

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

January 2017 Newsletter



THROUGH THE WINDOW

(Photo courtesy www.colour-rail.co.uk)

When steam was replaced on BR in the 1960's a small silver lining was the glorious view of the track ahead that passengers could obtain from the front seats of a DMU. One such view was captured by Colour Rail photographer Ray Oakley in the early 1960's from a unit near Huntly in the Scottish region. Fortunately for us the approaching goods train was hauled by a North British Type 2 diesel electric in the D61xx series.

My personal memories of the NBL Type 2's date back to their introduction on the Kings Cross suburban trains on the GN line and later to seeing many of them around Scotland in the early 1960's. Being early prototypes, the Class 21's were not hugely successful and none of them or their Class 22 hydraulic sisters survived into preservation. Their popularity has survived however and there are several pages devoted to them on Facebook. These of course include the new-build Project 22 who are working hard to create the next in line No D6358 and a page dedicated to the 20 locomotives that were re-engined to become Class 29.

The following links are well worth checking out : <https://www.facebook.com/groups/218449265028960>
<https://www.facebook.com/groups/714087141989780> and the Class 29 Interest Page :

<https://www.facebook.com/British-Rail-Class-29-Diesel-Electric-Locomotives-255899361179745/?fref=ts>



Contributor David Rodgers has recently returned from a trip to the Darjeeling Himalayan Railway and points out that several Sharp Stewart and NBL steam locomotives are still in regular service on the line. Monsoon damage had bisected the railway, badly affecting services but under a new timetable taking effect next month, at least six departures, hauled by the famous B Class 0-4-0 Saddle Tanks, will run on the four miles section from Darjeeling to Ghum each day.

The DHR still has more than a dozen 'Weegie B's on its stock list and six of them were steamed just before Christmas to coincide with a visit by the Railway's General Manager to celebrate the re-opening of the 2 ft gauge line throughout. In addition to the Darjeeling – Ghum 'Joy Rides' a longer steam trip known as the 'Red Panda' is planned make three trips each week on the 19 miles section to Kurseong. Regular diesel trains will run the full 55 miles length of the line to New Jalpaiguri. Full details of all trains can be found on the Darjeeling Himalayan Railway Society website : <http://www.dhrs.org/page4.html>



David has very generously supplied a number of outstanding photographs which are far too good to try to condense into a single page so part two of this feature will follow next month.



Work parties resumed on No 61662 in Mid-January after the Christmas break and we basically started again where we had left off by drilling further rivet holes in the smokebox. Fortunately our first two work days this year were blessed with fabulously sunny, although rather chilly weather.



Another task successfully completed in January was to rotate the smokebox by a few degrees so the holes pre drilled when it was at ground level, could be lined up with those on the saddle. When the smokebox was lifted into place in November there wasn't time for us to align the holes properly before the fork lift driver had to return work. Brackets were temporarily bolted to the side of the smokebox and the rotation was carried out with the aid of our trusty 12 tons jack. Everything is now bolted down and secure.



On 14th August 2016 2-8-0 locomotive No 140-C-314 (North British works number 21651 of 1917) was deemed “*bonne pour le service*” (fit for service) for tourist traffic on the *ligne départementale* between St-Quentin and Origny-Ste-Benoîte. This event marked an important milestone in the locomotive’s career. Both St-Quentin and Origny-Ste-Benoîte are located in the north of the Aisne *département* some 120 miles down the A26 *autoroute* from the French terminal of the Channel Tunnel. The Chemin de Fer Touristique du Vermandois (CFTV) operates steam and diesel trains on the line which also serves a sugar beet processing factory.

Once 140-C-314 had been passed for service, CFTV volunteers were then able to prepare the CFTV’s participation in the 3rd *Fête du Rail* (Railway Festival) organized by the ARPDO - *Rotonde 80* (ARPDO stands for “*Association pour la Recherche et la Préservation des Documents et Objets*” in this case relating to railways and industry. *Rotonde* means roundhouse, as used in locomotive depots, (80 is the number of the Somme *département* in which Longueau is located). This festival took place on the 1st and 2nd of October within the confines of Longueau locomotive depot some 50 miles west of St Quentin. On this occasion, the ARPDO asked the CFTV to bring to the party not only the 140-C-314, but also the WR-3585 restaurant car, the A5c5 myfi 597 sleeping car and diesel-electric locomotive BB-66252.

Before setting off, the locomotives and rolling stock had to be prepared, in particular the A5c5 coach had to be repainted. This task, which was long overdue, gave us the opportunity to return the coach to the livery it wore before 1956, this being based on “*Vert 306*” Green and Black. This was a first in the history of the CFTV, being in line with our aim to recreate the “look” of SNCF trains that ran on French main lines before 1956 and the abolition of 3rd class.

Moreover, as the locomotive and rolling stock are not yet approved for circulation on the main line the transfer could only be done under the *Marchandise Roulante* (rolling freight) regime. For this to be allowed, the locomotives and rolling stock had to be checked by the SNCF and, in mid-September, after much negotiation permission was granted. The locomotives and coaches could thus leave St-Quentin on the night of 30 September to 1st October. The CFTV stock was hauled to Longueau by a BB-75000 locomotive without exceeding the speed of 60 km / h, to allow the 2-8-0’s bearings to be gently run-in.



