

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

October 2019 Newsletter



NORTH YORKS GALA

(photo Rodney Towers)

Held over three days from 27th – 29th September, this year's North Yorkshire Moors Autumn Steam Gala was probably the biggest such event to be held in the UK this year. Fifteen steam locomotives were in use ranging from the pocket-sized Lambton Tank to a mighty GWR King, an A4 Pacific and the newly restored 9F 2-10-0 No 92134. North British steam power was well represented with LNER B1 4-6-0 No 1264 and K1 2-6-0 No 62005 working service trains the full length of the line from Whitby to Pickering. Waiting in the wings was NBL WD 2-10-0 No 3672 which is currently under overhaul at Grosmont depot.

Rodney's atmospheric photo above shows the K1 leaving Grosmont station, double heading with LNER A4 No 60009 'Union of South Africa', on the 10-30hrs departure to Pickering on the first day of the Gala. The station clock shows the train to be leaving right on time and the crowded platforms give some indication of the level of interest in the event.

The huge success of this major event goes to show what can be achieved by preservationists in the 21st Century and provides inspiration for us lesser mortals to push our aspirations ever higher and higher !

NORTH EASTERN COUSINS**(photos : Rodney Towers)**

One week after the Gala, Rodney visited the North Yorkshire Moors again to photograph the LNER Coach Association annual special train, being run as a combined operation between the LNERCA and the B1 Locomotive Trust, and headed by NBL B1 No 1264. Notably this year the striking Headboard proclaimed the 40th Anniversary of the founding of the LNER Coach Association. Nick Stringer, current Chairman of LNERCA, gave a short commemorative address to Members on Grosmont platform before introducing Vice Chairman, Murray Brown, who entertained with both additional points of fact and numerous anecdotes.



Before leaving Yorkshire, we couldn't resist Rodney's final photo of the NBL K1 leaving Grosmont – seemingly with A4 60009 in tow ! Built in 1949 and attributed to his successor AH Peppercorn, the K1's were aesthetically very similar to Edward Thompson's B1 design with two cylinders, parallel boiler and round top firebox. Sadly No 62005 is the last of the line, the other 69 members of the Class having been sent to the breakers. As previously mentioned, all 70 K1's were built at Queens Park Works in 1949 / 1950 and as such were some of the last steam locomotives to be built by North British for the UK home market.





We have at last fitted the final section of boiler cladding on No 61662's left hand side and, although three of the boiler bands are still to be secured, it does at least make the ensemble look much more complete. A photo call was held on Thursday 10th October when our brass 'Manchester United' nameplate was temporarily fitted along with a 'Fenman' headboard and a set of BR Eastern Region headlamps.



Much heavy engineering remains to be done of course but hopefully the work carried out so far has captured the distinctive profile of the original 'Manchester United' locomotive. We want to turn our attention to the chimney and dome next and are very keen to hear from any of our Members or friends who may have access to a 3-D Printer or a CAD design system. If you can help with either of these items, please email Ken at ken.livermore@btinternet.com or phone 07990 575 103.



We would like to take this opportunity to thank all our Members and friends who have very kindly supported our Engine 61662 Appeal over the past few years and hope very much that this will continue as we start to move into the next phase.

We were delighted to receive photos of three rare NBL / Constituent industrial steam locos from two new contributors this month. Duncan Young visited the Staffordshire based Foxfield Railway on 28th September to find Dubs 0-4-0 Crane Tank No 4101 in steam and shunting in the yard. Built at Polmadie, Glasgow in 1901, this diminutive loco saw service at the Shelton Iron Works near Stoke on Trent before entering preservation at the East Somerset Railway in 1973. It was later sold to private owners at the Foxfield Light Railway where it was restored to steam in July 2010 becoming a major attraction at their steam galas.



