

# NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

## March 2019 Newsletter



### HUDSON ACTION

(Photo courtesy Darren Wood)

Darren Wood from Australia's 707 Operations Team has been in touch to tell us of some exciting plans for their North British 'Hudson' R Class 4-6-4 steam locomotive No 707. Their engine (NB 26997 of 1951), seen here at Piangil in 2018, was restored to mainline service in 1985 and has remained in active preservation ever since.

In 2019 they plan to run No 707 monthly on the Victorian main-line broad gauge network from Melbourne to a range of regional destinations. The big tour for 2019 is a long weekend hauled mostly by R 707 from the 7th to the 10th of June 2019. The train will include sleeping carriages that once ran on famous Victorian and Interstate trains such as the Southern Aurora, The Overland and The Vinelander. This tour will feature close to 1,200km of mainline steam haulage over both passenger and freight lines.

A similar trip featuring different destinations is planned to take place over the Queen's Birthday Public Holiday Weekend in 2020. Full details of these tours, and many other exciting events can be found on the 707 Operations website : [www.707operations.com.au](http://www.707operations.com.au)

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## PACIFIC PROGRESS

(photos : John Barrowdale / Colour Rail)

Regular correspondent John Barrowdale has kindly provided a progress update on the comprehensive overhaul of NBL boilered 'Merchant Navy' No 35005 'Canadian Pacific'. This superb engine was built at Eastleigh Works in 1941 and originally carried Bulleid streamlined casing. It was rebuilt to conventional form in May 1959 and continued to work from Bournemouth and Weymouth depots for five more years before being taken out of service in October 1965. As a last hurrah, No 35005 put its NB boiler to good use by recording a top speed of 105 miles per hour near Winchester a few months before withdrawal !



After being rescued from Barry Docks Scrapyard in 1973, 'CanPac' was sent to Carnforth and then to Loughborough where it steamed for the first time in preservation in November 1990. It was used on main line steam specials between 1998 and 2002 after being overhauled at Tyseley and for part of this time it was painted in British Railways blue livery. Now owned by the Mid Hants Railway No 35005 is currently at Eastleigh Works for an extensive overhaul which is being assisted by a Heritage Lottery Fund Grant.



Our photos show 'Canadian Pacific' speeding through Farnborough Station on the down Bournemouth Belle in July 1964, at rest in Ropley yard in March 2007 and finally the upturned boiler, complete with copies of the original NB Works plans, on 8<sup>th</sup> March this year. The overhaul is expected to take another 2 years to complete and projected costs are in the region of £1.5 million. Full details can be found on the dedicated webpage at : <https://canpac.watercressline.co.uk>

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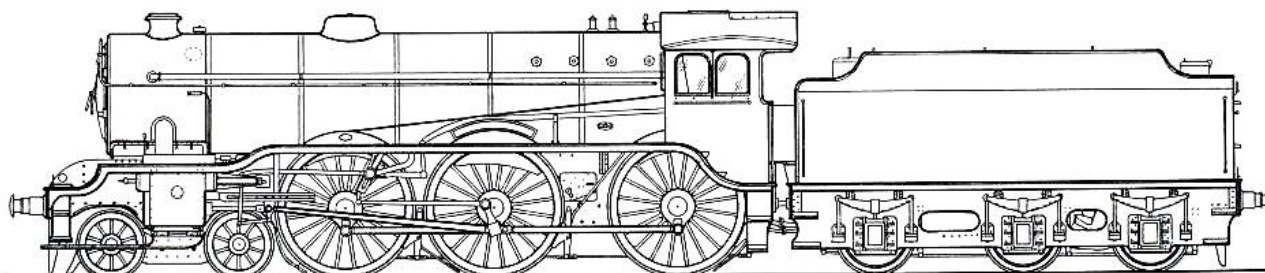
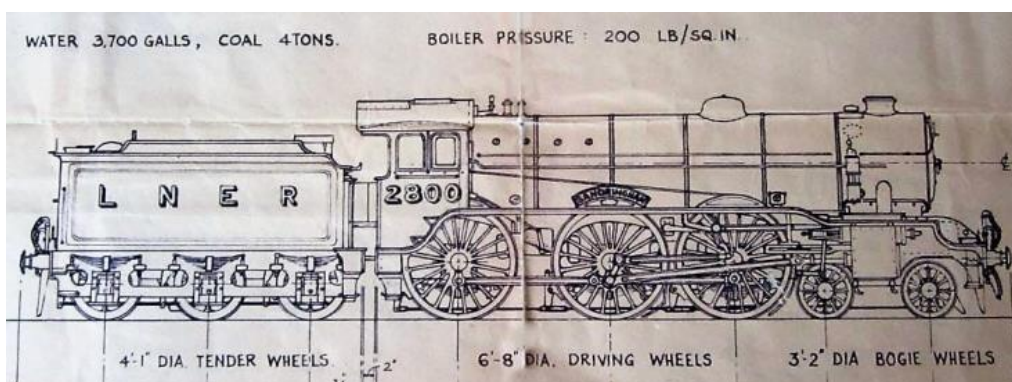
61662 UPDATE

(photos : Brian Hall / KL Collection)

As promised last month, the B17 Steam Locomotive Trust have kindly provided these photos of their new loco frames which are under construction at Llangollen. These two views showing the excellent progress being made on these very impressive frames were taken by their Chairman, Mr Brian Hall on 24<sup>th</sup> February.



