

The NBL Preservation Group

Would Like To Wish Everyone

A Merry Christmas !



AN EVENTFUL YEAR

(photo courtesy : www.steamdreams.co.uk)

In the wintry scene above North British steam is captured in all its' majesty as NBL B1 4-6-0 No 61306 'Mayflower' teams up with Southern 'Merchant Navy' No 35018 'British India Line' for a spectacular run over the Settle and Carlisle line. Snowy and sunny conditions like these rarely seem to occur in the UK and 'Mayflower' locomotive owner David Buck described the event as a 'magical day'.

Our Preservation Group has had an excellent year with another North British steam locomotive acquired and steady progress made with all our projects. Hopefully we will soon see our Hendrie 4-8-0 No 1301 collected from storage at Greenside Colliery and restoration work on this historic locomotive can begin.

I can only apologise once again to our postal members for the printing problems we have been experiencing recently. Suffice to say that three potential publishers have now been contacted and various options are being considered to resolve the problem. Many thanks to everyone for their generous support during 2019, we look forward to the New Year with renewed optimism.

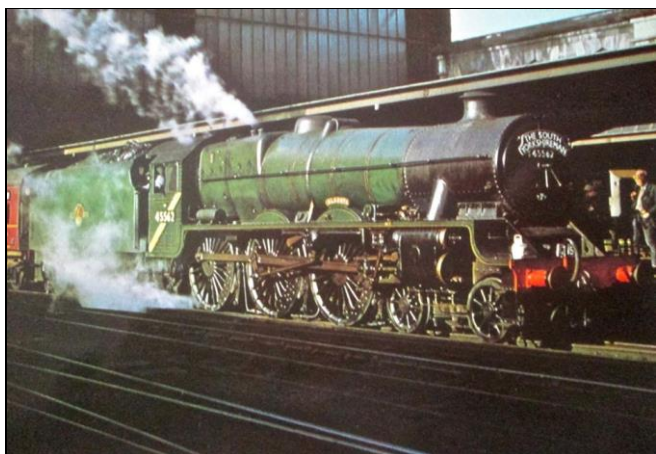
ALBERTA

ALBERTA RUNS AGAIN !

(photos credited below)



Lineside enthusiasts were surprised and delighted to find that the West Coast Railway's special train from Lancaster to Carlisle and back on Sunday 24th November was headed by one of Holbeck shed's long lost Jubilee Class 4-6-0's No 45562 'Alberta' ! The engine was of course the train operator's No 45699 'Galatea' in disguise but what a pleasure to see 'Alberta' once again after all these years ! To complete the occasion, 'Royal Scot' 4-6-0 No 46115 Scots Guardsman (NB 23610) was coupled inside to provide extra power for the stiff climbs over Shap Summit in either direction. The train is seen south of Penrith. **(Bob Avery)**



The original 'Alberta' (NB 24120) was built at Hyde Park Works in Springburn and delivered to the London Midland & Scottish Railway as their No 5562 in August 1934. After Nationalisation, 'Alberta' became British Railways No 45562 and worked at Leeds Holbeck and Farnley Junction sheds' It achieved widespread affection by becoming one of the last Jubilees to work passenger trains over the Settle & Carlisle railway before withdrawal came in November 1967. A preservation bid was launched but the engine was passed over in favour of No 45593 'Kolhapur' as it her tyres were in better condition. Nowadays of course this would not be an issue but in the early days of enthusiast preservation, replacing tyres was seen as major problem.

above left – The real thing No 45562 'Alberta' at Carlisle Citadel in 1967. (courtesy : www.colourrail.com)

above right – The 2019 pairing of 45699 & 46115 work hard on the climb to Shap Summit **(Gordon Hewitt)**



As mentioned last month, practical work on No 61662 has been held over until after the Christmas break but our friends at the Mizens have very kindly removed an old crane from in front of the loco. This has made the area look much tidier and will make access to the front of the engine much easier for future work parties.



COLLECTOR'S CORNER

(Photos courtesy : www.gcra.co.uk)

With Christmas fast approaching it is time for our annual look at the Railwayana Auction scene. The Great Central Railwayana Auction on 7th December turned up 20 NBL-related items for discerning collectors amongst the 500 Lots on offer. Probably the most exciting of these was an original nameplate from Southern Railway King Arthur Class 4-6-0 No 30788 'Sir Urre of the Mount'. This fine locomotive was built at Hyde Park Works in September 1925 (NB 23284) and was finally withdrawn from service in February 1962.

(This nameplate was not sold and is still available from GCRA for around £6,000 plus commission)



As ever there was a good selection of smokebox numberplates from North British steam locomotives with sale prices ranging from £390 for WD 2-8-0 90151 (NB 25035) to £4,000 for 60065 which had been carried by LNER A3 'Knight of Thistle'.(NB 23102).



The Auction included several steam locomotive builders plates but quite surprisingly no NBL Diamonds were listed in the sale. Plates from each of the three NBL Constituents were represented. Dubs diamond 3535 of 1897 and Neilson 4536 were sold for £560 each. Sharp Stewart 4643 from a Caledonian 0-6-0 sold for £600 but North British circular worksplate 24767 from LMS 8F No 48271 achieved only £200.



Four South African NBL cabside plates were on offer in the auction. At £1,050 25NC 3522 reached the highest price as the Lot included the bufferbeam numberplate and smokebox door nameplate ELBE. Two 15F plates went under the hammer for £250 (3071) and £260 (3109) and 15AR 2023 realised £340.

