

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

August 2019 Newsletter



ON THE MOVE !

(Photo courtesy Reefsteamers Germiston)

We don't often feature Volvo Trucks in our Newsletter but I had to include this amazing photo to show just how tight the clearance was when our NBL Tank No 25916 was hauled through the old railway tunnels under Germiston Yards on Friday 9th August !

After a false start on Tuesday 6th, when the engine was found to be too heavy for their 60 tons low bed, Mercor returned to Germiston three days later with a bigger trailer but this was a very tight fit under the tunnels. Eventually, after removing the loco's chimney and dome cover the Mercor team managed to skilfully negotiate the larger of the two tunnels with inches to spare.

The rest of the journey to Pretoria was uneventful and the loco was unloaded at the Wonderboom Military Museum later the same morning. There are several more photos of the move on Page 2 and we would like to thank everyone who contributed to purchasing this fine engine and moving it from Germiston. We couldn't have done this without the overwhelming generosity of our Members so thank you all so much for this superb achievement.

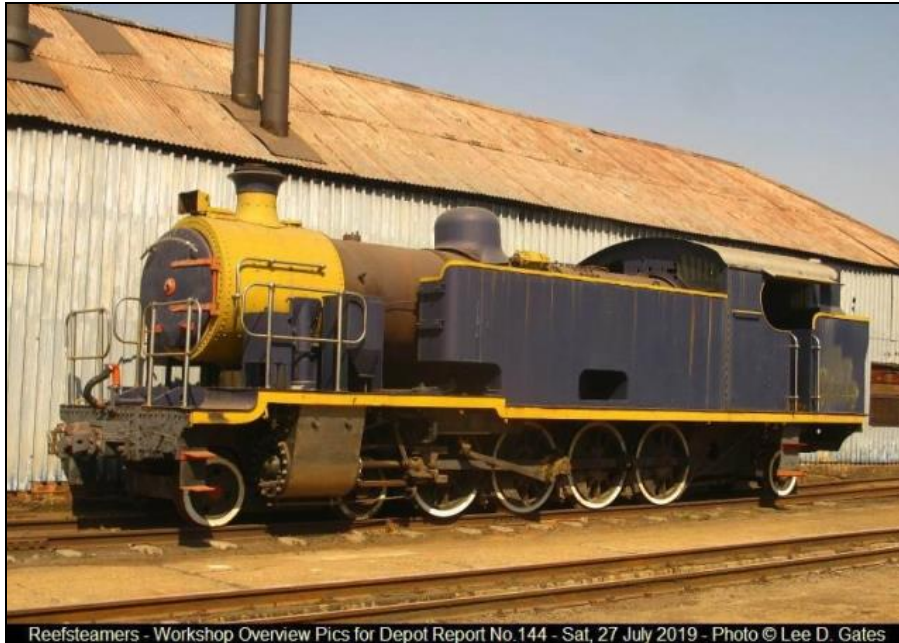
As stipulated by Richards Bay Coal Terminal we need remove their logo & livery so we will need to carry out a repaint soon and this will also need funding. For now though congratulations everyone !

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25916 MOVE (Contd)

(photos : Shaun, Lee & Ben)

We are very grateful to Lee Gates, Shaun Ackerman and Ben Minnaar for the following photos showing the road movement of No 25916 from Germiston depot to the new Wonderboom Museum. As mentioned on our front page, the original trailer was unable to take the load but the bigger trailer was such a tight fit through the Germiston tunnels that the chimney and dome cover had to be removed. The Mercor team managed to negotiate the tortuous route out of Germiston but it was touch and go for a while !



Our last photo shows No 25916 being unloaded at Wonderboom. The next jobs are to re-fit the chimney and dome and carry out some cosmetic restoration. Donations towards the cost of the re-paint are welcomed and hopefully she will be joined on site by our Hendrie Class 1A No 1301 in the near future !

61662 UPDATE



(photos : KL Collection)

At first glance this photo may look very similar to the one in last month's edition - but eagle eyed readers will spot the detail differences ! The fourth section of boiler cladding is now in place, the central boiler band has been fitted and a good attempt has been made to straighten the annoying kink in the running plate.



We are still waiting for the LNER builders plate and the replacement 30A Stratford shed plate but Newton Replicas have assured us that work is well in hand and the new items will be sent to us very soon. Our regular work parties continue and hopefully we will be able to show more progress soon.



FRENCH COMPARISONS

(photos : Bob Francis)

NBLPG Member Bob Francis achieved a must-do ambition on Bastille Day (14th July) this year when he visited the French National Railway Museum at Mulhouse. As we reported back in 2014, there are of course several North British / constituent locomotives in the Museum but one engine in particular caught Bob's eye as he had previously photographed it almost 50 years ago when it had just been withdrawn from service.



Heavy freight 2-8-0 No 140-344 was built for the Chemin De Fer De L'Etat along with 24 Classmates against Order No L688 at NBL's Atlas Works in 1917. (NB Works Number 21581 / 1917) She later became SNCF 140C-344 but has reverted to her old Etat number in preservation. Bob says that he had previously seen her in store at Thours MPD on 3rd January 1970, she was withdrawn from service in December 1969. Many Thanks Bob for these very interesting comparison photos, the years have treated her well !