The two drawings below illustrate the main detail differences between the original NBL 'Sandringham' design of 1928 and the later LNER 'Footballers' which started to appear in 1936. LNER No 2862 (BR Number 61662) 'Manchester United' was of course completed in January 1937.



As can be seen, the original NBL drawings were followed for the locomotive itself but the tender was replaced by a standard LNER 4,200 gallon version instead of the GER pattern tender used on the first 48 locomotives of the Class. Ironically several hundred LNER Tenders were later built by NBL for the B1's and K1's etc.

Our progress with No 61662 this month has been limited to painting the new boiler cladding in Brunswick Green, a time-consuming task that has now been completed. Rather than showing photos of paint drying we will hopefully bring some new views of the cladding fitted to locomotive next month. In the meantime, progress on the 'Spirit of Sandringham' can be found on their website : <http://www.b17steamloco.com>



The Foxfield Railway Diesel Group are delighted to announce that restored North British diesel shunter Number 27876 from the Chasewater Railway will be operating on their line on six days during April. These dates will include their Diesel Gala weekend on 27<sup>th</sup> & 28<sup>th</sup> April. There are three midweek opportunities to see this fine little loco in action and the full list of operating days are shown in the table below.

Seen above in action on the Chasewater Railway on 17<sup>th</sup> March, No 27876 is very similar in design to the NBL D3/1 Class 0-4-0 shunters, 14 of which operated on British Railways between 1958 and 1967. They were numbered D2900 to D2913 and this loco actually carried the identity of D2911 for a while during its early years in preservation.

**Running dates for our visiting locomotive North British 27876 with thanks to our friends at Chasewater Railway**

**Wednesday 17<sup>th</sup> April**  
**Friday 19<sup>th</sup> April**  
**Saturday 20<sup>th</sup> April**  
**Wednesday 24<sup>th</sup> April**  
**Saturday 27<sup>th</sup> April (Diesel Gala)**  
**Sunday 28<sup>th</sup> April (Diesel Gala)**



Coincidentally we are very fortunate to have received this interesting photo from Robin Giles showing No 27876 in its National Coal Board service days. It was built for NBL stock at Queens Park Works in 1958 on Order Number L96 and delivered new to NCB's Haydock Colliery the following year.

As mentioned recently it has now been joined at the Chasewater Railway by NBL sister loco 27656 and it will be great to see the two of them working together when the latter loco's overhaul has been completed.



## SWAZI STEAM

(photos : Huw Williams / KL collection)

Now known as Eswatini Railways, the former Swaziland Railways system was still 100% steam operated in the 1980's. Most locomotives were hired but in 1989 a batch of 15AR Class 4-8-2's were purchased from South Africa and these worked on the line until steam ended in 1992. Several of the engines were of North British origin and we are very grateful to Huw Williams for sending a good selection of his photographs.



The photos show 15AR No 2012 (NB 22737 of 1921) shunting sugar wagons at Phuzemoya in July 1984 and Nos 1795, 1810 and 1822 at Sidvokodvo shed. Their North British works numbers were 21060, 21799 and 21731 respectively.

The Swaziland Railway opened as late as 1964 and the original line ran from the iron-ore mines at Ka Dake in the North West through to the Mozambique border at Siweni. A later route ran from the border with South Africa in Natal to the Transvaal border near Mangana in the North. The main steam locomotive sheds were located at Sidvokodvo with a few engines sub shedded at Mpaka.



