

NBL Preservation Group

July 2013 Newsletter



STAYING POWER

(Photo KL Collection)

Purposefully carrying out the job it was designed for, NBL Diesel Hydraulic Shunter No. D2767 puts in a good days work as yard pilot at Bo'ness depot on 26th June. The mere fact that the survivors of this Class can still carry out the job they were designed for, more than 50 years after construction, illustrates the sheer waste of BR's decision to withdraw the entire fleet of these fine locomotives after just a few years' service.

Hopefully our Preservation Group will be able to emulate the staying power of these locomotives but I am becoming a little concerned that the efforts of our active members are being spread rather thin. The early part July was very quiet for us as a couple of key people were on holiday and our chief painter (our Chairman !) was out of action following an operation on his hand. Like many other Groups, we urgently need more volunteers to take on a range of tasks if we are to maintain our momentum. These include practical work on our Dubs Tank loco and the LNER Tender at the Mizens Railway or admin jobs such as distributing our postal Newsletters or managing and updating our database of surviving NBL locomotives. Someone out there might like the interesting task of taking our sales and publicity stand to preserved railways and special events to help raise much needed funds and increase our Membership.

Having said all that, I should add that our Membership does continue to grow at a healthy rate and currently stands at 134. We have been delighted to welcome four new Members in the last three weeks are very grateful for everyone's support and interest in our projects. Let's try to keep moving forward !

ENGINE 61662 APPEAL

(photos KL collection)

I'm delighted to say that the East Lancs Railway have very kindly agreed to let us take our 61662 Appeal Publicity Stand to their Bury Bolton Street Station on Wednesday 14th August. Any offers of assistance to help to distribute leaflets etc would be gratefully received or please feel free to just come along and say hello. We are expecting to be on Platform 3 or 4 and look forward to meeting Members and visitors alike.



We have recently been very fortunate to obtain one of the brand new Hornby Railways 'Limited Edition' 00 Gauge Models of LNER B17 4-6-0 No. 61662 'Manchester United' in British Railways Brunswick Green livery with weathered finish. This superb model has been produced by Hornby using new tooling and is currently only available via the Hornby Magazine where it retails for £127-99p. The model is fitted with an 8-pin DCC decoder socket in the tender and provision has been made for those wishing to install DCC sound. It comes complete with a signed and numbered 'Certificate of Authentication' from Hornby.

We're pleased to say that everyone who makes a donation of £10 or more towards our Engine 61662 Appeal this summer will be entered into a draw to win this superb model which would grace any enthusiast's collection. All existing 61662 Shareholders will also be entered for the draw. Funds are urgently needed to repay road haulage costs for the tender and to move the restoration forward so please support us if you can.



A start has been made on applying some protective paint to the front of the Tender and the inside of the cab and this was the result of our efforts on 18th July. We are scraping and sanding by hand at the moment but sandblasting will take place as soon as sufficient funds are available. Once the cab windows are back in place we will be able to display some photos of No. 61662 in service, in the meantime we have mounted some replica items to ensure that visitors know which locomotive we are planning to build ..



Early in 1967 the New Zealand Minister of Railways announced that the Railways Department was taking a close look at the economics of all its services. By August it had further been announced that the future of the Waimea Plains and Kingston branch lines, as well as the Lake Wakatipu Steamer Service, was 'under consideration'. In other words the Railways wanted quit of them all. All three services continued to operate into 1968 then tenders were called for the purchase of the lake steamer Earnslaw and related infrastructure.

On Saturday 30 November, the Otago Branch of the NZ Railway and Locomotive Society ran a special excursion from Dunedin to the lake whence coaches took the excursionists to Queenstown where they spent six hours cruising on the Earnslaw to the Head of the Lake and back. The return rail journey made several photo stops to capture on film what was thought at the time to be the last steam hauled train on the line.



