

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

September 2014 Newsletter



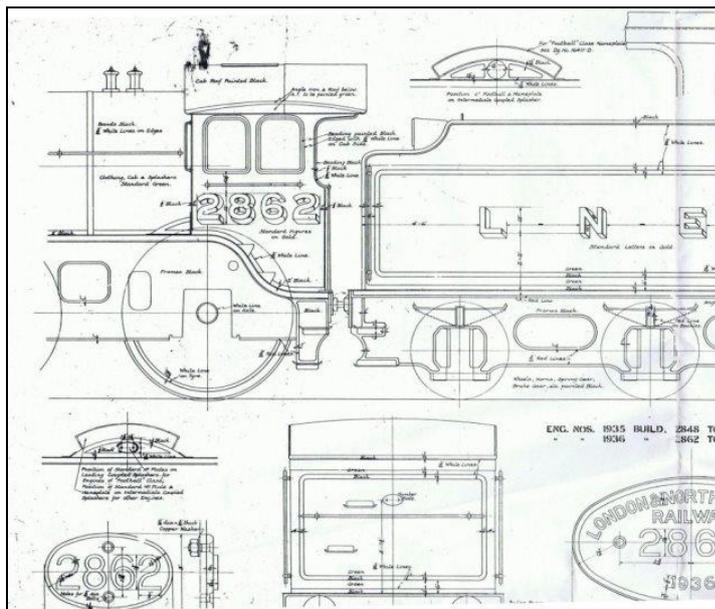
UNDER NEW OWNERSHIP

(Photo by David Plant)

No apologies for featuring back to back B1's in consecutive Newsletters as this month's headline news is that No. 61306 'Mayflower' has been purchased by retired businessman and well known GE enthusiast Mr. David Buck. The locomotive moved to the North Norfolk Railway on 18th August, a few days after the sale was confirmed as Mr. Buck intends to run his new acquisition on preserved railways and on the main line.

Built as part of NBL Order No. L963 in 1948, No. 61306 appeared just after Nationalisation and carries Works Number 26207. It went new to Hull Botanic Gardens shed and spent much of its BR career based in the North Eastern Region having spells at Scarborough and Hull Dairycoates. Eventually withdrawn from Bradford Low Moor in June 1967, No. 61306 was fortunately purchased for preservation and sent to Carnforth shed for storage. It was returned to steam in LNER Apple Green livery in 1970 and was given the name 'Mayflower', originally carried by NBL Classmate No. 61379, the following year.

No. 61306 is in full working order and went straight into service on the NNR, starring in their August Steam Gala where it double headed trains with ex GER B12 4-6-0 No. 61572. Mr. Buck is currently discussing an operating agreement with the A1 Trust, owners of No. 60163 'Tornado', and it is hoped that we will see this superb locomotive back on the main line very soon.



Practical work completing smaller jobs on No. 61662's Tender has continued this month and additional original parts, including an LNER locomotive whistle and a Water Scoop Plate have been acquired by Members. The search for drawings continues and Malcom Peakman has turned up some interesting LNER locomotive painting drawings, quite surprisingly featuring No. 2862 – Manchester United's LNER number !

We are now keen to begin a serious drive to raise funds for cutting the locomotives mainframes so we would like to recruit some additional Officers to our team. If you are able to devote some spare time to any of the functions listed below then we would be delighted to hear from you. We realise that, given the geographical spread of our Members and Shareholders, it will not be possible for everyone to attend meetings but please don't let this put you off volunteering for any of the posts listed. With modern communications we can all stay in contact on a regular basis so most if not all of the job functions we want to fill can be carried out remotely without the need to come to our base at Knaphill.

SALES & MARKETING MANAGER – To manage our Sales Stand at appropriate Galas and Events

SOCIAL MEDIA MANAGER – To spread news and information about our project on Social Media

FUNDING & SPONSORSHIP MANAGER To investigate new sources of funding for the project.

MUFC SUPPORTERS CLUBS LIASON OFFICER – To communicate details of our appeal to the fans

PUBLICITY OFFICER – To generate and circulate press releases to the local and national press

We see these roles as being vitally important to the future success of the project so please let me know by phone or email if you would like to help. Tel : 01189 864 706 or email ken.livermore@btinternet.com
A meeting will be held to discuss the project on 23rd October in the main station building at the Mizens Railway and the details of these appointments will be confirmed. In the meantime, donations to the Tender Restoration Fund are urgently needed and will be acknowledged in writing. (Please use the form on Page 8)



SUNKEN TREASURE

(Photos courtesy Tren Rodante)



Whilst surfing the web recently, I came across these amazing photographs of two NBL 8F's on the wreck of the *SS Thistlegorm* in the Red Sea.