A few days later, Darren Jay managed to obtain a guided tour of the former Lytham Motive Power Museum based in the old Helical Springs factory complex in Lancashire. This site still houses several industrial steam locomotives but is normally closed to the public. Darren did well to gain entry and we are very grateful for his permission to use the photos below. As you can see, apart from the steam locos, the museum area is crammed with many transport exhibits including cars boats and aircraft !



On the left, 'Snipey' is another 0-4-0 Crane Tank, this time built by Neilson & Co in 1890 (works number 4004) It was employed in moving pit props, sleepers and sections of rail around the Millom Iron Ore Co.'s hematite mines where it carried the number 6. The name 'Snipey' is believed to have been acquired as the profile of the crane was said to resemble the beak of a Snipe !

Finally, engine No 20 is a former Bairds & Scottish Steel 0-4-0 Saddle Tank It was built by North British in 1908 (works no 18386) and was featured in steam in Terry Dorrity's excellent photo of Gartsherrie Works in our July 2019 Newsletter. Eagle eyed readers will notice the the smokebox numberplate from NBL Jubilee No 45582 'Central Provinces' on the wall to the right of the engine !

North British GMAM Garratt No 4135, which has been stored out of use at Hermanstad for some years, has been purchased for the Ceres Railway Project and will now be moved down to the Cape for restoration and return to steam if sufficient funds can be raised.



This superb locomotive was part of the final batch of NBL GMAM's that were completed at Springburn under sub contract from Beyer Peacock in 1958. A total of 32 of the class were built by North British in three batches between 1956 and 1958 and, with 68,800lbs Tractive Effort, they were some of the most powerful steam locomotives ever constructed in the UK. Their works numbers were 27691-27702, 27769-27778 and 27783-27792, SAR running numbers being 4099-4110, 4111-4120 and 4131-4140.

No 4135 carried NBL works number 27787 and was operational for the SAR from 1958 to 1980. After a short period on loan in Zimbabwe it was sold to Randfontein Estates Gold Mines where it became their number R4. When REGM steam operations finished it was initially saved for preservation by New Zealander Ian Welch but after Mr Welch shipped sister GMAM No 4083 and former Rhodesian Railways 14A Garratt No 509 to New Zealand, No 4135 was made available for sale.



The plan to restore No 4135 for working Ceres Rail trains is very exciting but moving this 191 tons steam locomotive around 900 miles from Pretoria to the Cape will be a mammoth task. Transport costs will be high and public donations towards this worthy cause will be welcomed once an action plan has been formulated. The wonderful prospect of a mighty GMAM Garratt thundering through the mountain passes and outstanding scenery of the southern Cape beckons – we will keep you posted !

Full details of current Ceres Rail operations can be found on their website : <https://www.ceresrail.co.za/>

SUNKEN TREASURE

(photos courtesy : George Shields)

Following up the information about Operation Iron Horse, supplied to us by Vic Marchant in our August Newsletter, has led us into contact with George Shields who was one of the key divers involved. I am delighted to say that George has not only supplied us with photos and recollections of his momentous adventure but he has also joined us as a Member of our Preservation Group. George is an amazing chap who has travelled the World in search of steam and I'm sure he will have many more stories to tell us.



To briefly recap the story, the 700 foot sailing barque 'Thomas' set out from Greenock one foggy night in August 1857, bound for Canada with a cargo of four Neilson steam locomotives. The load consisted of two 4-4-0 tender locomotives and two 0-6-0 Saddle Tanks with consecutive works numbers 386 to 389 and they had been ordered for a new railway being built in Halifax Nova Scotia. The journey ended just a few miles from the Scottish coast however when strong Atlantic currents wrecked the ship on the jagged rocks off the Isle of Islay. Fortunately all of the crew were saved but the £16,000 cargo of steam locomotives plunged to the sea bed. They lay there undisturbed in their watery grave for more than 100 years before being 'discovered' by a team of RAF divers in 1977.



George tells us that he was a footplate volunteer on the East Somerset Railway when he learned of the Iron Horse project and he had to become an accomplished diver before he could take part. So perilous were the waters in which the ship had gone down that there were only two only occasions each year when it was safe to dive. They could only get out to the wreck when the 'rip tide' was raging as it gave the divers a limited amount of protection from a severe battering by the returning tide.

