

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

April 2016 Newsletter



DUBS DELIGHT

(Photo AE 'Dusty' Durrant courtesy www.prorail.co.uk)

We are very grateful to Dick Whittington of ProRail-UK this month for allowing us to use some of the late 'Dusty' Durrant's superb photographs of our Dubs Tank No 196 hard at work at Springfield Colliery. Although we have many images of the engine, some dating back to the 1970's and beyond, these are the first we have seen of her actually in steam and going about her daily duties.

More of Dusty's stunning photos of 'Dubsey' in action will be found on Page 4 of this Newsletter. I'm sure that many of our Members will take great pride in looking at them and saying to themselves – 'well done guys, we saved this wonderful little engine !

(2)

DUB DEE's in Greece

(photos courtesy www.gwrarchive.org)

At the end of World War Two, 16 of the North British WD 2-10-0's that had previously seen service in Egypt, were sent to Greece to supplement the overworked locomotive fleet. They were designated Class Lb and became Hellenic State Railways numbers 951 to 966 inclusive. The Greek WD's could be found on a wide variety of duties - including occasional use on the Athens to Istanbul express trains !



Above : Class Lb 2-10-0 number 962, formerly War Department number 73677, built by North British (25463/1944), stands in the station at Volos in the company of S160 2-8-0 number 525 built by Lima (8212/1943) on a railtour train on 25th April 1980. Photo by Norman Glover



Above Left : The great bulk of the WD tender is shown to good effect as Class Lb 2-10-0 number 963, formerly WD 73678 built by North British (25464/1943), heads a westbound mixed train from Turkey to Thessaloniki near Alexandropolis on 25th March 1967. Photo by Basil Roberts

Above Right : Class Lb 2-10-0 number 956, formerly WD 73657, built by North British (25442/1943) stands outside the locomotive shed at Drama on 25th March 1967. Photo by Basil Roberts

Four of the Greek WD 2-10-0's have been preserved, Nos 73652 and 73672 in the UK plus 73659 & 73682 in Greece. At least two more are believed to be dumped at Thessaloniki in northern Greece. In addition, NBL 2-10-0 No 73651 'Gordon' which was not sent abroad, is preserved on the Severn Valley Railway and a further example, No 73755 'Longmoor' which saw service in Holland, is preserved in Utrecht Museum.

(3)



ENGINE 61662 APPEAL

(photos KL Collection)



More good progress has been made with No' 61662's new bufferbeam this month and the pair of LNER buffers that we salvaged from Doncaster have now been cleaned up and fitted. Fortunately the weather held out and the completed assembly was given a coat of red oxide paint and mounted on a plinth so it could be viewed by visitors to the Mizens Railway.



Our photos show Ian Rough reaming out the last few holes and Ken applying the red oxide and fitting the second buffer. As soon as sufficient funds are in hand we plan to construct the smokebox saddle assembly along with the associated front end framing. Any donations toward this work would be gratefully welcomed and full details of how you can help can be found at : <http://www.engine61662appeal.co.uk/help.html>

THE SPRINGFIELD SHUNTER(photos AE 'Dusty' Durrant courtesy www.prorail.co.uk)

Springfield Colliery was located around 50 miles South East of Johannesburg making it quite remote from the other mining areas and less visited by enthusiasts. Two ex SAR steam locomotives, both acquired 2nd or 3rd hand from Daggafontein Mines in the 1970's, were used to shunt coal wagons to the exchange sidings and the adjacent Grootvlei Power Station. Our Dubs A Class Tank No 196 was Springfield Colliery No 1 and No 2 was a very similar NBL G Class which was formerly SAR No 206.

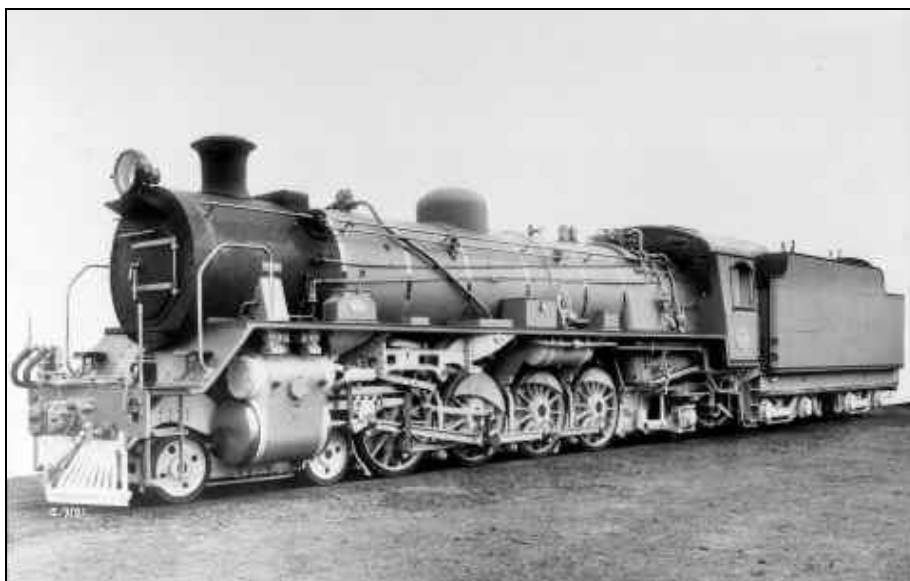


The wonderful photos from the ProRail-UK Collection show our Dubs Tank in full revenue earning service on a perfect day in the early 1980's. She was relegated to spare engine at the colliery in the mid 1980's until fortunately being donated to our Preservation Group by Mr R Cook, the Mine Manager in February 1991. After her intrepid journey back to the UK in 2011, she is now on public display at the Mizens Railway. Looking at these evocative photographs, I wonder if a return to blue livery might be in order at her next repaint ! The ProRail website contains an extensive gallery of archive photographs and is considered to be a leading independent source of Railwayana Information. It's well worth a look on www.prorail.co.uk