This vessel was built by Joseph Thompson & Sons shipyard in Sunderland for the Albyn Line and launched in April 1940. The *Thistlegorm* had been partly financed by the British government and was classified as an armed freighter. She was armed with an anti-aircraft gun and a heavy-calibre machine gun attached to the stern of the ship. The vessel carried out three successful voyages after her launch. The first was to the US to collect steel rails and aircraft parts, the second to Argentina for grain, and the third to the West Indies for rum. Prior to her fourth and final voyage, she had undergone repairs in Glasgow.



She set sail on her fourth and final voyage from Glasgow on 2 June 1941, destined for Alexandria, Egypt, the cargo included aircraft parts, railway wagons and two LMS Stanier 8F 2-8-0's. The steam locomotives and their tenders were carried as deck cargo and were intended for the Egyptian Railways. Due to German and Italian naval and air force activity in the Mediterranean, the *Thistlegorm* sailed as part of a convoy via Cape Town, South Africa, where she refuelled, before heading north up the East coast of Africa and into the Red Sea. However there had been a collision in the Suez Canal so the convoy could not transit through the canal to reach the port of Alexandria and instead moored at what was thought to be a safe anchorage.

Unfortunately, on 6th October 1941, two German Heinkel aircraft returning from an unsuccessful hunt for a troop carrier spotted the *Thistlegorm* and dropped their bombs onto her. Two bombs struck near the stern of the ship causing a massive explosion of some of the ammunition in the hold. The ship sunk almost immediately with the loss of four sailors and five members of the Royal Navy gun crew. Today the *Thistlegorm* is a well-known diving site attracting underwater explorers from around the world. Further details can be found on the website : http://en.wikipedia.org/wiki/SS_Thistlegorm

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NBL DIESEL GROUPS

(photos courtesy www.colourrail.com)

Since our recent article about the NBL Class 22 new-build project back in June, two new diesel interest groups have appeared on Facebook featuring the NBL D600 Warships and the D61xx Type 2's. The intention is to promote interest and discourse about these handsome locomotives, to learn more about them from personal recollections, and to share photos and videos etc.



Our photos show Type 4 No. D601 'Ark Royal' leaving Paddington in 1959 and Type 2 No. D6108 double heading a classmate at Dundee in 1963. It is not known if this initiative will lead to any further new-build or reconstruction projects but some wonderful and very rare photos have already appeared and I can certainly recommend a visit to the pages for anyone interested in early NB Diesels. These are the links to follow :

<https://www.facebook.com/groups/714087141989780/?fref=ts>

<https://www.facebook.com/groups/1517523371813920/?fref=ts>



Good and bad news concerning North British locos in South Africa has filtered through to us in recent weeks. On the positive side, two historic Glasgow-built 4-8-2 Tank locomotives have been relocated to the relatively safe haven of the Outeniqua Transport Museum in George. These are A Class No. 103 (Dubs 2499 of 1889) formerly at Millsite, and G Class No. 221 (NBL 16084 Of 1904) formerly at Witbank. No. 103 is almost identical to our own Dubs Tank No. 196 and No. 221 is a later development built after the NBL merger. It is hoped that both locos can be restored for future display in the Transport Museum. No. 221 leads in this photo and more details can be found on : <http://www.outeniquachootjoe.co.za/museum.htm>

More good news was received from Jens Uwe saying that his Bay Steamers preservation group in Cape Town are about to take delivery of NBL Industrial 4-8-2 Tank No. 25916 of 1947. This loco formerly worked at Vryheid Coronation Colliery and is currently stored at Germiston.

However, NBL Industrial 12A 4-8-2 No. 25903 of 1947 at has been scrapped at Vandyksdrift Colliery and further North British-built locos were lost when the SANRASM site at Randfontein was cleared. These included ex NGR 1 Class 4-8-0 No. 1252 and SAR 14R 4-8-2 No. 1909 - which was a working loco not so long ago. Both of these had been seriously damaged by the scrap thieves and were immovable so there really was no other option. The scrap theft at Randfontein became virtually uncontrollable in the first few months of 2014 and it was only a super-human effort by Reefsteamers that saw 7 locos and 8 coaches moved out to Germiston. The last loco left the SANRASM site on 21 July and it is now cleared back to bare earth.

Dubs 6A Class 4-6-0's Nos. 454 and 473 were both relocated to Germiston although both were damaged by the thieves. No. 454's frame was cut through to remove the central driver axleboxes and the front bogie has gone completely. Fortunately the last surviving NBL built H class 4-10-2 Tank (No. 23722 of 1928) also survived the carnage and is now plinthed in the Rand Society of Model Engineers grounds at Florida Lake.

