon.

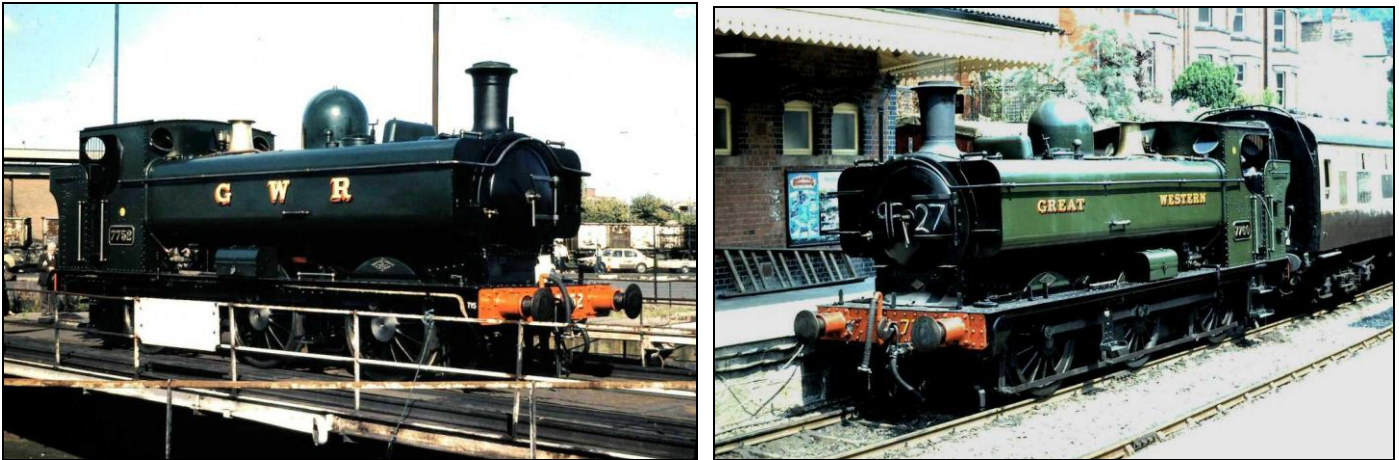


Several of the class have been preserved in South Africa including three at the Outeniqua Transport Museum in George where Neilson 7A No. 1009 can be seen, above left, welcoming visitors by the gate. Full details of the museum can be found at : <http://www.outeniquachootjoe.co.za/museum.htm> Beware though, despite the comments on the website, the steam hauled Choo Tjoe service no longer runs.

(Photos KL Collection)

PANNIERS IN THE NEWS

It has been announced that recently restored NBL 0-6-0PT No. L94 (left) is to be fitted with TPWS and OTMR systems in readiness for main line trials in the coming months. Formerly GWR No. 7752, this engine was the last steam locomotive in regular service on London Transport when it was withdrawn in June 1971.



It is now hoped that a double headed pannier tour can be arranged around the Midlands area with L94 and Tyseley stablemate No. 9600 in November or December this year. The third pannier at Tyseley, NBL built No. 7760 (right) is another former LT veteran and was offered for sale in working order some time back. It is now out of use however, having donated its boiler to L94 as part of the latter's overhaul.

We would greatly appreciate photographs of the forthcoming pannier tour, or of No. L94 in its striking new LT maroon livery for future inclusion in this Newsletter.

THE GWR 6000's (words & photos by Malcolm Peakman)

Whist on the subject of GWR locos, it is a little known fact that North British built two of the GWR 6000 series locomotives, with other members of the Class coming from Robert Stephenson and Nasmyth Wilson.

Most people think of the "Kings" when the 6000 Class is mentioned, but back in September 1920 the GWR took 84 of the Great Central type ROD 2-8-0's on loan, and numbered them mainly in their 3000 series. They had already purchased 20 of the Class in 1919 so, in true GWR style the 6000 block was used for the "overflow". That meant there were actually 4 locos numbered 6000 to 6003 – long before the Kings were introduced in 1927. Of these 6002 and 6003 were built by NBL - ROD 1841 and ROD 1936. Later three of these locos went to the LNER, with one staying in GWR stock – full details are shown below, the final BR numbers are shown in bold type. As per these photos, builders plates from the two NBL locos have survived.