Star of the show was a brass nameplate from LNER A4 Class streamlined pacific No 60021 'Wild Swan' which must have made a large dent in someone's Christmas budget selling at £30,000 !

CHRISTMAS PAST

(Notes & Photos from Peter Rogers)

Peter Rogers has kindly delved into his SA Steam Diaries to bring us these interesting notes and photos from a trip he made to Johannesburg 30 years ago. Peter encountered four different North British steam locos in action in four days. Not a bad haul for December 1989 !



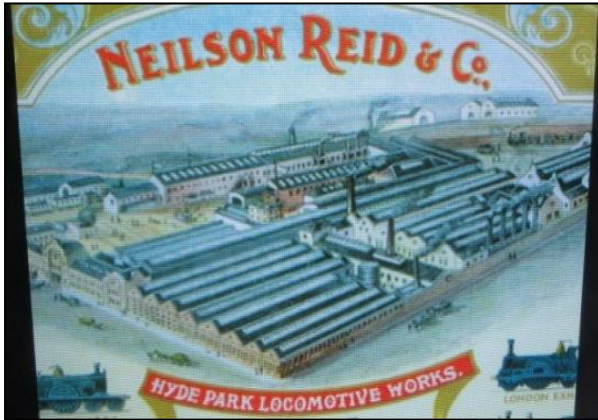
A 1989 Christmas visit to my parents in Johannesburg left me some spare time to catch up with a little Transvaal steam. First off was the final run of the Jo'burg to Bulawayo mail train on 28th December. To commemorate the occasion, the then newly refurbished 25NC No 3407 (NB 27293) took the train as far as Krugersdorp where she was joined by 19D No 3323 (NB 26043) for the difficult section as far as Boons. Needless to say, both of these fine North British products performed impeccably.

The next day I was back at Jo'burg Station to witness the departure of the Cape Town bound Trans Karoo Express, steam hauled behind 15F No 3135 (NB 26019) as far as Klerksdorp. I wasn't able to follow the train that day but from all accounts it was another superb run which kept the chasers on their toes !



Finally, I made a New Year's Eve visit to the Witbank coal fields where nothing much was happening until a plume of smoke and steam was spotted rising from the SAR Blackhill interchange sidings with Apex Greenside Colliery. It was none other than Class 1A 4-8-0 No 1301 – a rare bird indeed as the mine's pair of 14R's were the normal performers in those days ! (No 1301 was subsequently donated to our Group – Ed)

Photo Captions Top : Class 25NC No 3405 stands ready to haul the final run of the Zimbabwe Mail. Above Left : Still earning her keep in 1989, Class 1A No 1301 hauls a coal train at Blackhill sidings. Above Centre : Class 15F No 3135 sets out under the bridge at Johannesburg with the Trans Karoo. Above Right : 19D No 3323 and 25NC 3407 wait for the road at Boons after handing over their train.



A couple of weeks ago I decided to check out what remains of the North British Locomotive Works in Glasgow. The sprawling Hyde Park Locomotive Works where large numbers of mighty A3's, 25NC's and GMAM's to name but a few, once rolled off the production line, has been replaced by the glass and steel apparition of Glasgow North College.



Atlas Works has gone but the former Admin Building still stands tall in Flemington Street and the winged goddesses still proclaim 'Speed & Science' above the famous entrance. On the right of the entrance, a neat blue plaque tells visitors to Flemington House Business Park (sic) that 'This building was opened in 1909 as the Headquarters of the North British Locomotive Company, then the largest Firm of its kind in Europe'.



Over at Polmadie, little trace remains of the former Dubs Glasgow Works but the ex Caledonian Queens Park Station, no doubt used by many NB Loco workers on the way to their daily toil, still remains as part of the electrified Glasgow suburban system. Although all three of the NBL Works are gone, more than 700 North British locomotives survive around the World and these provide a wonderful legacy to the great old Company.



Shaun McMahon writes to say that the Project Team are making good progress with 8A 2-6-2 Tank No 3351 (NB 17293) at Ayacucho with the boiler now lifted out of the frames. This is excellent news given the tremendous economic and political problems that Argentina has suffered during the past couple of years. Due to the devaluation of the ARS the cost of boiler tubes and superheater flues has risen significantly. Despite this the Project team will still be able to purchase some items using the grant they received and progress can continue during 2020. We look forward to further news from Shaun in due course.

The Ben Alder new build team have announced that they initially intend to start work on the locomotive's front bogie. Drawings are being put together for the bogie side plates and these items will be cut once the work has been completed and approved. The initial outing of their new Sales Stand took place at the Bo'ness Steam Gala during the first weekend of November.

And finally : following our feature on the sunken Neilson locos, Operation Iron Horse Project Manager Michael Bailey has very kindly sent photos of the two worksplates that were recovered and subsequently presented to the National Railway Museum in York. Both are from 1857-built Neilson 4-4-0 locomotives, No 386 has been left in 'as found' condition whilst No 387 has been cleaned up for display. It is quite incredible that they have survived in such good condition after more than 130 years on the sea bed !



Thank you all once again for your continued support, have a great Christmas !

More News 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 : £

OWNERSHIP SHARES / DONATION TO ENGINE 61662 : £

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.**