Finally, to end this sad piece, ROVOS Rail, once the proud operators of a world class steam fleet, are reported to have scrapped several of their locomotives at Pretoria including NBL 25NC 4-8-4's Nos. 3480 & 3484. It is believed that a full set of 25NC driving wheels have been saved and these are to go to Germiston to keep other class members serviceable. Our own plans to repatriate at least one further locomotive from South Africa continue and contributions are welcomed (please use the donation form on Page 8).



With no locomotive construction facilities of its own, the Midland & South Western Junction Railway was a regular customer of Dubs & Co and later NBL. Several batches of locomotives, of various types, were purchased and, apart from the three earliest engines, all passed into Great Western ownership when the line was absorbed by that company at the 1923 grouping.

In typical GWR fashion, many of the MSWJR locomotives were 'Westernised' with new boilers and fittings but only three engines survived into British Railways ownership in 1948. These were a trio of Dubs 2-4-0's Nos. 1334 to 1336 (formerly MSWJR Nos. 10-12), all dating from 1894. Two were based at Reading shed and one just up the line at Didcot where they worked until the early 1950's. Weighing just 35 tons, they could only be used on the lightest duties but No. 1335 found brief fame when it headed a Stephenson Locomotive Society Special to Shipston-on Stour in August 1952. The class became extinct in March 1954.



The superb colour photo above shows No. 1336 leaving Cirencester on one of her last regular duties in May 1953, a wonderful vision of Victorian Britain ! No. 1334 leads her two classmates in Swindon stock shed in April 1952 and finally, No. 1335 is captured on shed at Reading in September 1948.

More information about the MSWJR and its locomotives can be found on :

http://en.wikipedia.org/wiki/Midland_and_South_Western_Junction_Railway#Locomotives

NEWS IN BRIEF



No. 30583 at Hampton : 1885-built Neilson LSWR 4-4-2 Tank No. 488 (ex BR 30583) was placed on display at Hampton station along with 1910-built LSWR carriage No. 1520 to commemorate the 150th Anniversary of the Shepperton Branch on 7 September 2014. The locomotive is seen above, returning to its home base at the Bluebell Railway after the event.

Last Month's Queries : Many thanks to everyone who sent replies to last month's queries about the NBL Valve Gear Display and the 4-4-0 Locomotive. The General consensus is that the display would have been used by the NBL Drawing Office when designing new locomotives and the 4-4-0 was part of NBL Order No. L123, built for Egyptian State Railways in 1905.

Turkish 8F for Bo'ness : The Scottish Railway Preservation Society has appealed to its Members for funds to purchase Turkish 8F No. 45170 from its current owner John Oldcorn and move it to their base at Bo'ness for restoration. This locomotive was one of two NBL wartime 8F's that were repatriated from Turkey in 2010, the second engine, No. 45166 has since moved to Israel for preservation.

Neilson Reid 5757 : Restoration of former Great Northern Railway of Ireland 4-4-0 No. 131 (Neilson Reid works number 5757 of 1900) continues at Heritage Engineering in Whitehead and the locomotive appears on track for a return to steam by the end of the year. Hopefully work will be completed by December and then the engine will require running in and the installation of TWPS so it can return to main line running.

7754 overhaul : Work has restarted on the overhaul of NBL 0-6-0 Pannier Tank No. 7754 at the Llangollen Railway after a significant bequest from a Member. The 1942-built locomotive (NBL 24042) has been out of service for around nine years following the expiry of its boiler certificate. No. 7754 is one of only three survivors of 50 such pannier tanks built by North British for the Great Western Railway in 1929 & 1930.

**Thank you all once again for your continued support
More news to follow next month, Best Regards, Ken**

**Newsletter published by the NBL Preservation Group Ltd, Company Registration Number 7508287
A Not for Profit Organisation**

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 or our Webmaster Steve Knapman by letter or by e:mail. Photos and articles for our website should be sent to : steve.k@rubihorn.demon.co.uk

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.net

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.**

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

MEMBERSHIP / DONATION FORM

NAME :

ADDRESS :

TELEPHONE NUMBER :

E:MAIL ADDRESS :

ASSOCIATE MEMBERSHIP JOINING FEE (Optional) : £10

DONATION TO DUBS TANK No. 196 RESTORATION FUND : £

DONATION TO HENDRIE CLASS 1 4-8-0 SHIPPING FUND : £

DONATION TO LNER TENDER RESTORATION FUND : £

SHARES IN ENGINE 61662 (AT £25 PER SHARE) : £

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.**