

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

February 2018 Newsletter



HYDRAULIC PROGRESS

(Photo : www.colourrail.co.uk)

Continuing our snowy theme into February, NBL Type 2 Diesel Hydraulic No D6334 is seen at the terminus of the straggling Hemyock branch in the winter of 1969. The majority of this class tended to operate in the West of England, on a range of local passenger and freight work, with smaller numbers of the later units operating on local work in the Bristol area and on ecs duties around London Paddington.

After initial teething problems with engine and transmission faults, by the mid 1960's the Class 22's as they had become known were settling down to give more reliable service. Unfortunately though, with the demise of the parent company, spare parts became a major problem and the last of the class was withdrawn in 1971.

In recent years, the Project 22 Society has been set up to build a new working example of the class and, after successfully exhibiting their NBL/MAN Warship engine and other key parts at last years Old Oak Common Anniversary Open Day, they are now running a special offer to increase their membership.

All new investors are being offered a full colour A4 Print, free of charge in return for their support. These prints, featuring several different Class 22 locomotives, make excellent wall mounted pictures and have been converted from original photos by Mr Richard Earle. Full details of the Class 22 Society and their current offer can be found at : <http://project22society.co.uk>

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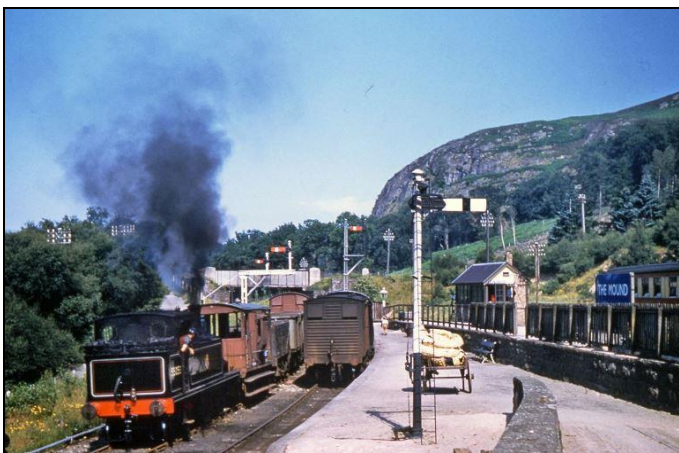
DUNROBIN'S SISTERS

(photos www.colourrail.co.uk / Roger Puta)



In 1905-06, the Highland Railway built a small class of four locomotives for use on some of their lightly laid 'Far North' branch lines. They were the last locomotives to be built at Lochgorm Works in Inverness and their design was credited to HR Locomotive Superintendent Peter Drummond. However, these engines were near clones of the locally-based Duke of Sutherland's 'Dunrobin' locomotive that had been designed and built by Sharp Stewart & Co in Glasgow in 1895 and it is widely believed that Lochgorm Works simply 'borrowed' the existing drawings to create the new engines.

Known as the 'W' Class, all four locomotives passed to the LMS Railway at the Grouping of 1923, where they were numbered 15051–15054 and given power classification '0P'. Locomotive 15052 was withdrawn in 1930, and 15054 followed in 1945, but the other two survived into BR days to become Nos 55051 and 55053. These spent their final years based at Helmsdale shed for working on the Dornoch branch which required locomotives with exceptionally light axle loadings. By the time they were finally taken out of service in the late 1950's they were the last former Highland Railway locomotives still in use.



Our top photo shows No 55023 waiting to leave Dornoch in July 1955 and then (above left) shunting at the mainline junction at The Mound later on the same day. The now preserved 'Dunrobin' engine is shown for comparison at Fort Steele Heritage Village in British Columbia in 1986. In 2011 'Dunrobin' was purchased by Beamish Museum and returned to the UK. It is currently being overhauled at Bridgnorth Works and will hopefully be back in service later this year. We look forward to featuring it's return in these pages.

