

The NBL Preservation Group

WOULD LIKE TO WISH EVERYONE

A Merry Christmas !



AN EVENTFUL YEAR

As I sat writing last December's Newsletter, two NBL 8F's were in transit to the UK from Turkey, we were making arrangements to ship our Dubs Tank locomotive from South Africa and the purchase and subsequent return of 'Dunrobin' was still a well kept secret. All four of these repatriations have now been successfully completed increasing the number of preserved NBL / Constituent locos in the UK to no less than 83. In addition, our Preservation Group has achieved Limited Company status and our Steam Mastershot service has been launched. However, with hundreds of NB steam locos rusting in foreign fields, this is not a time to take our foot off the pedal. I would like to thank you all for the support we have received to date and to assure everyone that we will continue to move forward with deserving projects wherever possible.

By the way, the classic Alpine snow scene captured above makes an extremely convincing Christmas photo - but it was in fact taken at Arthurs Pass station in New Zealand on a wintry 24th July this year ! The loco is preserved New Zealand Railways Jb Class 4-8-2 No. 1236 (NBL 24559/1938)

(Photo Ian Welch collection)

GRESLEY N2 ON TOUR

Since its restoration to GNR green livery, Great Northern N2 Class 0-6-2 Tank No. 1744 has been in great demand for Galas and Open Days on Britain's steam railways. Although long associated with the London area Kings Cross suburban traffic, the engine has roamed far from home in 2011 visiting the Severn Valley, Swanage Railway, West Somerset and Watercress Lines to name but a few. Probably its most surprising appearance occurred on 19th November when it was guest of honour on a specially laid section of track at the Warley Model Rail Show at the National Exhibition Centre !

A total of 107 N2's were constructed for the GNR and LNER between 1921 and 1929. North British built 50 of the Class and the rest were shared between Doncaster Works, Beyer Peacock, Hawthorn Leslie and the Yorkshire Engine Company. No. 1744 was a Hyde Park product of 1921 and carries NBL Works Number 22600. Becoming LNER No. 4744 and later BR 69523, the loco averaged around 30,000 miles per year and clocked up more than one million miles before BR record keeping ceased in 1958. After withdrawal from service in 1962, No. 1744 was purchased for preservation by the Gresley Society and is now usually based at Loughborough shed on the Great Central Railway.



(Photos Nick Newport)



This is a rather loose title to introduce a few deserving locomotives that I've been trying to fit into our Newsletter without success for several months ! Before the return of our Dubs Tank in May, the only conventional Dubs steam loco preserved on the UK Mainland was North Eastern Railway 0-6-0 No. 1275 - seen here whilst on loan to Swindon Museum in September 1990. No. 1275 belongs to the 1001 Class and was designed by William Bouch, it was one of Dubs earliest locomotives carrying works number 708 / 1874. The loco had a long service career and was the pride of Malton shed in North Yorkshire where it was kept in superb condition. In 1923 it became the only 1001 class loco to enter LNER ownership and it was restored for the Stockton & Darlington Centenary celebrations in 1925 having run almost 1 million miles in service ! No. 1275 can normally be found on display in the Great Hall at the National Railway Museum in York.

As seen in the photos below, the NRM 'Locomotion' outpost at Shildon currently provides temporary shelter for a couple of NBL / Constituent engines - for very different reasons. Sharp Stewart (Manchester) 0-4-0 No. 1443 of 1863 is taking a break from work on the UK preserved railway circuit and will hopefully be back in steam next year. This loco was rebuilt and ran as an 0-4-0ST for many years before being restored to its original form as Furness Railway No. 20 in 1998. Meanwhile, Turkish Railways LMS 8F 2-8-0 No. 45170 (NBL 24755 / 1941) is on temporary display in as withdrawn condition pending a major overhaul.





On November 25th Friends of the Rail, Pretoria [South Africa] based steam club operator commenced their Christmas season of day trip steam specials from their dedicated Hermanstad base to the popular tourist destination at Cullinan, some 50kms. Cullinan is at the end of a lightly used 9km branch from the eastbound electrified main line. It has previously been subject to the theft of steel sleepers, in one case resulting in 15F 4-8-2 No 3117 derailing about 2 years ago. A programme is now in place by Transnet Freight Rail to replace all steel sleepers with concrete, these can be seen in the photo above awaiting installation.

