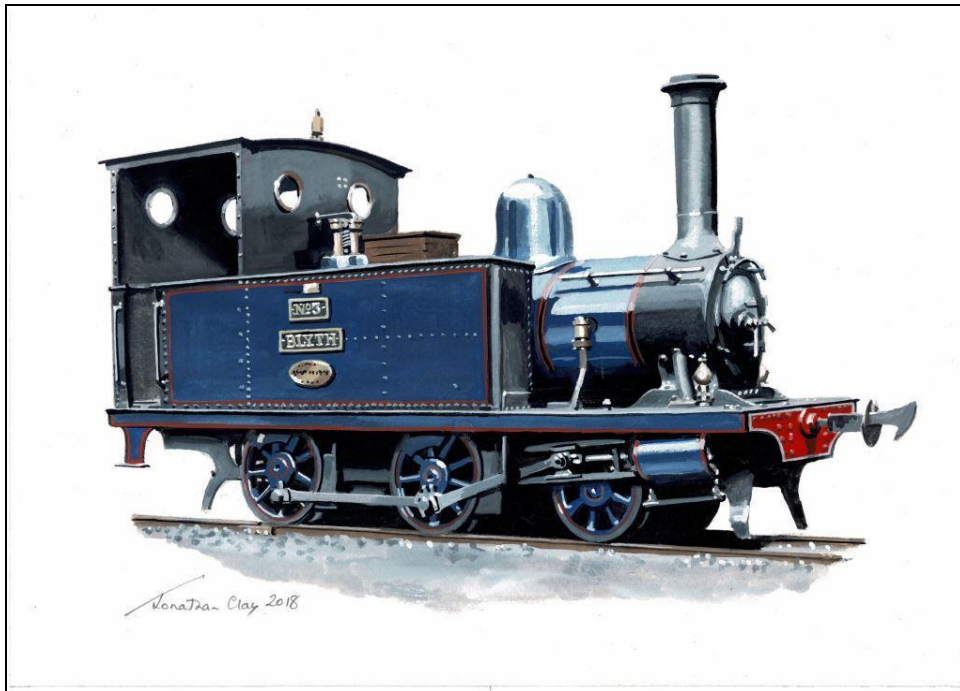


NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

September 2019 Newsletter



SHARP STEWART REPLICA

(Image courtesy Jonathan Clay)

The Southwold Railway Trust have placed a £300,000 contract with North Bay Engineering of Darlington to complete a replica of long scrapped Sharp Stewart 2-4-0 Tank Locomotive No 3 'Blyth'. The frame and bufferbeam are already in existence and the next major component to be built will be the boiler. 'Blyth' was one of three similar 2-4-0 Tanks that were supplied by Sharp Stewart for the opening of the Southwold Railway in September 1879 and the little engine is believed to have worked on the line for almost 50 years.

The Southwold Railway was a remarkable 3 foot narrow gauge line linking the fashionable Suffolk seaside resort of Southwold with the Great Eastern main line at Halesworth, 8¾ miles inland. Opened in 1879, it wound its way towards the sea through the beautiful valley of the River Blyth, with intermediate stations at Wenhaston, Blythburgh and Walberswick. Despite being closed as early as April 1929 many parts of the trackbed are still in good condition. The Southwold Railway Trust are dedicated to preserving the memory of this special little railway and re-opening as much of the old route as they can. More details can be found on their website : <https://www.southwoldrailway.co.uk/>

The impression of 'Blyth' shown above was kindly supplied by one of our own Members, Jonathan Clay who is a wonderfully talented Transport Artist based at Clitheroe in Lancashire. Over the past 12 years he has painted more than 1,000 pictures, mainly of transport subjects and is happy to take on commissions or provide pictures of special engines in your chosen locations ! Full details of Jonathan's work and can be found on his website : <https://www.jonathanclay.co.uk/>



A huge amount of work is currently going in at the Walmansthal site in readiness for the opening of the new Wonderboom Military Museum. Track has been realigned, railway carriages and military vehicles have been re-painted and our NBL 4-8-2 Tank has been repositioned to optimise the display.



Preparations to relocate the three steam locomotives from Greenside Colliery continue and we are delighted to say that we now have the necessary funds in hand to cover the movement of our Hendrie 1A No 1301. This has only been possible however due to the generosity of one of our Members in providing an interest free loan to cover the shortfall. This has to be re-paid of course so donations towards the Hendrie are still urgently needed.



61662 UPDATE



(photos : KL Collection)

Only limited progress was made on No 61662 this month due to holiday season but the smokebox door has been repainted, the new 30A shedplate and LNER style worksplate have been fitted and a third boiler band has been 'buttoned up' on the cladding. Ironically the weather was brilliant whilst most people were away and now we are ready to re-start it is tipping down with rain ! Hopefully though the small improvements that were made in the last couple of weeks will make the project a little more interesting for our visitors.