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61662 UPDATE

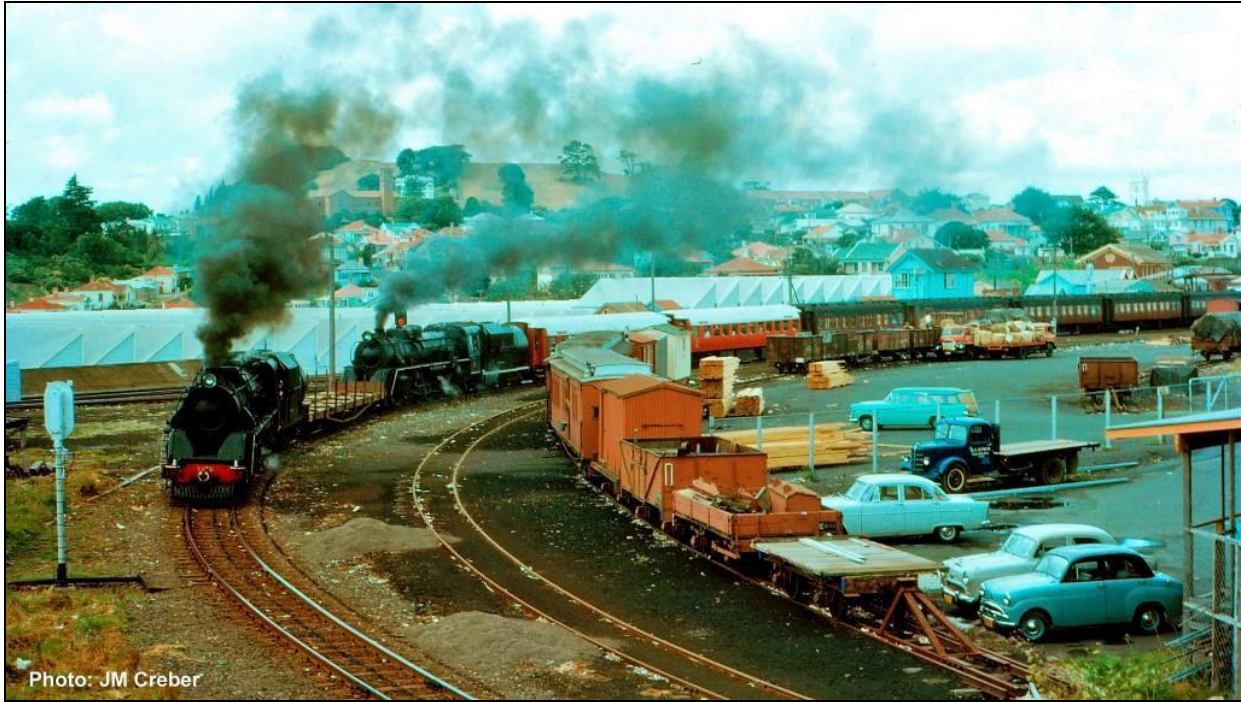
(photos KL Collection)



The new steel for No 61662's right hand running plates finally arrived from the suppliers at the end of January and the various sections were cut out by Bob Jones at Offord & Co (seen above) on 8th February. They were soon transported down to the Mizens where a start was made on profiling them to final shape.



Due to the weight of the various sections, a wooden frame had to be constructed to hold everything square until the plates can be bolted into place. The smallest section has been fitted and given a coat of red oxide primer but we will need to use a fork lift truck to lift the two larger sections into place. The work continues.



We have to thank our old friend Wilson Lythgoe once again for this evocative JM Creber photograph of two North British Ja Class 4-8-2's Nos Ja 1279 & Ja 1284 leaving Newmarket on 5th February 1963 with Special Express A-7 bound for Opuia. The train was conveying Police and VIP's to the Bay of Islands for the Royal Visit celebrations the following day - but on this occasion the wonderful array of vintage vehicles parked by the line are almost as interesting as the train itself !

Although only completed at Springburn in August 1952, Ja No 1279 sadly became the first of the Class to be withdrawn in July 1964 and was subsequently taken to NZR's Hillside Workshops where it was used as a source of spares to maintain its classmates. Its boiler was fitted to Greymouth-based J Class 1212 during a C-grade overhaul. Ja 1275 from the NB series has been preserved and is currently Mainline Certified.



55 years after Mr Creber's photo was taken, Bryan Blanchard has kindly sent two more interesting pictures of Neilson 2-4-0 No D16, this time with BBC TV's Neil Oliver during the filming of 'Coast New Zealand'. The popular programme returns with a new six-part series taking in Stewart Island, the West Coast of New Zealand's South Island plus Christchurch and the Banks Peninsula. Full details of the series can be found at : <https://www.historychannel.com.au/shows/coast-new-zealand>



Although no longer the steam paradise it once was, at the start of 2018 more than 200 NBL / NB Constituent steam locomotives still exist in South Africa. Their condition varies considerably - from preserved, operational or plinthed to stored, dumped and derelict but there are a good number of rare and interesting engines still to be found. Apart from more than 150 steam locomotives built by The Combine itself after the 1903 amalgamation, the total includes 19 Dubs, 16 Neilson Reid and 2 electric locomotives.

Current NBL flag bearers, working regular public excursions are 15F No 3046 and 12AR No 1535 at Germiston, Ceres Rail's 19D No 3321 (above) and FoR Class 24 No 3664. They will soon be joined by Nos 3655 and 3322, both coming to end of major overhauls at Voorbaai and 3BR 1486 at the Umgeni Steam Railway. Other operational North British locos can be found at Beaconsfield, Bloemfontein and Voorbaai.

The photos below show 12AR No 1535 (NB 21753) on a trip to Magaliesburg (Graham McWilliams) and 8B 1153 (NB 15794) plinthed at Fauresmith (Jacque Wepener). Many of the older engines were withdrawn long before the end of steam and were subsequently plinthed for display around the country. It is quite fascinating to pull into a remote town and find a vintage NB steam loco on display outside the station !



Whilst on the subject of South African steam, the two new cabside number plates and the tender plate for our 19D have all been completed and now are at Creighton ready for fitting onto the locomotive. We will get some photos showing No 2767 carrying her new identity as soon as possible. I should point out that these are alloy plates for the time being as brass plates might attract the wrong kind of attention.

