

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

January 2015 Newsletter



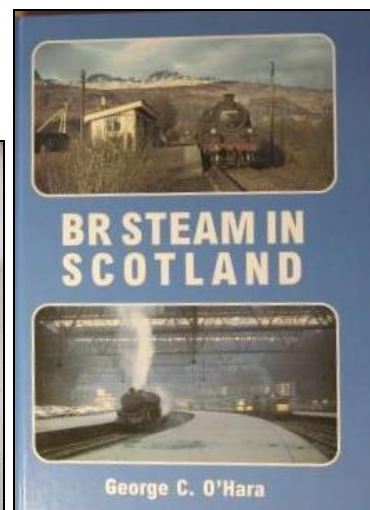
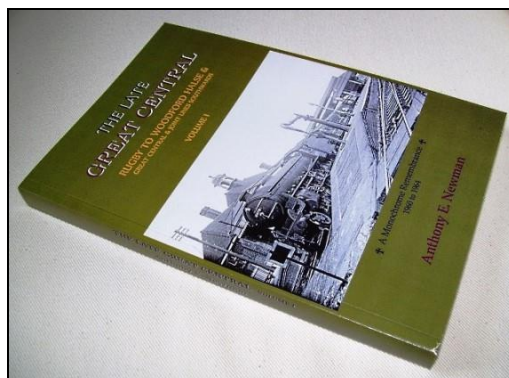
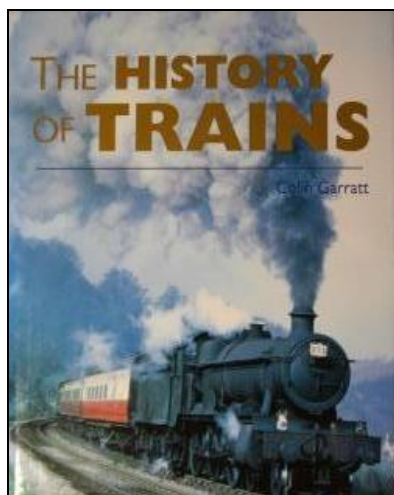
PEVERIL IN SERVICE

(Photo by Pete Jenkinson)

Welcome to 2015 ! The New Year got off to a great start when Neilson 0-6-0ST 'Peveril' made its first service runs at New Zealand's Ferrymead Heritage Park on 4th January. We've been following the restoration of this engine and Members may remember the report on its initial steaming in our February 2014 edition.

Now resplendent in lined green livery, quite reminiscent of the UK's old Great Northern Railway, this 1872 built veteran has become New Zealand's oldest working steam locomotive and a number of excellent photos and a video clip can be found on Facebook at : <https://www.facebook.com/CanterburyRailwaySociety>

2015 promises to be a great year for North British locomotive fans with another major event due in the UK in just a few weeks' time. NBL B1 'Mayflower' has been booked to make a series of eagerly awaited mainline trips for railtour promoters 'Steam Dreams' and the first train will run from Norwich to Windsor on Wednesday 11th February. We are very keen to cover this trip so your photos of the train will be very welcome. Timings will be found nearer the date on : <http://www.uksteam.info/tours/trs15.htm>



Many thanks to everyone who has sent in £10 donations to qualify for our Great Central book draw which will take place at the end of January. The response has been so good that we have added two extra book prizes as per the photos above. The winner will receive Vols. 1 & 2 of 'The Late Great Central' and the two runners up will have a choice of either of the other two. It's not too late to enter so please make a donation – or join us by January 31st to qualify.

We received dozens of Christmas Cards from our Members and Supporters this year thank you but our favourite had to be the one from Peter Hall of Leek in Staffordshire. Shown below it was simply addressed 'To the Workers' ! Peter is of course the Secretary of the North Staffs branch of the Manchester United FC Supporters Club. A big thank you in return to Peter from all of us who have worked on No. 61662's Tender during the last year, your kind thoughts were greatly appreciated !



Getting back to the task in hand, we are now urgently raising funds for the locomotive's mainframes and our small team of volunteers will soon be back on the road. Provisional dates for 2015 so far are as follows :

- Thursday 26th March – Sales & Publicity Stand at West Somerset Gala (Minehead Station)
- Friday 27th March – Sales & Publicity stand at West Somerset Gala (Minehead Station)
- Tuesday 12th May – Colour Slide Show at Enfield Transport Circle (Enfield Town)
- Sunday 28th June – Sales & Publicity Stand at Cambrian Football Special (Oswestry Station)

Volunteers are needed for these and other events to be arranged so please contact Ken if you would like to help with Sales or Publicity. Your old books, DVD's, and items of Railwayana are also needed for the Stand so please let us know if you have anything you can spare.



Our Preservation Group lost one of its keenest supporters on 15th December when long term Member Malcolm Ricketts sadly passed away. Malcolm was one of the first people to join us when our original appeal to save South Africa's Blue Train steam locomotive No. 3405 was launched and when the engine returned to the UK in 1991 he helped to raise funds and organise work parties.

Born in Silvertown, east London in 1945, Malcom was a special friend who shared exactly the same interests as myself, namely Railways, Cycle Racing and Football. In his early days he spent many hours at Liverpool Street Station where he developed a great love of LNER steam locomotives, especially the B17 Class 4-6-0's. Coming from the East End, his particular favourite was No. 61672, pictured above, which was named after his local team 'West Ham United'.