Interest in the 'Dolly' remains high and a good number of enquiries and donations have been received in the last few weeks. DRPS Chairman Barrie Lamb has arranged a Public Meeting to assess the level of support in Darlington and this will take place at the Darlington Railway Athletic Club in Brinkburn Road, Darlington on Wednesday 27th April commencing at 7-30pm. For Sat-Nav users the postcode is DL3 9LF. Everyone is welcome to attend and if you are interested in helping to save the 19D or in steam locomotives in general, please come along to show your support. More information can be found on the DRPS website <http://drps.synthasite.com> or on their Facebook page : <https://www.facebook.com/Darlington.Railway>

In the meantime, background work continues on obtaining quotations for shipping and haulage. The project to relocate No 2767 from Umkomaas to the UK is expected to cost around £50,000 and various Grant Aid and Funding options are being examined. However, at least 50% of the overall cost will need to be raised from public donations and loans so your support is vital if the scheme is to succeed.



These historic photos show sister SAR 19D No 2726 outside the Robert Stephenson & Hawthorns Works at Darlington when first completed in 1945. The top picture, showing a group of Apprentices who were involved in the construction of the 19D's, would send today's Health & Safety Managers into meltdown !



During the transition from steam to diesel in the 1960's, Cohen's Scrapyard at Cransley was the end of the line for many interesting locomotives. Situated on the freight only Loddington branch, a few miles south west of Kettering station, the yard became a place of pilgrimage for many enthusiasts wishing to pay their last respects – and possibly pick up a souvenir or two !

Several North British 8F's ended their careers at Cransley including No 48282, seemingly going back to nature in the yard on 9th November 1968. It wasn't only steam locos that met their fate at Cransley as, on my last visit in April 1969, I noted almost the whole class of NBL D84xx Bo-Bo's awaiting their fate along with a BTH Bo-Bo and a solitary Black Five No 44816. I had cycled to the yard on that occasion and always regretted not having my camera with me. However, thanks to the power of the internet, Peter Handley very kindly sent me a series of photos of the NBL Type 1's that he had taken at Kettering just a few weeks before my visit. I only have space to show two photos here but the others can be found on Peter's Facebook page.

Peter mentions that all his photos were taken on 16th February 1969, at the sidings south of Kettering station prior to the locos being taken down to Cohen's scrapyard at Cransley. He says that these were a mixed bunch with some BTH Type 1s. All the NBL Type 1's bar D8404 and D8406 were scrapped at Cransley.





John Hillier has written to say that the overhaul of NBL 'Jubilee' No 45596 'Bahamas' is continuing to plan at Tyseley Locomotive Works in Birmingham. The loco has been re-wheeled (as above) and is a rolling chassis once more. I'm sure we all look forward to seeing this superb locomotive in steam in due course.

Andy Crespin has pointed out that photo of diesel shunter AD 412 in last month's Newsletter was in fact one of his and was wrongly credited to Winston McCanna. Andy spent from 1973 through to 1980 working for the Army Railways as both a driver and later a fitter based at Marchwood, but travelling to other depots as well. He has many photos taken of the steam and diesel shunters he worked on in those days and later spent 4 years in Africa working on Garratt's. Andy also points out that the Army's NB shunters were fitted with National Diesel engines, not National gas turbines as stated. (Apologies for the errors in this piece KL)

Ian Welch's purchase of two more SAR engines recently brings his tally of North British steam locomotives to 10. Seven are in operating condition and three currently mainline certified, with the intention of putting three more into operating order over the next few years. The full breakdown is as follows : 24 Class 3632 (owned jointly with Dylan Knott) at Voorbaai, 3631 & 3690 (at Bloemfontein) 3620 at the Savannahlander Railcar Depot, Cairns Australia. 19D 3332 at Bloemfontein. 25NC's 3508 in NZ & 3407 at Worcester South Africa. Ex NZR J1211, J1236 & Ja1275 operating in New Zealand. An incredible achievement !

And finally : Our next Colour Slide Show entitled '**Kings Cross to York & Sunderland 1957 – 1961**' will take place at The Enfield Transport Circle (TETC) on Tuesday 10th May. TETC meetings take place in the First Floor Meeting Room, The Drill Hall Sports Club, 1 Old Park Avenue, Enfield, Middlesex, EN2 6PJ. Start is 8-00pm. All are welcome to attend but please let me know beforehand so I can advise the organisers.

**Thank you all once again for your continued support
More news to follow 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 our Secretary Ken Livermore by letter or by e:mail. NBL related Photos can be uploaded direct to our Facebook page at : <https://www.facebook.com/NorthBritishLocomotives>

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.co.uk Please send items for the website to Dave Fox at : webmaster@nbloco.co.uk

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 19D 2767 SHIPPING 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.**