

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

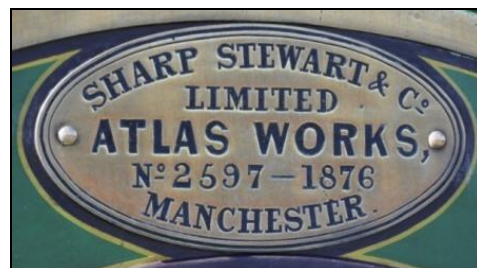
July 2015 Newsletter



SWEDISH CENTENARY

(Photo Colin Tyson)

Manchester-built Sharp Stewart 0-4-2 No. 8 was one of the Stars of the Show at the recent Swedish National Railway Museum centenary celebrations in Gävle. More than 9,000 visitors attended the event which featured nine locomotives in steam – eight of them being more than 100 years old ! Two more Manchester-built veterans were also in steam at the Swedish Centenary celebrations, 2-4-0 No. 3 and 2-2-2 No. 75 having both been built by Beyer Peacock at Gorton, in 1856 and 1866 respectively.



No. 8 was one of more than 3,400 steam locomotives built by Sharp Stewart in Manchester and emerged from their Atlas Works in Great Bridgewater Street in 1876. Twelve years later the company made their historic move to Glasgow, eventually becoming part of the North British Combine. Further details of the Swedish NRM can be found at : <http://www.trafikverket.se/Museer/Sveriges-Jarnvagsmuseum-Gavle>

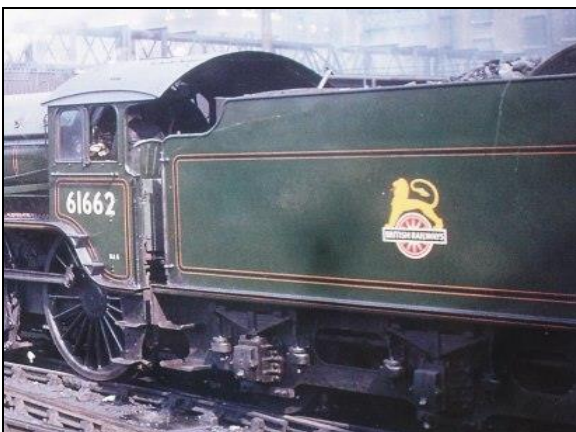
TENDER PROGRESS



(Photos KL Collection)



Continued good progress has been made with the rear of No. 61662's Tender including restoring the buffer beam, tender footplating and coupling hook. A temporary worksplate from an LNER B1 has been fitted - this looks the part and will suffice until a replacement No. 61662 plate can be made. We have obtained a quote from a professional company to line out the Tender and cab in BR orange & black and this amounts to £439 plus vat. The lining will greatly enhance the appearance of the tender and will help us to attract new members to move the project forward so if you can help with a small donation it will be greatly appreciated.



And now a question for you all ! Once the tender has been lined out we are going to fit a British Railways steam locomotive Crest to complete the job. The 'Footballers' carried both the old crest (left photo) and the new one (right photo) at various stages of their BR service careers but which design do you prefer ? If you would like to vote on this, please let me know by email to engine61662@btinternet.com or by text or phone to 07990 575 103. We will be very interested to know everyone's opinion on this but please note that only NBLPG members and 61662 Shareholders votes will be counted towards the final decision.



The construction of A1 Pacific No. 2582 'Sir Hugo' by NBL in 1924 proved an excellent investment for the LNER as the locomotive provided almost 40 years of faithful service and eventually outlived both its original owning company and its builders. The last of 20 LNER 4-6-2's turned out by Springburn in 1924, 'Sir Hugo' (NBL 23120) was named after a three-year-old Thoroughbred Racehorse that won the Epsom Derby in 1892. It was initially allocated to Kings Cross shed and immediately pressed into service on the heaviest LNER passenger trains including the 'Flying Scotsman'.