Despite his leanings towards West Ham (well no one is totally perfect) Malcolm was a keen supporter of our Engine 61662 Appeal and was looking forward to seeing an LNER 'Footballer' back on the rails someday soon. After moving to Kings Lynn in the 1970's he began collecting Railwayana and soon became a noted authority on the subject, attending numerous Auctions and writing a regular series of articles.



Malcom is pictured above left at Kidlington Railwayana Auctions with our Chairman, Nick Newport and on a railtour in the Scottish Highlands in 2006. Farewell old friend, you'll be sorely missed. **KL**



The Project Class 22 Society, who were formed to build a North British D63xx Type 2 Diesel Hydraulic locomotive are moving forward with their plans. A Management Committee has been formed and some common items such as buffers, brake gear and valves etc have already been acquired. A good range of merchandising is being introduced to help raise funds and quotes are being sought for major items such as the frames. An ‘in principle’ agreement is being sought with a preserved railway for the future location of the main build and further details can be found on their website : <http://www.class22newbuild.co.uk>



In the meantime we can admire the classic lines of these early diesels in two Colour-Rail views from sunny Devon which became home to many of the Class. D6327 skirts the Teign Estuary with an Exeter to Torquay local in June 1963 and D6303 pilots ‘Hall’ No. 5979 on the ‘Royal Duchy’ near Tigley in July 1961.

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REID PROGRESS

(Photos Courtesy Railway Preservation Society of Ireland)

Correspondent Barry Pickup has very kindly sent details of the wonderful progress being made by the RPSI with the overhaul of GNR (I) 4-4-0 No. 131 at Whitehead. The loco was built in Springburn by Neilson Reid - works number 5757 of 1900, and had not been steamed since it was taken out of service in 1963.



After a successful steam test No. 131's boiler was lifted back into the frames on Sunday 21st December. All being well, the boiler is now permanently installed and the final assembly work can proceed. The boiler was lifted using the former York Road gantries. This procedure is better than using the workshop crane, which is at its limit when lifting a fully assembled boiler with all its tubes, smokebox, etc., in place. The workshop crane also has a height limitation. However, the main advantage of the two gantries is that each end of the boiler is lifted independently, making fitting to the frames very much more controllable.

Thanks are due to all who muscled in with the day's work. There was much to do apart from just pressing crane buttons - the ashpan had to be adjusted and connected up, the yard needed shunted, tools brought out and put away, heavy chain slings lugged into place.....



The RPSI team are seen above at their Whitehead Workshops after trial fit of No. 131's new smokebox. We look forward to seeing it back in service soon. Further details of the overhaul and other RPSI activities can be found on their website : <http://www.steamtrainsireland.com/locomotives/loco131.htm>

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PACIFIC MAKEOVER

(Photos Courtesy Coolgardie Museum)



Robert Connor, Technical Services Manager of Western Australia's Coolgardie Railway Station Museum has emailed to say that a small team of volunteers is about to start basic maintenance and cosmetic restoration work on their WAGR Pmr Class Pacific locomotive No. 729. The engine has not moved since the early 1970's and there is concern that, apart from the obvious effects of the hot desert sun on the paintwork, the bearings and motion may become damaged due to them staying in one position for so long.

No. 729 (NBL 26924) is one of 35 Pm / Pmr pacifics built at Hyde Park Works for the Western Australian Government Railways in two separate batches on Order L980 between 1947 and 1950. It was withdrawn from service on 10th September 1970 and placed on display at the station. Five more of the type also survive and full details can be found at http://en.wikipedia.org/wiki/WAGR_Pm_and_Pmr_classes



The town of Coolgardie is a six hour drive northeast of Perth and just 20 minutes from the Super Pit Gold Mine in Kalgoorlie. The Railway Museum itself is not currently open due to restoration work being undertaken, however visitors can view the locomotive and carriages via the station platform.



Unrebuilt ‘Battle of Britain’ pacific No. 34067 ‘Tangmere’ was back on the main line on 10th December hauling the ‘Sussex Belle’ from London Victoria Eastbourne and Hastings. Making a fine sight here approaching Earlswood station on the outward journey, this superb loco has steam to spare – generated of course by its trusty North British boiler

Grateful thanks : are due to George O’Hara for a further donation of 12 more copies of his excellent book ‘BR Steam in Scotland’ - one of which is now a prize in our lucky draw as mentioned on Page 2. First published in 2013, this book is an invaluable guide to everyone interested in Scottish steam during the BR period. It features more than 700 monochrome photographs of steam locomotives, including numerous NBL examples, and covers steam activity at almost every Scottish loco shed open at that time. Please contact George direct at gecohara@googlemail.com if you would like to order a copy.

Our Friends : at South Africa’s Umgeni Steam Railway have updated the schedule for their forthcoming series of ‘Inchanga Choo Choo’ steam trains. The Umgeni is of course home to several North British locos including 3BR 4-8-2 No. 1486, 14R No. 1576 and Dubs A Class Tank No. 88 which is currently being overhauled. Full details of Umgeni operations can be found on <http://www.umgenisteamrailway.co.za>

Last but not Least : a big thank you to everyone who has sent in news and photos of North British locomotives around the World during the last year. We couldn’t produce our Newsletters without your help so please keep sending your information to us !

**Thank you all once again for your continued support
More news to follow 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 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.**