

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

April 2017 Newsletter



DOUBLE STRIKE

(Photo Nick Newport)

A copy-cat derailment took place on the Cullinan line on 21st March after thieves stole a quarter mile section of rail, causing NBL 15F No 3052 to leave the track. Luckily, on this occasion the loco remained upright although all wheels on the engine and the first four wheels of the tender ended up in the ballast. Amazingly the line had only been inspected the day before so the theft must have occurred during the night before the trip. Regular readers will remember that back in June 2010 a similar incident befell NBL 15F No 3117 but on that occasion the loco overturned. Fortunately, no one was injured in this latest incident and No 3052 was subsequently recovered for repairs. The passengers continued safely on their journey by coach.



The rail-less trackbed



No 3117 derailed in 2010



July 2015 saw the 150th Anniversary of railways in Queensland, Australia and a number of special trains were run to mark the event. Graham Watkins has kindly sent us several photos of veteran Neilson A10 Class 0-4-2 No 6 that was used to haul the first journey re-enactment train that ran from Ipswich to Grandchester.

The Neilson A10 Class originally comprised of 12 locomotives that were built in Glasgow between 1865 and 1866. Eight were constructed for the Southern & Western Railway operating out of Ipswich and another four for the Central Railway operating out of Rockhampton. One further engine was built for contractors building the line and this was later purchased by the Queensland Railway in 1876.



Five of these diminutive little engines survived into the 1900's but four of them were withdrawn from service in 1902. Loco No 6 (Neilson works no 1170 of 1865) was a lucky survivor having been sold out of service to a company called Gibson & Howes as early as 1896. It continued to work for the same firm until 1955 when it was re-boilered and passed into preservation. Today it is part of the Queensland Rail Heritage Fleet and is normally kept at Ipswich Workshops. Sister engine No 3 (Neilson no 1214 of 1866) can also be found at Ipswich on static display. Many thanks to Graham for his photos of this historic event.



SPRING ACTIVITY

(photos KL Collection)



A great deal of behind the scenes work has been taking place at the Mizens Railway recently, preparing the site for the Easter holiday and generally getting ready for the summer season. The access road from our Dubs Tank to the back of the site is being upgraded and a smart new fence has been erected by contractors adjacent to the 61662 construction area. This will provide a good backdrop to photos when completed.



Further repair work has taken place on the inside of the smokebox door and the front of No 61662's new smokebox has received a temporary metal skin to protect it from the elements. This will enable us to display the ex B1 smokebox door until we can get the smokebox ring cast. The excellent weather recently has enabled us to paint the smokebox door and make it more presentable for the Mizens Easter visitors. The smokebox numberplate, shed plate and boiler straps have been fitted to show the identity of the loco.



Once the smokebox door is fitted we will carry on working on the front footplating and the chimney. Funds are urgently needed to maintain progress on the loco and any further Donations or Shares purchases will be greatly appreciated. Please use the form at the end of this Newsletter or visit the donations page on our website : <http://www.engine61662appeal.co.uk/help.html> Thank You



HA Ivatt and Patrick Stirling both adopted 0-6-0 Saddle Tanks for general shunting duties on the GNR and a total of 264 such machines were built between 1868 and 1909. They were all of the same basic design but with gradually increasing dimensions. Originally known as the GNR J13 & J14 Classes, the older (Stirling) engines were gradually rebuilt with Ivatt type domed boilers and were classified J52 & J53 by the LNER.

All the J53's were either withdrawn or rebuilt to Class J52 by the LNER and a total of 133 of these fine little engines survived to become British Railways property at Nationalisation in 1948. They were a common sight at major marshalling yards such as Peterborough, Grantham and Doncaster on the ex Great Northern section and some were fitted with condensing gear for working through the London Metropolitan tunnels.

Kings Cross shed's No 68846 (Sharp Stewart 4492 of 1897) achieved celebrity status when it was painted into fully lined BR black passenger livery for a railway exhibition at Noel Park in 1958 and a year later this locomotive was saved for preservation by Captain Bill Smith. It became the very first main line locomotive to be privately preserved from BR and was later donated to the National Railway Museum. It has made numerous visits to preserved lines and steam centres up and down the UK is currently on display at Shildon Museum. In our main photograph it is seen leaving Hertford in 1964 whilst running in GNR green livery.



45 of the J52's were built by NBL constituent firms, 20 coming from Neilson & Co in 1896 and 25 more from Sharp Stewart in 1899. Withdrawals started as early as 1936 but were halted by the outbreak of WW2. The last two survivors, by this time in Departmental Service at Doncaster, were withdrawn in April 1961.

