

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

August 2016 Newsletter



SCOT ON TOUR

(Photo Nick Newport)

Good news for enthusiasts in the South of England this month is that the last surviving North British 'Royal Scot' 4-6-0 No 46115 'Scots Guardsman' (NB 23610) has been on loan to Southall depot and has made several runs on Western and Southern lines. The immaculate locomotive is seen above passing Worting Junction on Tuesday 19th July with the Cathedrals Express which ran from London to Weymouth and back.

This is a long day out for the crews and a severe test for the locomotive which is booked off Southall shed at 6-20 am and does not return until almost midnight ! The train runs outward from London Victoria, down the former Southern Main Line to Bournemouth and Weymouth where there is a three hour break for passengers to stretch their legs on the seafront. There are no any longer turning facilities at Weymouth so the train reverses and runs diesel hauled (with the steam loco at the rear) as far as Southampton. Another reverse takes place and, with steam back at the head of affairs, the train then runs via Romsey and Basingstoke back to London Waterloo.

Even then, with the passengers disembarked, the engine still has another one and a half hours work ahead to run around the Kensington Loop line to Willesden before taking the old Great Western Main Line back to Southall – not bad for an 89 years old preserved steam loco ! Full details of this trip and many other special working can be found on the UK enthusiasts bible website : <http://www.uksteam.info/tours/trs16.htm>



The second of the 150 'Austerity' 2-10-0's to emerge from NB Loco in 1943 (NB 25437) was numbered WD 73651 and it remained in the UK instead of being sent for overseas service like most of its Classmates. It was mainly confined to the Longmoor Military Railway in Hampshire where it was used by the Royal Engineers for crew training and general duties. The engine was named 'Gordon' – after General Gordon of Khartoum and in 1952 was given the number AD 600 in the WD re-numbering scheme.

It eventually became something of a celebrity and survived long after most of the class had gone. 'Gordon' took part in the final open day at Longmoor Camp in July 1969 (photo 3) and, after a period in store, was sent to the Severn Valley Railway in September 1971. In August 1975 it took part in the S&D 150 Grand Steam Cavalcade at Shildon and is seen in photo 2 towing electric loco 'Sarah Siddons' back to Darlington.



2



3

Always carrying its blue LMR livery, 'Gordon' became a regular performer on the SVR and is seen in our main photo working a train of empty stock into Kidderminster station in August 1994. It was retired from service pending overhaul in 1999 it is currently on display in the SVR 'Engine House' at Highley. More details can be found on the Severn Valley website and on http://www.svrwiki.com/LMR_600_Gordon

(3)



61662 APPEAL

(photos KL Collection)

Although not dramatically visible to the casual observer, some significant work has been carried out this month to fix the two sections of footplating together and attach them to the smokebox saddle. New mounting brackets were made in the Mizens workshop to secure the platework and the whole ensemble has been given an additional coat of paint. A big vote of thanks to everyone who contributed to our smokebox appeal, we are delighted to say that this is now on order and should be built and delivered soon. We are still a few pounds short of our target so please keep those donations coming in.



On 10th August we were kindly allowed to take final measurements from the old smokebox of B1 No 61264 to double check our drawings dimensions before placing the order. This is exactly the same type as those carried by the LNER 'Footballers' and it was great to find that everything matched the specifications !



Peter Sweetten, one of our correspondents in Australia, has kindly sent two of his recent photographs of North British R Class 4-6-4's operating on Victoria's Bendigo line. The first photo shows R707 'City of Melbourne' (NB 26997) at Calder Park on Saturday 4 June, 2016 hauling train number 8095 which is operated by 707 Operations.



The second photo shows blue liveried R711 (NB 27001), which has been converted to oil burning, creating great steam effects on Porcupine Hill near Harcourt on a cold Saturday 25th June, 2016. Train number is 8097 operated by Steamrail Victoria.

Excellent photos Peter – please keep them coming !

(5)

DUBS LIVERY VOTE

(Photos courtesy ProRail / KL Collection)

The repaint carried out on our Dubs Tank a few years back has served us well but the British weather is starting to take its toll and the shine on the locomotive is starting to fade. We have therefore decided to give the old girl a full makeover and would like to take this opportunity to ask our Members & Supporters to choose which livery they would like to see her wear.

The photos below show the four main liveries that No 196 carried during her service days and these are listed in the table below. Everyone is welcome to send in their first and second choices but in fairness to those who helped to save her and give her a home, only paid-up NBLPG and Mizens Railway Members votes will be counted towards the final decision. Please post or email to Ken at the usual address.



VOTING SLIP (PLEASE INDICATE FIRST & SECOND CHOICE)

1) NATAL GOVERNMENT RAILWAYS (DARK GREEN)	
2) SPRINGFIELD COLLIERY (LIGHT BLUE)	
3) DAGGAFONTEIN MINES (LIGHT GREEN)	
4) SOUTH AFRICAN RAILWAYS (BLACK)	
NAME	SIGNATURE

(6)

BACK IN TRAFFIC

(Photos from Dave Wellington & Bruno Hyron)

Two superb North British steam locomotives have returned to traffic in recent weeks, these being LNER B1 4-6-0 No 61264 (NB 26165) on the North Yorkshire Moors Railway and SNCF / ETAT 2-8-0 140C 314 (NB 21651) at St Quentin in France.



We are very fortunate that these two engines have survived into preservation as both have very chequered careers. No 61264 was rescued from Barry Docks Scrapyard in derelict condition in 1976 and 140C 314 survived being requisitioned by the Germans during the Second World War - only returning to France in 1950. The renewed operational status of both these locomotives represents many months of sustained hard work by the owning groups and they should be congratulated on their efforts. Full details of the locomotives careers can be found on the following websites – B1 61264 on <http://www.thompsonbl.org> and 140C 314 on <http://www.model-engineer.co.uk/news/article/chemin-de-fer-touristique-du-vermandois/16664>





One of our overseas members, Chris Hooker, was in the UK on a visit from Canada this month and we took the opportunity to re-unite him with an old friend at North Weald Station on the Epping and Ongar Railway. The old friend was Great Northern N2 Class 0-6-2 Tank No 1744 (NB 22600) formerly of Hornsey shed in North London. Chris lived just down the road from the shed prior to emigrating to Canada in 1970 and regularly travelled behind the N2's on trips to Kings Cross in his younger days.

Wildlife Artist David Shepherd's SAR 15F 4-8-2 No 3052 is scheduled to move from its current base at Germiston to a new home at Friends of the Rail's Hermanstad depot on 28th August. The Sandstone Railway has made a prefabricated shed available to house No 3052 and this will be erected on site prior to the locomotive's arrival.

The movement of our SAR 19D Class 4-8-2 'Saiccor No 3' continues to be problematic, mainly due to the excessive tyre wear on the driving wheels that was discovered at the last inspection. Various options are currently being considered including alternative storage locations and the possibility of acquiring a better set of driving wheels from another 19D. Hopefully we will have more news on this project next month.

And finally : our Engine 61662 Facebook Page goes from strength to strength with more than 1,800 'Likes' recorded by the middle of August. Our most recent posting was viewed by more than 2,500 people and if we could convert some of them to paid up Members we'd get the engine built in no time We live in hope !

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