

NBL Preservation Group

Honorary President Sir Hugh Reid

February 2012 Newsletter



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61662 APPEAL 'KICKS OFF'

(Photo by RC Riley courtesy Rodney Lissenden)

Having been running in the background for some time whilst we finalised the shipping of our Dubs Tank, we are delighted to announce that the NBL Preservation Group project to build a Replica LNER 'Footballer' has now been officially launched. Manchester United FC have very kindly featured our project in their match programme and on their website as the identity of the chosen engine is of course BR 4-6-0 No. 61662. This project was first mooted back in 2008 and has probably been the worst kept secret in preservation !

The selection of No. 61662 may come as a bit of a surprise to some as the original engine, LNER No. 2862, was of course built by Robert Stephenson & Co in Darlington in 1937. However, its construction was based on the original NBL design and North British also had a very close direct connection with Manchester via Sharp Stewart. This famous company built more than 3,000 steam locomotives at their Atlas Works in Manchester over a 50 year period before moving north to Glasgow and becoming a major constituent of the North British combine. In 1862, Sharp Stewart produced the World's first ever steam loco to feature inside frames and this engine very appropriately carried the name 'Manchester'.

Historians of Manchester United FC will know that this world famous Club is without doubt the most appropriate team in the country to have a steam locomotive named after them – for more details read on !

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ENGINE 61662 APPEAL Contd.

(Photo by T.B. Owen courtesy www.colour-rail.com)



When Manchester United FC came into being in 1878, their original name was Newton Heath LYR Football Club. The LYR of course stood for the Lancashire & Yorkshire Railway, well known and much loved by railway enthusiasts as the 'Lanky'. The team was started by railway workers in the L&Y Carriage & Wagon department and initially played their matches on a ground close to the railway yards in North Road. Most of their early games were played against other L&Y departments or teams from other railway companies. Such was the footballing interest on the 'Lanky' that the new team needed to add the initials LYR to their title to distinguish themselves from Newton Heath Loco FC who had been established several years previously !

The original 'Manchester United' steam locomotive was built in 1937 and ran almost one million miles in traffic before being withdrawn from service at the end of 1959. It was constructed to a design that had been produced by the North British Locomotive Company in Glasgow in 1928 after two failed attempts by Doncaster Works to produce a suitable type for the LNER. 25 members of the Class were named after top Football League Clubs of the era and each one carried club colours and a distinctive brass football.

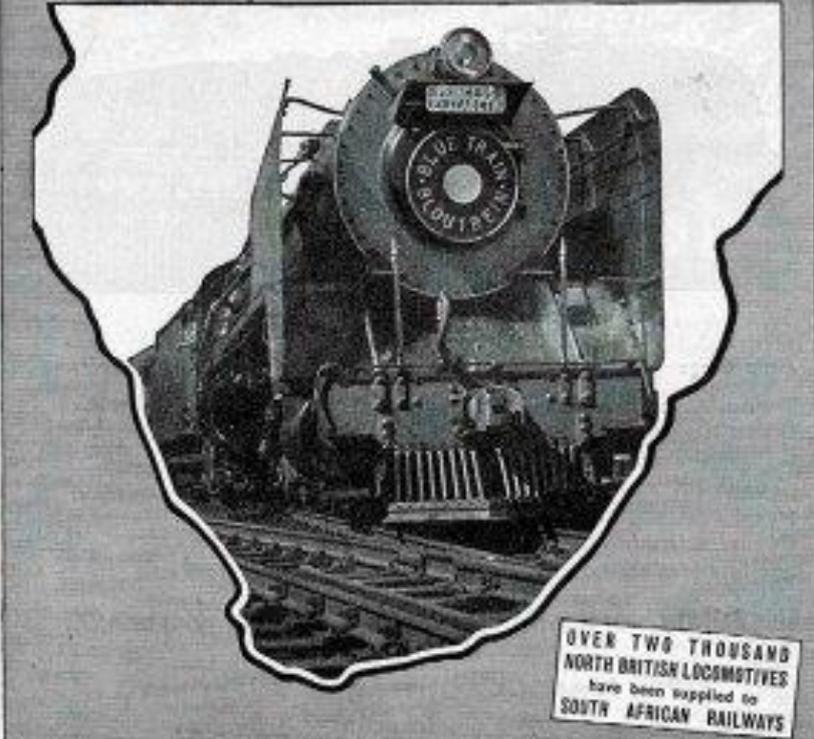
The 61662 project will be an interesting experiment for us as our main appeal for funding is being focussed on football supporters rather than the railway enthusiast groups normally approached. Anyone who would like to see LNER 'Footballer' No. 61662 running again is very welcome to contribute and new banking facilities have been opened for the appeal to avoid any conflict with our existing projects. A new website for the project is available to view at : www.engine61662appeal.co.uk All donations from as little as £1 upwards will be very gratefully received. Please make cheques or orders payable to Engine 61662 Appeal and send them to : **Engine 61662 Appeal, PO Box 185, Audenshaw, Manchester, M34 0BE.**

Volunteers are urgently needed to help with leaflet distribution and fund raising on match days in the Manchester area and reasonable travel expenses will be paid. If you are able to help with this, please contact Ken on **01189 864 706**. Manchester United Football Club have an estimated 2 million fans so if we can interest each one in making just a £1 donation, the loco will run again. The above photo features the original No. 61662 in immaculate condition fresh out of works after an overhaul at Doncaster in 1953. This is exactly how we intend that it will look when the project is completed.