19D PROGRESS

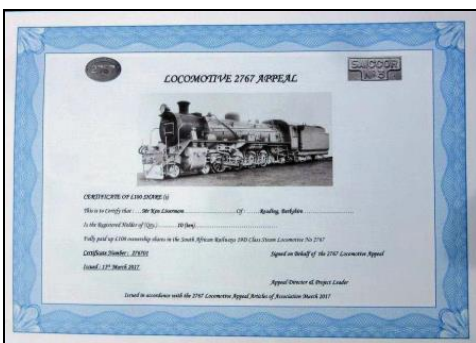


(photo Dylan Knott)



Thanks to the generosity of our Members, we are now ready to move Saiccor 19D No 3 to the Patons Country Railway at Creighton. We have accepted a road haulage quote from Lovemore Brothers of Durban and the move is expected to take place during May as planned. Dylan's recent photo above shows the loco sitting at the Sappi Pulp Mill near Umkomaas, ready for collection.

Once the move has taken place, 19D Shares Certificates will be issued to everyone who has contributed £100 or more to our Appeal. Due to the wonderful level of support we have been able to order a replacement set of 19D 2767 cabside numberplates and a new tenderplate to kick start the restoration.



Several Members have asked exactly where Creighton is and it can be seen (underlined) on the upper left side of the above map. Umkomaas, the loco's current location is also underlined, on the coast around 30 miles south Durban. The direct road distance from Umkomaas to Creighton is 86 miles but Lovemore Bros have advised that a much longer route will need to be taken because of the weight and height of the load.

Patons Country Railway have recently completed restoration work on ex SAR NGG16 Garratt No 116 and this superb little loco is now operational on the Ixopo branch. We hope very much that they can have equal success with restoring No 2767 and look forward to working with them on this project.



In early March, Ceres Rail ran a 400 miles steam excursion to Mossel Bay and back with 19D 4-8-2 No 3321 (NB 26041) to collect recently restored ex Krugersdorp ‘Prestige’ locomotive No 3322 (NB 26042). Fortunately for us, Peter Rogers was on hand to photograph the return journey which ran through the dramatic scenery of the Mitchells Pass. Both converted to oil burning, No 3321 is now fitted with a slab sided ex SAR standard 19D tender whilst No 3322 still sports the original NBL Vanderbilt ‘torpedo’ type. They made a magnificent sight climbing through the Pass in glorious sunshine on Sunday 12th March.



Peter’s second photo shows the same train near Zandvliet on the return journey to Ceres and the third shows some of the hardworking crew members who made the event possible. With the acquisition of No 3322, Ceres Rail now have four steam locomotives at their Demeter base, three of them being of North British origin. The odd man out is a German built 19B that was once plinthed at Middelburg Station.

19D Class 4-8-2	No 3321	North British	26041 of 1948	Oil Burner
19D Class 4-8-2	No 3322	North British	26042 of 1948	Oil Burner
24th Class 2-8-4	No 3655	North British	26367 of 1949	Coal Fired
19B Class 4-8-2	No 1412	Berliner	9838 of 1930	Coal Fired



The LCGB's Brian Garvin sent us the above photograph which shows a very chunky Brazilian 2-8-4 Tank locomotive, Sao Paulo Railway No 91 which started life at Springburn in 1938. No 91 (NB 24460) was one of 4 J Class 2-8-4T's that were built at NBL's Hyde Park Works on Order L916. It is now preserved in Sao Paulo and the ABPF (Brazilian Association for the Preservation of Railways) are looking for NBL drawings so they can replace missing parts. We are trying to help them with their quest and look forward to seeing more of Brian's photos of preserved NB locos in Brazil in due course.

The cosmetic restoration of our Dubs Tank has now started at the Mizens Railway and hopefully it will be sporting a new coat of black paint in a few weeks time. The plan is to display it in black livery for three months or so and then put it back into Natal Green towards the end of the summer. We will give plenty of notice of the colour change so that anyone wishing to photograph it in black will get the opportunity. Funds are still needed to cover the cost of paint and materials so please make a small donation if you can.

The overhaul of former Coltness Iron Company 0-6-0T No.1 'Lord Roberts' continues to make good progress at Bo'ness and the Scottish Railway Preservation Society hope to have the locomotive back in traffic this summer. Built by Neilson Reid (Works No 5710) in 1900, this engine was sold to the National Coal Board when the Coltness Iron Company closed in 1953. It worked at NCB's Bedlay Pit until 1967 when it was withdrawn from service and donated to SRPS for preservation.

And finally : I gave an impromptu Colour Slide Show featuring NB Locomotives for the Reading Transport Group on 29th March, standing in for one of their regular presenters who couldn't make it. Unfortunately, it was too short notice to let our own Members know via the Newsletter. However, the presentation was well received and a repeat showing will take place at the Enfield Transport Circle in North London on Tuesday 9th May. All are welcome but please let me know if you would like to come so I can advise the organisers.

**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**. Alternatively, you can make a direct Bank Transfer to the NBL Preservation Group, Barclays Bank, **Account Number 03113302 Sort Code 20-71-03** (please email to advise if you use this option)

**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 19D 2767 TRANSPORT COSTS : £

DONATION TO HENDRIE CLASS 1 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.**