

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

April 2014 Newsletter



HENDRIE UPDATE

(Photo courtesy Tim Gilbert)

NBLPG Members Tim Gilbert and Graham McWilliams paid a visit to Greenside Colliery on 20th March and are pictured in front of Hendrie NGR Class 1A 4-8-0 No. 1301 which has been very kindly donated to our Group by Anglo Coal. The purpose of the visit was twofold, first of all to check on the locomotive's current condition and secondly to assure the Mine Management that our plans to preserve it are still on track.

By way of an update, our Fund for this engine continues to grow but we have delayed taking action on this until we receive news from Transnet about the disposal of their surplus steam locos. No. 1301 is secure for the present time and we may need to focus our immediate efforts on other engines to save them from being scrapped. Please be assured however, that it remains our intention to move and restore No. 1301 at our earliest opportunity. This engine was the joint product of NBL and David Hendrie - Scotland's greatest locomotive designer, so securing its long term future remains one of our primary objectives.



Our Engine 61662 Appeal Publicity Stand was well received at the West Somerset Railway Gala at the end of March. We recruited several new Members and picked up a number of valuable donations. Fortunately for us we discovered that the line's Marketing Manager is a keen Manchester United supporter so our Stand was positioned in one of the prime sites on Minehead Station - right opposite the engine shed !

Two of the Stars of the Gala were Great Western 4-6-0's 'Raveningham Hall' and 'Odney Manor'. They are seen being serviced at the shed as a Peckett 0-4-0 Saddle Tank runs past with a driver training special. Hopefully our own 4-6-0 No. 61662 'Manchester United' can be added to the gala line up one day !

Back at our Mizens Railway base, steps are now being taken to replace the coping plates on the right hand side of No. 61662's Tender. These are the coal retaining panels at the top of the bunker and the right side panels have become seriously corroded over time. Drawings for the coping plates have been obtained and the metalwork is now on order. The whole job is expected to cost around £400 and, as long as the present rate of funding can be maintained, we hope that they can be made and fitted during the next few weeks.

Interest in our Appeal continues to grow with 15,357 'hits' now recorded on our website from more than 20 countries - plus 585 'likes' on our Facebook page. We are running a trial blog on the website to determine the level of interest and participation. There is an additional option at the bottom of the menu on the left of the home page entitled 'Have Your Say', so please take a moment to look at this new feature. Whilst this is primarily aimed at our 'Manchester United' B17 project, we welcome comments and feedback regarding all aspects of the heritage railway and steam scene on : http://www.engine61662appeal.co.uk/wp_blog/

A big **thank-you** to everyone who has sent in donations during the past few months, they are greatly appreciated and we can't move the project forward without your support - so please keep them coming in.



Between 1903 and 1948 NBL received 112 Orders for a total of 1,191 steam locomotives from the railways of Argentina making the country one of Springburn's most important customers. Happily the situation is still reflected today with some 49 locomotives from NBL and its constituents having survived into preservation.

The largest preservation organisation in Argentina, with 25 steam locomotives and 7 diesels located at four different centres is the Ferroclub Argentino. This was founded in August 1972 and gradually expanded, eventually taking on railway facilities at Lynch, Escalada, Tolosa and most recently at Haedo. Currently the FC Argentino has more than 1,500 members of which around 300 play an active part in the club's preservation activities. In addition to the locomotives, more than 100 items of rolling stock have been saved.

In the wonderfully evocative photo above, Neilson 0-6-0 No. 27 'Monte Caseros' (works number 3870 of 1890) is seen crossing the Arroyo de la Cruz near Buenos Aires with an enthusiast's special. No. 27 is normally based at the Lynch Preservation Centre which is the largest of the four FCA sites and was originally part of the Gral Urquiza National Railway locomotive shed.



The FCA have six more North British steam locos in their collection. Shown above are: 2-6-2T No. 3166 (NBL 23157) at Tolosa, 4-6-0 No. 1056 (NBL 16693) at Mendoza and 2-6-0 No. 15 (Dubs 2403) at Lynch. We are very grateful to the Ferroclub Argentino for the information and photographs used in this article, Further details of their engines and activities can be found on their website : <http://www.ferroclub.org.ar>



Although North British ceased trading back in 1962, the old company is alive and well on the Railwayana Auction circuit. For example, no less than 17 of the Lots in the Great Central Railwayana Auction due to be held at Stoneleigh Park on 12th April are from locomotives built by NBL or its constituents. Many of these items would have seen their first light of day in the heat of Springburn's furnaces.

Probably the most exciting (and most expensive) North British item on offer is a 'Walsingham' nameplate, carried by NBL designed LNER B17 4-6-0 No. 2802, later 61602. Although the third of the Class in numerical sequence, this locomotive was in fact the first of the B17's to enter service being delivered to Eastfield shed for trials in November 1928. The Auctioneer reports that 'Walsingham' was swiftly returned to NBL to have the nameplates repositioned from the leading splashers to the centre ones ! You may need to check your bank balance before bidding on this Lot though, as the guide price is £6,000 to £8,000 !