On November 26th I was volunteer driver of train 988563, the 08.30 Hermanstad -Cullinan with fireman Gabor Kovaks and a TFR pilotman. Locomotive was FOTR North British Class 24 2-8-4 No 3664 (works no. 26376/1949) on 5 coaches and an auxiliary water tank. We were keeping a keen eye open for sleeper theft and speed down to some 15kph. At a level crossing some 3km before Cullinan I noticed what looked like a p.way lorry with Hiab standing by the roadside. One km later I had to make an emergency brake application and stopped short of a section where our approach had obviously disturbed someone busy stealing steel sleepers. The locomotive came to rest on already loosened ties and further sleepers were lying nearby in the bush obviously waiting to be loaded. Passengers walked into Cullinan and were bussed home. Eventually the train reversed to the main line junction at Rayton and returned ECS TFR have now relaid the line and FOTR operations continue normally.

NEW HOPE FOR THE CHOO-TJOE ?

(Extract from the RSSA 'On Track' Newsletter)

On a brighter note, Stewart Currie, editor of the RSSA Reef Branch Newsletter 'On Track', has reported the following information : We have it on reliable authority that moves are afoot within Transnet to reopen a section of the line between Knysna and Sedgefield. A feasibility study is currently being carried out and staff previously employed at Voorbaai, have been approached to rejoin Transnet. Some sort of loco refurbishment / maintenance facility is apparently going to be set up at Sedgefield utilising the same locomotives and staff who were previously employed when the Outeniqua Choo-Tjoe was fully operational. It is not entirely clear who is responsible for this initiative but it does appear to be Transnet led at this stage.

NB NEWS PAGE

Both B1's on Home Straight : Overhauls of the two remaining North British LNER B1 4-6-0's, Nos. 61264 & 61306 are progressing well and this raises the exciting possibility that both engines may return to active service during 2012. Double headed B1's would be a fabulous sight to see ! No. 61264 (NBL 26165) is the most advanced with boiler work being undertaken at LNWR Crewe and other tasks being completed at Barrow Hill loco shed. The engine is owned and operated by the Thompson B1 Locomotive Trust and further information can be found on their website : www.thompsonb1.org.uk I'm sure they would welcome a small donation to get this fine engine steaming again.

In the meantime, privately owned No. 61306 (NBL 26207) has been moved to Boden Rail Engineering in the West Midlands and requires only minimal work on the boiler. The locomotive's chassis and motion were overhauled last winter so it is hoped that a fast turnaround can be achieved. No. 61306 was one of the last three B1's to work on BR and survived in regular service until September 1967.

Railway Slide Shows : Club and Society Secretaries please note that we have put together a number of Colour Slide presentations for 2012 to spread the word about our projects and help with our fundraising. Each show features around 120 images and lasts for approx 90 minutes with 15 minutes break halfway through. Virtually all the content is based on actual railway journeys and shed visits and all the photos were taken during the dates shown below. The presentations are bookable as of now at the bargain price of £1 per audience member plus petrol costs (minimum booking fee £25) However, until we can recruit some additional presenters, the shows will need to be restricted to a 60 miles radius of Reading for the time being, except by special arrangement. Interested groups should please contact Ken on 01189 864 706.

- 1) **Great Eastern Lines 1954 - 1962**
- 2) **London Area Stations & Sheds 1958 - 1960**
- 3) **Routes from Paddington 1958 - 1962**
- 4) **Waterloo - Bournemouth & South Coast 1959 - 1961**
- 5) **Railways of Scotland 1962**
- 6) **London Midland Main Lines 1958 -1962**
- 7) **Kings Cross - York & Sunderland 1957 - 1961**
- 8) **Engines of the North British Locomotive Company, Glasgow**
- 9) **UK Steam Preserved 1968 - Present**
- 10) **British Steam in South Africa 1987 – Present**

Lost Leviathans : A good number of books were sold following last month's announcement in our Newsletter and as mentioned, each sale benefits our funds by 20% of the face value. Please contact Ken if you would like a copy of the flyer or you can order your copy of the book direct from Colin Garratt at : Milepost 92½, Newton Harcourt, Leicestershire, LE8 9FH. (price £30 including UK postage, please make cheques payable to **Milepost 92½**) 'Lost Leviathans' will make a superb present for Christmas or any other occasion and your purchase will help us to preserve North British steam. Please ensure that you mention NBLPG when you order your copy so we can take advantage of Colin's kind offer.

Thank you all once again for your continued support, have a great Christmas !

More News Next Month, Best Regards, Ken

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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'