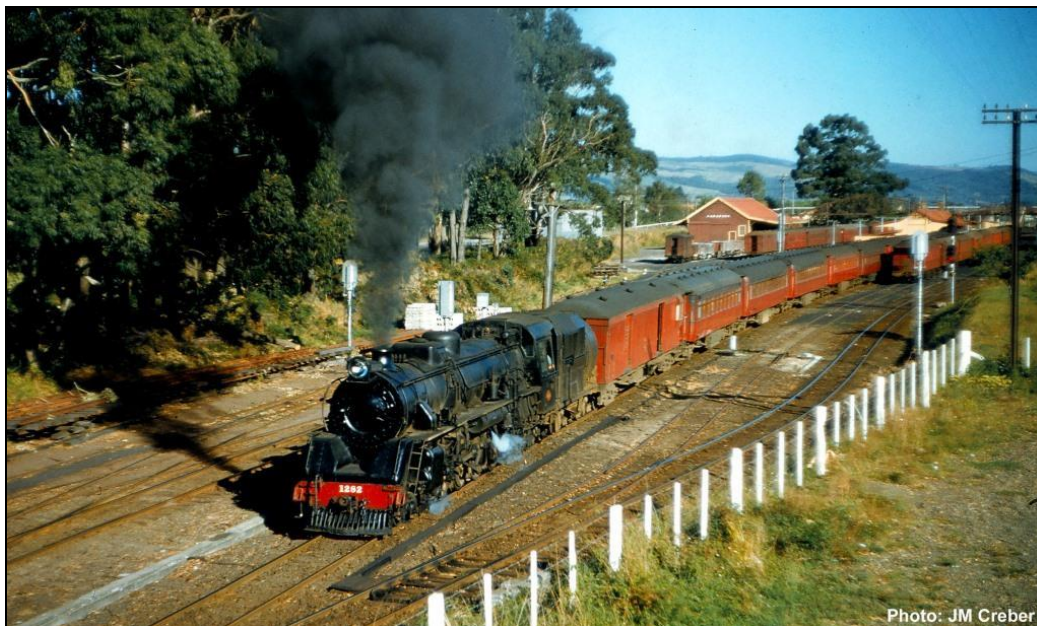
The 15 & 15A Class 4-8-2's were a David Hendrie design dating from 1914 and NBL built several batches of the two types, totalling 77 engines up till 1921. Virtually all of them were rebuilt with Watson standard boilers becoming Class 15AR. Ironically enough, apart from a couple of locos retained for the Transnet Museum, the Swaziland engines became the last of the type in regular service. Two 15AR's remain in Swaziland, Beyer Peacock No 1857 stored at Lavumisa and Maffei No 2098 preserved at Sidvokodvo.

Two more glowing contributions from the JM Creber stable this month courtesy of our valued correspondent Wilson Lythgoe. Both photos feature the magnificent Ja Class 4-8-2's, 16 of which were built by North British to Order Number L19 in 1951. Their Hyde Park Works Numbers were 27104 to 27119 and their New Zealand running numbers were 1275 to 1290.



These locomotives were a development of the existing NZR J and Ja Classes with a number of detail differences. They were turned out with cross-compound pumps but the roller bearings on the rods were limited to the connection between the connecting and driving rod, mechanical lubrication was employed.

Working exclusively in the North Island, the North British Ja's operated on the routes most commonly worked by oil-burning locomotives. The North British Ja's were fine clean-lined machines, and extremely popular with crews in the Auckland district where they were put to use on most tasks. They handled almost every express train in that area for more than 10 years.



These evocative photos show Ja1278 (NB 27107 of 1951) roaring through Tamaki with Limited Express No 688 from Wellington in February 1962 (top) and then Ja1282 (NB 27111 of 1951) leaving Papakura with Express No 322 from Tanaetua on Saturday 2 March 1957. Thanks once again to Wilson for all his help !



**Fund raising** for our NBL Tank 25916 Appeal has been going extremely well and I'd like to offer our sincere thanks to everyone who's already bought Shares or made donations. We are now within touching distance of buying this impressive engine and need just a little more to complete the purchase and carry out some cosmetic restoration. We still have some £25 Shares left for sale so if you are able to help please use the form at the end of this Newsletter, every penny counts ! In the meantime, Dick Manton has very kindly sent us this superb photo of the engine, that he took in 1980 whilst it was working for Amcoal at Cornelia Colliery. A striking livery to say the least, please dig deep – it's well worth saving !

**Our Slideshow** for the Marlow & District Railway Society was well received at Bourne End on 21<sup>st</sup> March and the next show will take place in Herford on Tuesday 2<sup>nd</sup> April. The topic this time will be 'London Midland Main Lines 1958 -1962' and the show features plenty of North British steam locos so there should be something for everyone to enjoy ! As ever, all are welcome to attend but please let me know beforehand so I can advise the organisers of numbers.

**Our 61662 Sales Team** will be back in action at the East Anglian Railway Museum 'Spring Steam Gala' at Wakes Colne Station on Sunday 7<sup>th</sup> April. It will be a great day out so if you are in the area why not drop in and meet the team. Donations of books, models and railwayana for the Stand are always welcome and the event features visiting GWR Saddle Tank No 813 from the Severn Valley Railway.

**And finally :** our Newsletter publishers, Mortons Media have contacted us to advise of a 10% price increase coming our way from the start of next month. This has been expected for some time but it will still eat into our coffers. As you know we do not have an annual subscription charge but if you are able to make a small donation towards our monthly Newsletter costs it would be greatly appreciated.

**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](http://www.nbloco.co.uk) Please send items for the website to Dave Fox at : [webmaster@nbloco.co.uk](mailto: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](mailto: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)

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**NORTH BRITISH LOCOMOTIVE PRESERVATION GROUP  
A NOT FOR PROFIT ORGANISATION**

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**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.**