Within hours of their arrival, the locomotives and coaches had been positioned for exhibition. During the *Fête du Rail*, 140-C 314 was moved several times from one depot road to another, giving visitors the rare opportunity to see a steam locomotive being turned on the turntable. Even better, following the arrival of Pacific 231-K-8 with its special train from Paris, it was possible to see two locomotives belonging to FACS, Federation of Friends of Secondary Railways, standing, in steam, on two adjacent tracks of the round house.

After two days of being “actively” exhibited at Longueau, the CFTV locomotives and coaches had to return to St-Quentin so that a restaurant train timetabled for the following weekend could be run. This gave us the opportunity to extend No 140-C-314. After a gentle start and a gradual increase in speed, the train, drawn by one of the last BB-67400 diesel locomotives allocated to Longueau, reached a speed of 80 km / h, this speed being maintained for much of the return journey. A stop at Chaulnes station allowed us to check the temperature of the locomotive and tender bearings and thus to validate the work carried out during the locomotive’s recent overhaul.

Since our return, steam and diesel traffic has resumed on the line from St-Quentin to Origny-Sainte-Benoîte, these trains including a Halloween special, a visit to the sugar beet processing factory at Origny-Ste-Benoîte and Santa trains as well as a number of restaurant specials. 2017 will be an important year in the history of CFTV as we shall not only celebrate the 40th anniversary of the association but also 140-C-314’s centenary. This will present an opportunity for the CFTV to organize a celebration on the 1st and 2nd of July 2017. but we will return to that subject in due course.....

In order to return to running special trains on the main line, as a complement to the renewal work of the amenities of the WR-3585 dining car and the 1st class sleeping car A5c5 myfi 597, the CFTV has launched a programme to repair its Express-Nord coaches. Accordingly, we call upon your generosity to complete fund-raising for the overhaul of some of these vehicles which are classified as “historical monuments”. You can find more information on the website of the CFTV at <http://www.cftv.fr/Conserver-un-patrimoine> (This is in French only but we would be only too happy to reply to any queries at info@cftv.fr).



We featured several SAR 15F locos in our 2016 Newsletters – but I couldn't resist this stunning picture of No 3052 (NB 25591) that was kindly forwarded by Dave Richardson of the Sandstone Heritage Trust. Dave writes that No 3052 has been performing well for Friends of the Rail in Pretoria and adding much needed extra passenger loadings for the operator. With 15F 3052 they are able to run 10 coach trains compared with only 6 or 7 coaches with 19D 2650. It was recently the season for the Jacaranda trees to flower near Cullinan and David Benn captured 3052 amongst the blossoms. (Many thanks Dave & David, excellent photo ! - Ed)



The January edition of the RSSA Newsletter 'On Track' features a report that FEDRAIL SA, has been tasked with the allocation of the remaining SANRASM assets to interested parties. This process was conducted between the Executive of SANRASM and the board of FEDRAIL SA. A number of bids for either purchase or lease lend were received for the previously identified assets.

Two 19th century Dubs Class 6A 4-6-0 steam locomotives, No 454 & 473 were included in the list and they were successfully purchased by Messrs Shaun Ackerman and Clive Holliday respectively. Both locomotives are at Germiston depot and will be moved to the repair shops in January for overhauls to begin. The pair are seen above at Randfontein in February 1994, No 473 on the left is Dubs 3461 of 1897, No 454 in black is Dubs 3347 of 1896. We congratulate their new owners and wish them every success with their restoration.



Continuing the SA theme, donors towards our scheme to preserve RSH 19D No 3 at Sappi Umkomaas have been made aware that we are currently looking for a home for the locomotive as space will not become available at the Heads of Steam Museum in the foreseeable future. Despite good initial publicity and a Public Meeting in Darlington, interest in the project in the North East has been very limited and 12 months on it is still stored at Sappi. If no action is taken soon the locomotive could go for scrap so we are appealing to other Groups or individuals who may wish to take a part or full share in the project to contact us asap. Anyone interested should email ken.livermore@btinternet.com or telephone + 44 (0) 7990 575 103.

A very plausible explanation for the NBL A1 Knight of Thistle name change (noted last month) has been kindly provided by Syd Williams of the Manchester Locomotive Society. Apparently the Garter King of Arms of Scotland (or similar top man) was told of the loco name and was peeved that he had not been requested to give permission to use the title. He complained to the LNER about their breach of protocol and demanded a formal request but to avoid an international incident the company changed the name to Knight of Thistle when the loco was next at Doncaster Plant for general repair. They were thus able to say that they did not need his authority !! The name is however somewhat ludicrous as it does not refer to the famous racehorse as was intended nor to the hallowed office of a Scottish Chief !! Nevertheless the engine name remained in the amended form until the loco was withdrawn in the 1960s.

And finally : a reminder that our first Colour Slide Show for 2017 will take place at the Hertford & Ware Railway Society on Tuesday 7th February. The topic will be 'Steam on the Great Eastern Lines' which covers the highlights from a number of school holidays I spent in East Anglia between 1956 and 1962. All are welcome to attend but please let me know in advance so I can advise the organisers of numbers

**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 : (TEMPORARILY ON HOLD)

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.**