Other NBL 'goodies' that will be going under the hammer on the day include a selection of diamonds and a worksplate from each of the three NBL constituent companies. Several NBL cabside plates from the SAR and GWR are included in the sale plus 3 BR smokebox numberplates that were carried by North British locomotives in their later days. There are 500 Lots in all and realisation prices are expected to range from £100 to possibly £35,000 for the LNER A4 'Wild Swan' nameplate which is one of the star attractions.

We are very grateful to Great Central Auctions for the information and photographs kindly supplied for this article. A full catalogue for the 12th April Auction can be found on-line at : <http://www.gcauctions.com>

TOUR SEASON STARTS

(photo : KL Collection)



Spring has arrived in the UK, heralding a new season of our accompanied tours to Britain's main lines, steam centres and preserved branches. Several trips have already been run this year to destinations including the Watercress Line, Llangollen and the Bluebell Railway. If you are resident in the UK or just visiting and would like a day out with steam, we will collect you from your home or hotel and take you to some of the best locations on Britain's railways.

All our trips are individually priced to minimise costs and all proceeds generated go direct to preservation of North British Locomotives, full details can be found on our special website : www.steam-mastershot.co.uk

The photo above shows SECR 'C' Class 0-6-0 No. 592 leaving Sharpthorne Tunnel with the Bluebell Railway's Vintage Train heading for East Grinstead during March 2014. The first 15 of this class were constructed by Neilson Reid in 1900 and Sharp Stewart built 15 more the following year. No. 592 however, was a slightly later example, built at the SECR's own former LCDR Longhedge Works in Battersea in 1902.

2014 SLIDE SHOWS

Our series of Colour Slide Presentations has been updated for 2014 and the first seven programmes now feature full 'steam days' content around the BR Regions in the 1950's and 1960's. Additional shows have been added to include working steam in China and South Africa. The next presentation 'Southern Lines & Isle of Wight 1958-1961' will be held at the Enfield Transport Circle (formerly EARM Enfield Branch) on Tuesday 13th May. Please let me know if you would like to come along so I can advise the organisers.

Club & Society Secretaries please note that a full list of our current slide presentations is available by email from ken.livermore@btinternet.com or telephone 01189 864 706.

Many thanks to everyone who supported our requests for donations of books and railwayana last month, Graham Warburton, Mike Johnson and George O'Hara deserve a special mention for their generosity. We now have a good number of items for sale including these pictured below.



1) A beautifully framed colour photograph 31ins x 21ins of Class 47 No. 47225 on a Merry Go Round coal train at Aberthaw Power Station in the 1980's, £10 + delivery charge or buyer to collect from Reading.



2) A selection of latter day BR wagon and coach plates just £10 each plus delivery or buyer to collect.

3) Space precludes including photos of all the books for sale this month, the photos show a small selection.

Red for Danger, the classic history of British railway disasters – LTC Rolt
 British Locomotives of the 20th Century, Vol 3 – OS Nock
 Forgotten Railways Vol 10, The West Midlands – Rex Christiansen
 From Shedmaster to the Railway Inspectorate – Christian H. Hewison

All books are priced at just £5 each (plus postage) and every penny goes towards our locomotive projects. Please contact Ken for a full list of books available on 01189 864 706.



The Pallot Steam Museum in Jersey have advised us that their North British 0-4-0 diesel hydraulic shunter is now surplus to requirements and have offered to donate the locomotive to us if we cover the cost of shipping it back to the UK mainland. Built at Queens Park Works as a demonstrator in 1957, this fine little engine carries NBL Works Number 27734 and was the forerunner of the D29xx series on BR. It worked for a time at Old Oak Common before being sold into Industrial Service. We are currently evaluating the cost of moving the loco and the possibility of restoring it to working order. (current projects will not be impacted)

The ex TCDD / NBL 8F now preserved in Israel has been cosmetically restored as WD 70414 and placed on display at the Old Turkish Station in Be'er Sheva. The station has been disused for many years but is now being restored as a heritage museum. http://en.wikipedia.org/wiki/Be'er_Sheva_Turkish_Railway_Station



And finally, at the start of this month we received a news item from a Canadian Auction House featuring a unique Chinese NBL Pattern Worksplate that was carried by one of the rebuilt AF Class 2-6-0's on the Kowloon – Canton Railway. North British built several batches of this long lived class in the 1920's & 30's and the plate appears to have been re-cast during the locos final overhaul. The Chinese characters are believed to read 'AF – Rebuilt 1992', One of the original plates is shown for comparison.

**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 our Secretary Ken Livermore 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. 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.**

**NORTH BRITISH LOCOMOTIVE PRESERVATION GROUP
A NOT FOR PROFIT ORGANISATION**

MEMBERSHIP / DONATION FORM

NAME :

ADDRESS :

TELEPHONE NUMBER :

E:MAIL ADDRESS :

ASSOCIATE MEMBERSHIP JOINING FEE (Optional) : £10

DONATION TO DUBS TANK No. 196 RESTORATION FUND : £

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

DONATION TO LNER TENDER RESTORATION FUND : £

SHARES IN ENGINE 61662 (AT £25 PER SHARE) : £

TOTAL ENCLOSED : £

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.**