GWR 6000 R Stephenson	3768	1919	ROD 1741	LNER	Dec-23	6309	3729	63729
GWR 6001 Nasmyth Wilson	1247	1917	ROD 1704	GWR	May-25	3023	3027	
GWR 6002 NBL Q. Park	21808	1917	ROD 1841	LNER	Dec-23	6255	3756	63756
GWR 6003 NBL Q. Park	21913	1918	ROD 1936	LNER	Dec-23	6264	3818	63818



DIESEL CORNER**(Photo Courtesy Chasewater Railway)**

Chris Ecob has written to advise that North British 0-4-0 diesel hydraulic shunter No. 27876 is up for sale. This locomotive was built in 1959, is currently based at the Chasewater Railway and is in working order. It is in BR green livery carrying the running number D2911 and is vacuum fitted so suited to passenger stock. Interested parties should email Chris direct at : chris.ecob@elkem.no or telephone him on : **07774 696 544**. Chris has kindly provided a brief resume of the locomotives history and working career as follows:

**North British 0-4-0 Diesel Hydraulic, Works Number 27876, Weight 36 tonnes, Axle load 18 tonnes.
Engine MAN-NBL 330 hp, block cast by NBL under licence from MAN.**

This locomotive was built by NBL, Queens Park in 1959, one of a batch of 17 similar locomotives, 14 of which entered service with British Railways and were subsequently scrapped in 1967. This particular machine, one of the remaining three sold to the National Coal Board, order number L96, and was delivered to Haydock Railways, Lancashire (ex Richard Evans & Co Ltd) in 1959 and then numbered D5.

In November 1963 it was transferred to Parsonage Colliery, just outside Leigh, and then moved to Parkside Colliery in November 1964. In late 1970/early 1971 it returned to Parsonage where it stayed until June 1975 when it moved to Walkden Central Workshops (ex Manchester Collieries Ltd). Sometime between August 1976 and February 1977, the locomotive had moved again, this time to William Pit in Cumbria.

Being a well travelled engine, it returned to Walkden in April 1979 for a full overhaul and then returned to William Pit in August 1978. Again, D5 returned to Walkden in January 1982 and made the return journey to Cumbria in March of the same year. The machine was then taken for preservation by the Derwent Railway Society (Whitehaven) where it was painted in LNER green livery.

The history and whereabouts in the 1980's are lost, but the engine was subsequently re-purchased by the now-named British Coal when it was fully overhauled and used at the Chatterley Whitfield Mining Museum. On the closure of the CWMM in 1993, it was purchased by the Nottingham Sleeper Co in Worksop, where it remained until 1999 where it entered private ownership and was stored on a site in Uttoxeter.

In 2006, the engine was purchased privately and transferred to the Chasewater Railway, where it underwent a complete overhaul and made it's first public appearance in the Autumn Gala in 2007. Subsequently, the engine was re-numbered D2911, the running number of a British railways engine of the same class based at Rugby prior to scrapping. The engine is now painted in Brunswick Green with full BR regalia and has been vacuum fitted for passenger service.

'R' CLASS ANNIVERSARY

Further to his excellent photo of R711 on the cover of our August Newsletter, Peter Sweetten from Craigieburn Australia has kindly sent details of the Steamrail Victoria special train run on 17th September from Melbourne to Bendigo to commemorate the 60th Anniversary of the 'R' Class 4-6-4's in service.

NBL built R761 (27051) and R707 (26997) headed the train which is seen above near Macedon and both locos displayed 60th Birthday headboards. This tour was the closest run to the actual anniversary date of the class introduction to service on the Victorian Railways when R703 hauled her first train in August 1951.

(Photo Peter Sweetten)

DUBS WORK PARTIES

Don't forget that the first Dubs Tank work party will be held at the Mizens Railway this coming Saturday 8th October from 12-00 till 4-30 pm with further sessions taking place on the first Saturday of each month. Everyone is welcome so please come along and help us if you can.

Additional funds are still urgently required for the Dubs project, to repay existing loans and to cover ongoing maintenance costs so please send what you can to help us keep this fine locomotive in good shape. We look forward to seeing as many people as possible at the Mizens on 8th October.



Thank you all once again for your continued support, More News Next Month, Best Regards, Ken

**Newsletter published by the NBL Preservation Group Ltd, Company Registration Number 7508287
A Not for Profit Organisation**

MEMBERSHIP & INFORMATION

If you would like to comment on our preservation activities or would like further information on any of our projects, please contact Ken or our Webmaster Steve Knapman by letter or by e:mail. Photos and articles for our website should be sent to : steve.k@rubihorn.demon.co.uk

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.net

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.

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.** Or e:mail : ken.livermore@btinternet.com

**NORTH BRITISH LOCOMOTIVE PRESERVATION GROUP
HON. PRESIDENT SIR HUGH REID**

MEMBERSHIP / DONATION FORM

NAME :

ADDRESS :

TELEPHONE NUMBER :

E:MAIL ADDRESS :

ASSOCIATE MEMBERSHIP JOINING FEE : £10

DONATION TO DUBS TANK No. 196 RESTORATION FUND : £

DONATION TO CLASS 11 No. 929 RESTORATION FUND : £

DONATION TO NGR CLASS 1 4-8-0 SHIPPING FUND : £

DONATION TO REPLICA 'ENGINE 61662 APPEAL' : £

TOTAL ENCLOSED : £

All donations, loans and subscriptions will be acknowledged, thank you for your interest and support. Please make cheques or orders payable to 'NBL Preservation Group'