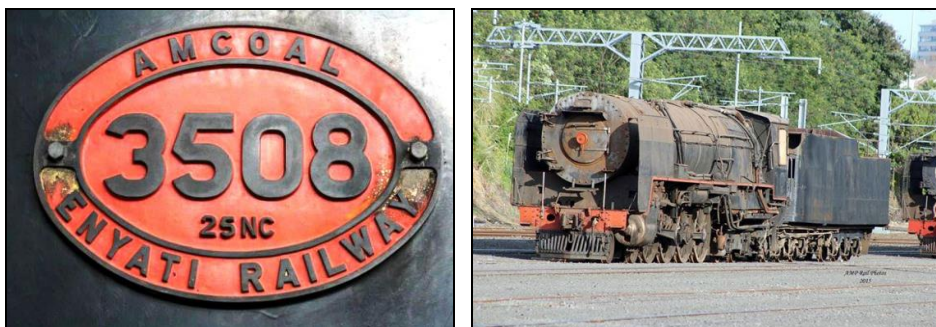
The stunning quality of these two images is such that they could have been taken in the modern preservation era but in fact they were captured at Grantham Station by the well-known railway photographer CB Herbert as long ago as August 1946. No. 2582, by then a Newcastle engine, had just been repainted in LNER Apple Green after spending almost five years in wartime black. It was one of only two such pacifics to receive their original numbers after repainting and was altered to 83 that October, becoming BR 60083 in 1948. It was fitted with a double chimney in August 1959 and eventually retired from service in May 1964.



The last three locomotives at New Zealand's Main Line Steam Heritage Trust Parnell Depot have now been moved to safety and are pictured above at Auckland Wharf sidings. The trio, comprising SAR 25NC's 3508 (NBL 27368) and 3432 (Henschel 28751) plus Beyer Peacock GMAM Garratt No. 4088 will move to Glenbrook steel mill for safe storage until MLST can construct new locomotive sheds & a proposed new roundhouse to display them.

Since emerging from NBL No 3508 led a particularly fortunate existence and owes its survival to MLST Founding Member Ian Welch who saved it for preservation. After entering service with South African Railways as a Class 25 Condenser on the De Aar to Beaufort West section in 1954, the locomotive was rebuilt to conventional 25NC format in the 1970's. It was then transferred to Beaconsfield shed where it worked heavy express trains such as the 'Trans Karoo' on the double track racing ground to De Aar.

No 3508 was taken out of service in 1990 and moved to Warrenton for storage but fate intervened and it was acquired by the Enyati Railway for use on their industrial system in Natal. However, the loco did little (if any) work at Enyati as steam operations on the Railway were winding down and in 1993 it was saved for preservation arriving in New Zealand in August 1996.



As reported in our May edition, MLST have had to vacate Parnell depot as it had been sold by the owners, Kiwi Rail. They are now looking forward to a bright future at their new home and full details can be found on their website <http://mainlinesteam.co.nz/news.html>



NBL 'Green Mamba' Class 4E electric No E258 has been moved from its long term storage at Belville electric depot near Cape Town, to Bloemfontein Loco Shed in the Free State and is seen soon after arrival in the company of two 5E locomotives. We are very grateful to Jacque Wepener for the following report :

“Whenever I visit the BFX loco, I go through the security gates and then over all the tracks right round to the back of the shed where the diesels get re-fuelled and where PRASA owns a portion of the site. Just to see if something isn't hiding away somewhere. My eye caught what I thought looked like a green unit, I thought I was mistaken – but low and behold - I was not mistaken!! The electric units that were standing at Belleville have indeed arrived at Bloemfontein.

Sadly they are in a terrible state, and probably won't ever run again. All the locos are "through pipes" so no breaks on the units themselves anymore – it's funny that no-one noticed these crawling along at 30Km/h all the way from the Cape?? I don't normally get all nostalgic about things - BUT - I have a special place for a Groen Mamba, my first ever footplate ride was on one of these in Worcester in 1979.