EXPORT SUCCESS

Janie 1952 TYDSKRIF VAN DIE S.A. SPOORWĖS EN HAWENS 1

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for SOUTH AFRICAN RAILWAYS



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Sixty years ago NBL was still a major exporter and Reefsteamer's Aidan McCarthy has kindly sent us some excellent scans of adverts appearing in the 1952 SA Railways & Harbours Magazine to remind us of those happier days. The 2,000th locomotive mentioned above was of course Class 24 2-8-4 No. 3675 (NBL 26387 / 1949) which was named 'Bartholomew Diaz' after the famous Portuguese explorer. The loco currently survives in storage at Voorbaai shed near Mossel Bay. By the mid 1950's more than 2,500 North British built railway locomotives had been supplied to South Africa.

Most of NBL's business in South Africa was carried out by their Agents, Reunert & Lenz who were based in Johannesburg. The firm was established in 1888 by Theodore Reunert, an enterprising young engineer from Leeds, and Otto Lenz, an export salesman. Their initial business was as the agency for John Fowler and Company of Leeds, suppliers of traction engines, plows, and later, railway locomotives. Over the years they took on many other agencies, working for international firms such as Babcock & Wilcox, Bellis & Morcom, ASEA of Sweden and the North British Locomotive Company to name but a few. Now known simply as Reunert Ltd. the firm continues to operate in South Africa this day.

By the way, Reefsteamers website address is now www.reefsteamers.com (not .co.za as stated last month)

IDENTITY CRISIS 2



Another our African correspondents has kindly sent these images of North British 12th Class 4-8-2 No. 256 preserved in fine condition outside the Botswana Railways workshops at Mahalapye. It's great see to that the loco is still in such fine shape but, like the 19D at Voorbaai in our November edition, the worksplate carried by No. 256 raises a query. NBL works number 23740 / 1926, as seen in the pictures centre and right below, was actually allocated to a 12th Class loco built at Queens Park in 1926 for the Mashonaland Railways under Order No. L845. According to our own records, No. 256 at Mahalapye should actually be NBL 24005. As ever, your observations and comments will be very welcome on this one.

The 12th Class 4-8-2's were introduced onto the then Rhodesia Railways in 1926 to provide modern and reliable motive power on the Salisbury – Bulawayo – Wankie route. North British came to build five batches of the type between 1926 and 1929. They were highly popular with the railway management and crews and seven of them are known to survive in preservation. No. 256 was originally plinthed at Gaborone and moved to its current location in 1994.





North British / LMS 'Jubilee' 4-6-0 No. 45596 'Bahamas' (NBL 24154 / 1935) has been selected to attend the 'Railfest 2012' exhibition at the National Railway Museum in York. One of the biggest events of its kind in the UK, Railfest will feature around 20 steam locomotives of four different gauges and runs for 9 days from 2nd – 10th June. No. 45596 is normally based on the Keighley & Worth Valley Railway and the owning group, the Bahamas Locomotive Society, are urgently raising funds for the loco's overhaul. They have set up a Text Messaging scheme whereby people wishing to help can send small amounts of money by mobile phone. Donors just text 70070 and enter JUBE35 £2 (for a £2 donation), JUBE35 £5 (for a £5 donation) or JUBE35 £10 for a £10 donation. Further details can be found on : www.bahamas45596.co.uk

NBLPG Newsletter : Postal recipients will notice that we have reverted to colour printing for this edition. This is due to a very kind donation from one of our members who has asked not to be named. Monthly photocopying costs remain very expensive however, as does the distribution of Newsletters to our postal Members. If you are able to help with either of these issues please contact Ken on 01189 864 706. Any donations towards the cost of postage of photocopying will be greatly appreciated.

Paraguay Project : Progress is still being made but we are waiting on a set of drawings from Glasgow University Archives before we can accurately price shipping and transport costs. More news asap.

Dubs Tank No. 196 : Preventative maintenance work on our Dubs has been suspended since before the Christmas break but working parties will resume as soon as the weather improves. The old lady still looks very impressive as you enter the Mizens Railway and we aim to keep her that way. Please don't forget that the balance of her shipping costs was funded by short term loans from a small group of our members. These do need to be repaid and any donations to the Dubs fund, no matter how small, will be greatly appreciated.

**Thank you all once again for your continued support
More News 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 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 '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'