ONE THAT GOT AWAY !

(Notes & photos from Derek Rayner)



Those wonderful Glasgow-built 0-4-0ST locos that are still working on the Darjeeling Himalayan Railway are well known around the world. They were supplied in more or less two batches by Sharp Stewart and North British in the 1890s and the 1920s and many are still in use on the line, having received much attention over the years.

Over time, some of these 'B Class' locos have escaped from the West Bengal area of Northern India and have been plinched or have worked elsewhere. Some were sold to Tipong Colliery in Assam for further work, for example, and others are on display at museums in Chennai, Tinsukia and Delhi whilst others can be found outside railway stations such as at Derhadun in Uttarakhand. However, the most notable 'escapee' is the only one which has left India; that being DHR No 19 ('B Class' No 778, Sharp Stewart No 3518 of 1889) which is on Adrian Shooter's wonderful Beeches Light Railway in Oxfordshire.

On a recent visit to Delhi, No 799 (DHR No 46) was sought out; this being the example which stands proudly outside Rail Bhavan, Indian Railway's headquarters building. This is just to the south of Connaught Place and adjacent to a roundabout (Rotaree No 45) at the junction of Red Cross Road, Raisina Road, Rafi Marg and Dr Rajendra Prasad Road. The timing for the visit could have been better, however, since strong security was in force, it being only a few days before India's Republic Day parade towards the end of January.

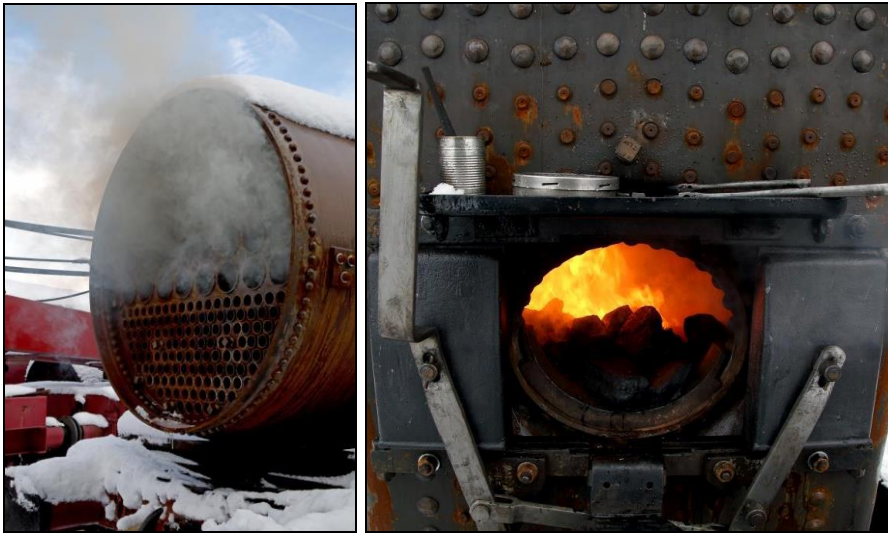
However, at the gate to the offices, a somewhat friendly looking soldier who was standing guard there, seemed indifferent to the request to photograph the loco just inside the surrounding fence and let us in. This was duly in progress until a presumably higher-ranking officer came along with another soldier carrying a gun and advised that photography was not allowed. So no more images were taken and a hasty retreat was made....

Photo Captions

Above Left : Darjeeling 'B Class' loco No 799 (North British No 23292 of 1925) stands in the grounds of Rail Bhavan in Delhi.

Above Right : The well-presented restoration of the loco even includes its cab fittings! In its present location, under the watchful eye of an armed guard, it will not suffer from vandalism!

Both Photos : Derek Rayner



The burning glow in the firebox and the rising smoke from the tubes confirm that the first fire was lit in the completed boiler for NBL 'Jubilee' No 45596 'Bahamas' at Tyseley Works during December. Work also continues at the BLS Ingrow site where the boiler and firebox cladding sheets are undergoing repair. The tender tank paintwork has been completed to a grey undercoat and will soon be 'glossed' at Tyseley. Full details of this extensive overhaul can be found on the BLS website : www.bahamaslocomotivesociety.com

Our 2018 Colour Slide season has got off to a good start with a well-received NB Loco programme at Hertford on 6th February. Our next show is at Marlow on 15th March followed by Oxford in April and Enfield in May. Please contact Ken in advance if you would like to come along to any of these evenings.

And finally, Derek Rayner sent in this photo of a North British works plate that surfaced recently in the Doncaster area. At only 6 ¾ inches long by 2 ⅞ ins high the size is much smaller than normal and the Queens Park Works lettering is unusually located at the bottom of the plate rather than in the centre. No Works Number is shown, only the year 1916. It seems that if someone was going to make a replica it would more closely follow the originals so could this be a replacement plate made by one of the railway works ? We would appreciate your ideas about the origin of this item and the type of loco to which it was attached.



**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 RESTORATION COSTS : £

DONATION TO HENDRIE CLASS 1 TRANSPORT 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.**