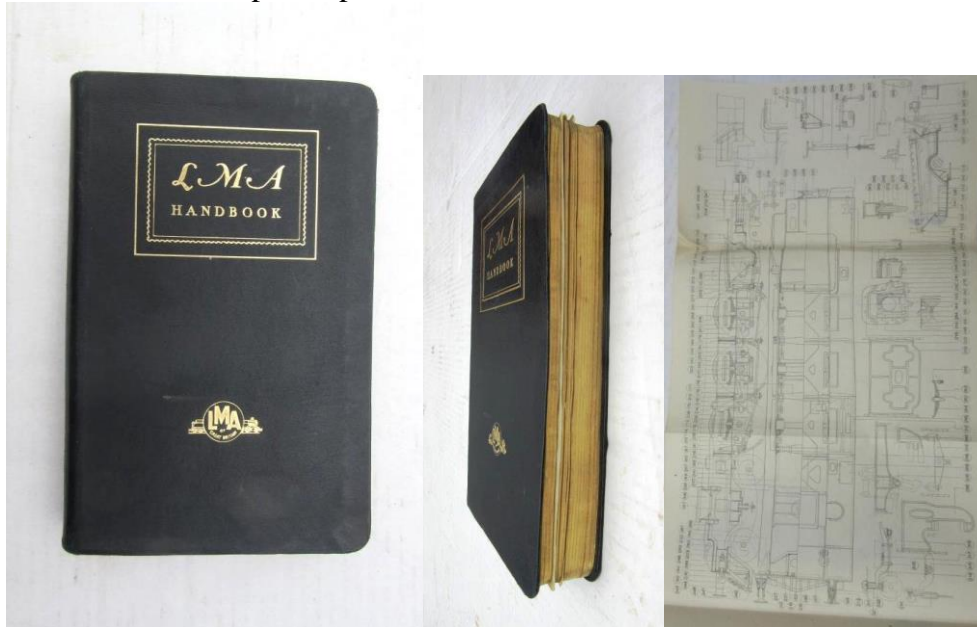
Despite this, hundreds of artefacts have been recovered over the years including two impressive brass works plates which were presented to the National Collection in 1998. (photos of these would be appreciated – KL) We do have lots more notes and photos and will be happy to send them out on receipt of a SAE. Thanks again to George for this amazing story.

ITEMS FOR SALE

(Photo : KL Collection)

Funds are urgently needed for all our locomotive projects so we will be re-introducing our Members Sales & Wants page in future Newsletters. If you have railway-related items to donate to our Group or wish to sell through these pages please let us know. All we ask is that you become a Member or make a small donation.

Several exciting items have already been donated to us and we have priced them at £50 each plus postage. All proceeds will go towards the preservation and restoration of our locos. Full details are supplied below. These are all historic items so please phone Ken on 07990 575 103 to secure.



LMA Handbook (Locomotive Manufacturers Association) First Edition 1949 complete with LMA Victoria Street London 'With Compliments' slip. Leather bound, gilt edged 464 pages, 7.5 ins x 5.0 ins. In excellent condition. This is a fabulous book for anyone restoring a steam railway locomotive. It is packed full of photographs and fold out drawings plus specifications for boilers, frames, valve gear etc and huge amounts of technical data. Much of the information is translated into five different languages : English, French, Spanish, Portuguese and German. A real collectors item and an absolute bargain at £50.



Next up we have two 7.25 ins x 4.25 ins brass tenderplates and one bunkerplate for sale at £50 each
814 – from a North British 16CR Class pacific works number 21711 built 1919 - face polished
2762 – from a Robert Stephenson 19D 4-8-2 works number 7275 built 1947 - totally ex loco condition
4057 – from a Henschel GMAM Garratt works number 28686 built 1953 – lightly cleaned

**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 :

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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.**