The chosen locomotive was Ab Class 4-6-2 No. 721 which is seen (right) nestling up to the mountains after arrival at the branch line terminus at Kingston. The main photo shows the loco working up the 1 in 64 gradient out of Kingston. No. 721 had been built for NZR by North British in 1921, and would be written off in March 1969 as dieselisation neared completion in the South Island. The Earnslaw passed into private hands in January 1969 and today the old girl still cruises Lake Wakatipu and recently celebrated her centenary. Even the Kingston Branch has managed to survive after a fashion with fourteen kilometres still existing and in use today. The section between Fairlight and Kingston is home to the Kingston Flyer Vintage Steam Train which operates the service using two Ab class locomotives. (Many thanks Wilson –Ed)

GLASGOW PANNIERS(Photos courtesy www.colourrail.com)

Many people instantly think of Swindon when GWR Panniers are mentioned but around 25% of this very large Class were actually constructed by private builders. North British took their fair share of the orders building 100 locomotives in four separate batches between 1928 and 1930. The '57xx' Class was the GWR standard type of pannier tank locomotive being designed for shunting and light goods work. They were developed from previous types of pannier tanks in use on the GWR and were fitted with Belpaire boilers, tapered chimneys and very large steam domes.

The first of the 57xx Class, GWR No. 5700 emerged from NBL's Hyde Park Locomotive Works in January 1929 and was followed by no less than 862 of the same type from seven different builders, 585 coming from Swindon itself. The first Hyde Park batch consisted of 25 locomotives with all 75 of the remaining NBL engines coming from the former Dubs Queens Park Works at Polmadie. The NBL works numbers were 23818 to 23867, 23921 to 23945 and finally 24038 to 24062. These numbers translated to GWR 5700-5749 and 7725-7774.

In the late 1950's, thirteen of the Class (including 5 NBL examples) were sold to London Transport and several of them outlasted their BR compatriots by remaining in regular service until 1971. Three of the North British Panniers have been preserved, these being Nos. 7752 (L94), 7754 and 7760 (L90).

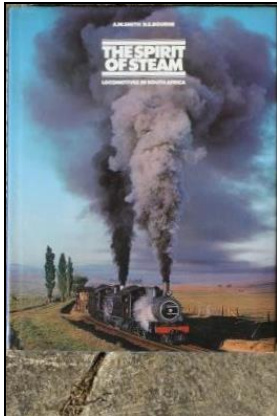


Our photos show NBL panniers nos. No. 7761 on the Thorveton Branch in 1960, No. 5744 with spark arrestor chimney at Swindon in 1955 and Nos. 7760 & 7754 in more recent preservation days at Llangollen and Quainton Road respectively.



Seeing Double II : Our appeal for photographs of the two North British LNER B1 4-6-0's operating on the North Yorkshire Moors Railway came up trumps with David Plant kindly sending in the two superb shots above. No. 61306 in (LNER green) has now moved to the Mid Norfolk Railway for their Steam Gala on July 19th -21st. No. 61264, seen above running as Classmate No. 61002 remains on the NYMR and will be working services from Pickering through to Whitby during the summer.

Members Sales : Two members have very kindly offered items for sale this month with the proceeds going to our projects. First up is a copy of the superb hardback book 'The Spirit of Steam Locomotives in South Africa' by William Smith & David Bourne. This is priced at £15 plus £3 UK postage which will help with restoring the Dubs. Secondly, we have a genuine LNER steam locomotive buffer from B1 Class 4-6-0 No. 61176. This is priced at £100 and due to the rather heavy weight, the buyer will need to collect it from the Mizens railway at Woking. Proceeds from this item will of course go towards our tender restoration fund. All enquiries to Ken please, by email or on 07990 575 103.



Dubs Tank 196 : The good spell of dry weather has provided an opportunity for us to spruce up the front end of our Dubs Tank. The old lady looks resplendent after a smokebox repaint and a new set of buffer beam numbers at the Mizens Railway on 18th June. Donations are welcome to help with further restoration.

**Thank you all once again for your continued support
More News 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.

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**. For further details, please e:mail : ken.livermore@btinternet.com

**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.**