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BEN ALDER PROJECT

(photos : courtesy www.colourrail.com)

A new group in Scotland are setting out to right one of the greatest wrongs in UK preservation history by attempting to rebuild the legendary Highland Railway 'Ben Alder'. Built in 1896 by Dubs & Co, No 54398 was the last survivor of the HR 'Ben' Class 4-4-0's, it was withdrawn in 1953 and set aside for preservation. However (allegedly) due to having a non-standard Caledonian boiler, it lost favour with the powers that be and was shunted around from shed to shed for more than decade until being 'accidentally' scrapped in 1967.



In BR days, Ben Alder was initially allocated to Aviemore shed and was then sent to Wick on the Far North lines where it worked until withdrawal in February 1953. It is seen above outside Lochgorm Works in Inverness in September 1953 after being earmarked for preservation. Stephen Arrandale's excellent colourisation shows the loco in original condition as HR No 2 in the pre-grouping era and finally the 'Ben' is seen in the company of the Highland Railway 'Jones Goods' at Dawsholm shed shortly before scrapping.



The new group are known as NBLs - which was of course our original name when we first started as the North British Locomotive Society back in 1989 ! This time around the initials stand for 'New Build Locomotive Scotland' and they have already spent some time gathering drawings and information about the Highland 'Ben' Class locomotives.

Officially launched as recently as June 2019, they do not have a fixed base as yet but they intend that the new engine will be built in Scotland using as many Scottish sourced parts as possible. We wish them good luck with this ambitious project and will keep a close eye on their progress.



PRAIRIE DOG DUBS

(photos : Dave Richardson)

One of our regular SA correspondents, Dave Richardson recently visited Canada where he was fortunate to travel on the preserved Prairie Dog Central Railway near Winnipeg. His train was hauled by the last surviving Dubs North American 4-4-0 No 3 which was built in 1882 for the Canadian Pacific Railway and is now the oldest operational steam locomotive in Canada.

It was originally Canadian Pacific number 22:1 then CP133:2 of Class A5d till 1907 and then CP 63:3 of Class A5d and finally CP 86-3 of Class A21. It was sold to Winnipeg Hydro and became their number 3 which is the number it carries today. It was completely rebuilt with a brand-new boiler by the Vintage Locomotive Society between 2001 & 2009 and looks set to steam on for many years to come.



Regular trips are run over the Prairie Dog line every Saturday, Sunday and Holiday Monday from May till September, and last almost four hours with one stop in the rural community of Grosse Isle. Full details of these services and the Halloween Express Trains in October can be found at <https://www.pdcrailway.com/> Many thanks to Dave for his very interesting notes and photos.



Problems continue on India's Darjeeling & Himalayan Railway where a new report has highlighted a wide range of concerns. These include poor maintenance and encroachment by illegal building along its 55 mile route. The line, which is home to an ageing fleet of North British B Class 0-4-0's, also has two stations that have not yet been repaired since they were damaged by riots in 2017. Bob's photo shows B Class No 787 (NB 20143 of 1913) with a typical service train.

Now that the difficult task of moving our NBL Tank loco to Wonderboom has been successfully completed, final arrangements are being made to collect our Hendrie 1A No 1301 from Greenside Colliery. One of the issues causing delay is the need for Mercor's staff to attend a Health & Safety seminar at the mine before they can work on the project. Many thanks to everyone who has supported our funding appeal for the Hendrie, we now have just over one third of the total costs in hand so donations and interest free loans are still urgently needed to save this historic locomotive.

Long Term Member Vic Marchant has very kindly provided details of Operation Iron Horse, which was a diving expedition carried out in 1989 to locate the possible remains of four Neilson locomotives that were shipwrecked near the Isle of Islay in August 1857 (yes, I did say 1857) This would make them the oldest relics of any of the three NBL constituent firms so we will research the findings and report on them soon.

Buddy Bramwell writes from Namibia to tell us that he is putting forward a proposal to Transnamib to refurbish and operate the two North British 24 Class 2-8-4's Nos 3611 & 3612 (NB 26323 & 26324) that are currently stored at Keetmanshoop. Neither loco has worked since the early 1990's and they have many parts missing so Buddy will have plenty of work to do. We wish him every success with his venture, more details of the two locos can be found at : <http://steam-locomotives-south-africa.blogspot.com/2009/09/>

Our August slide show at Pewsey Vale Railway Society on Tuesday 13th August was well received and the excellent attendance resulted in a useful donation to our funds. We are taking a short break in September so the next Show, featuring the Railways of Scotland in 1962, will take place at Hoddesdon in October.

**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 :

JOINING FEE OR DONATION TO NEWSLETTER COSTS : £

DONATION TO HENDRIE 1301 TRANSPORT FUND : £

DONATION TO ENGINE 61662 APPEAL : £

OWNERSHIP SHARES / DONATION TO 19D 2767 : £

OWNERSHIP SHARES / DONATION TO NBL TANK 25916 : £

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.**