Behind the 4E were the two green-liveried 5E1's, all stripped on the inside - where did it all go wrong - how did these locomotives end up this way? Next was a 3E, also stuffed and the last "discovery" was an old 31 class diesel. This begs the question, why have these historic heritage locomotives been transferred to Bloemfontein? Can it be that Transnet Heritage want to create a museum in Bloemfontein? Or is it just to get the units away from the Cape weather to a dry non corrosive site?

Many thanks go to Jacque for his notes, further information on the fate of these locos would be appreciated.

(6)

THE KALKA – SIMLA RAILWAY

(photos by AM Hurrell and Keith Fender)



Opened in stages between 1898 and 1903, the 60 miles long branch line from Kalka to Shimla was built to connect Shimla, the summer capital of India during the British Raj, with the main Indian rail system. It was originally built to 2 foot gauge but converted to 2ft 6ins gauge in 1905 to conform to standards set by the Indian War Department. The line has a ruling gradient of 1 in 33 and winds from the Himalayan foothills at Kalka through several important towns and villages such as Dharampur, Taradevi and Summerhill to reach Shimla at an altitude of 2,076 meters (6,811 ft) above sea level. There are 864 bridges and no less than 102 tunnels, the longest known as Barog tunnel.

From the outset, the line used Sharp Stewart steam locomotives, initially a pair of 'B' Class 0-4-0ST's acquired second hand from the famous Darjeeling Himalayan Railway. However, these were soon replaced by ten, more powerful 0-4-2ST's from the same manufacturer. Larger locomotives were introduced in the form of 2-6-2T's of which 30 were built with slight variations up to 1910. These were supplied by NBL and Hunslet and were 35 tons in weight with 30" drivers and 14"x16" cylinders. Later locomotives of the same type came from Henschel in 1934. These locomotives, later classed K and K2 by the Indian North Western State Railways, subsequently handled the bulk of the railways traffic during the steam era.



Steam operation of regular trains ended in 1971 but K2's Nos 78 (Hen 22589) and 520 (NBL 16819) survive and continue to work on special traffic and tourist trains. The photos show No 520 at the intermediate station of Taradevi (top) and at the terminus at Shimla. An excellent article providing full details of the line can be found at https://en.wikipedia.org/wiki/Kalka%E2%80%93Shimla_Railway



Ian Hickling reports that his superb 3 ½ inch gauge 15F 4-8-2 has been successfully repaired and returned to service following its serious derailment. The locomotive was originally built by Jeff Stubbs of Horbury in 1968 and refurbished twice by Ian over the years. Four years ago whilst running at the West Riding Club, it split from its coaches and derailed, coming to a stand on its side causing considerable damage. Great to see it now looking in pristine condition again – and love those ‘North British’ smoke deflector nameplates !

Martin Murray has written to say that he has been researching North British locomotives for some time now, concentrating on records held by various museums and archives. One valuable source has been the two books published by John Court in the late seventies. These clearly drew on a wealth of material, either in Company archives or Court's own collection. The fly-leaf of his book on exported locomotives implies that he had died before it was published in 1979 so do any of our Members or correspondents know what subsequently happened to his collection? Please contact Martin.Murray@bristol.ac.uk if you can help.

Thanks to the generosity of one of our members, the outstanding balance of our Dubs Tank shipping loan has now been written off. The overall cost of saving the Dubs and bringing it back to the UK was just over £25,000 – all of which was raised by donations from our Members. Further donations are still welcome of course to help with ongoing maintenance but a big thank you to everyone who contributed to this project.

And finally, the Mizens Railway will be holding a 4-VEP Open Day on Sunday 30th August when their ex Southern Region driving trailer No 3568 will be open to the public. Our 61662 Appeal Sales & Publicity Stand will be present for the event and we will be showing visitors the progress on our LNER tender & cab. Volunteers would of course be greatly appreciated to help man our Stand. All are welcome to attend the event and full details can be found on : <https://www.facebook.com/4VEP3568?fref=ts>

**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 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.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 :

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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.**