As many of our readers will know, the Ayrshire Railway Preservation Group based at Dunaskin are the current custodians of NB 0-4-0 diesel hydraulic shunter No 27644 of 1959. Its present engine is totally seized and defies all attempts to free it off. However, an opportunity has arisen for ARPG to purchase a suitable Paxman engine from a dealer in Kent, which would allow them to restore the loco to running order.

ARPG Chairman Archie Thom is leading an appeal to raise the asking price of £3,990 (plus transport costs) and is inviting anyone interested in helping this very worthwhile cause to contact him via the Scottish Industrial Railway website : <http://www.scottishindustrialrailwaycentre.org.uk/arp/4591796247>



At the other end of the scale, Project 22 report that, although they have been a little quiet on Social Media recently, background work is progressing and they are now at a stage where production of the bogies and main frame for D6358 can take place. They are now considering where they are heading in regards to production. It will be great to see this distinctive loco take shape and to whet the appetite, here is D6320 at Plymouth Laira in early 1960's. More details can be found on their website : <http://project22society.co.uk/>

Since its return to the South after the Highlands & Islands tour in May, North British B1 4-6-0 No 61306 'Mayflower' has been kept very busy. It has hauled multiple trips on the Royal Windsor Steam Express and The Sunset Steam Express and taken part in a number of individual one day railtours for good measure.

The Windsor train ran three times daily on Tuesdays in June, July & August followed by evening trips to Chertsey and Guildford. Keith Fender caught the Apple Green livery in perfect light on 27th August as the first train of the day awaited departure from Waterloo.



These days most railtours in the South of England run on Southern metals but 'Mayflower' managed at least three forays onto ex LNER lines during the Summer. Below left she is seen taking water at Colchester on 4th July en route to Norwich and the Mid Norfolk Railway with a train that originated from Liverpool Street. Our final photo shows the 1948-built loco in fine form racing through the Southern heartland at Winchfield on 18th July with a special from Southend to Eastleigh and back.



The UK railtour season is far from over and 'Steam Dreams' have 'Mayflower' pencilled in for several more exciting trips in the Autumn and on the run up to Christmas. Full details can be found on their website : <https://www.steamdreams.co.uk/index.php>

NZ SURVIVOR



(photos : David Fisher)

David Fisher recently visited the Mainline Steam depot at Plimmerton, near Wellington in New Zealand and kindly sent us these detail photos of North British J Class 4-8-2 No 1236 which he saw in the running shed.



Built by the North British Locomotive Company in Glasgow in 1939, J1236 was given the makers number 24559 and delivered to New Zealand in March 1940. It was initially based at Dunedin, working on the hilly main line north of the city. Once sufficient newly built Hillside Ja locomotives entered service, J1236 was transferred to the North Island to work in the Taumarunui, Frankton and Palmerston North Districts.

After withdrawal in 1971 No 1236 was purchased by the Railway Enthusiasts Society of Auckland for short term use but after two changes of ownership it was eventually acquired by Mr Ian Welch. It was later converted to oil burning, re-classified Jb and is currently based at Plimmerton depot. More details of this and many other New Zealand steam locos can be found on : <https://www.mainlinesteam.co.nz/>



We are grateful to Graham Holt for sending in this photo of NBL K1 No 62005 at Fort William Station awaiting departure with the ‘Jacobite’ on 26th August. The photo was in fact taken by Graham’s Daughter Katherine who had just walked from Inverness to Fort William on her way to Glasgow for a conference ! Incidentally, the K1 recently celebrated its’ 70th year in service and will soon be heading back to the NYMR to take part in their Autumn Steam Gala from September 27th – 29th.

Restoration continues on NBL 19D 4-8-2 No 3366 at the former Friends of the Rail depot at Hermanstad near Pretoria. A hydraulic test proved successful and this will be followed by thickness testing and a boiler inspection. Two sections of the boiler cladding have been given a coat of primer and refitted. Recently taken into the MeMysons organisation, the Hermanstad site is currently under redevelopment and some of the sidings are being relocated to improve their usage and storage capability.

Work is progressing well on NBL-boilered Merchant Navy No 35011 ‘General Steam Navigation’ at the loco’s new restoration base on the Swindon & Cricklade Railway. A working weekend was held on August 3rd & 4th to begin the task of removing the boiler tubes and the owning Society recently held its AGM at Blundson Station. This was the first time that many of the members had been able to see No 35011 ‘up close’ since its days at Barry Docks.

Our next slideshow will take place at the Hoddesdon Railway Circle on Monday 28th October. The topic will be ‘Railways of Scotland – 1962’ so plenty of NBL steam and diesel locomotives will be in the mix. As ever, please let me know beforehand if you would like to come along 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 :

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.**