

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

May 2015 Newsletter



UK STEAM BAN LIFTED

(Photo KL Collection)

Network Rail has now confirmed that the West Coast Railway Company Suspension was lifted on Friday 8th May. This followed changes to the company's Safety Management System and personnel changes within the WCRC organisation. There will now be a phased re-introduction of services with initial emphasis on less busy routes and repeat itineraries such as The Jacobite and Dalesman steam trains. West Coast are responsible for operating around 90 % of steam hauled excursion trains in the UK so their suspension had amounted to an almost complete nation-wide steam ban.

At the present time, it is believed that investigations by the Office of Rail and Road (ORR) and the Rail Accident Investigation Branch are still ongoing but it is hoped that this unfortunate episode can be put behind us and that main line scenes like the one above showing NBL 'King Arthur' Class 4-6-0 No. 30777 'Sir Lamiel' leaving Woking can be repeated soon.

For a full update of current UK Main Line steam tours please visit : <http://www.uksteam.info/tours>



During May our small construction team has worked hard to complete the new track panel. Once all the sleepers had been correctly aligned, the two 30 feet lengths of rail were jacked up and slewed into position using narrow gauge sleepers and scaffold poles. Fishplates and wooden keys were then fitted to hold everything securely in place.



There is still some ballasting work to be carried out but to all intents and purposes we now have a solid base on which to build the new locomotive. Our main focus will now shift towards raising fund for the main frames and to tidying up the construction area with fencing and signage to make it more 'visitor friendly'. If you have considered making a small donation or buying a Share or two in the new engine could we please ask you to do so now as this will help us to keep the project moving forward.

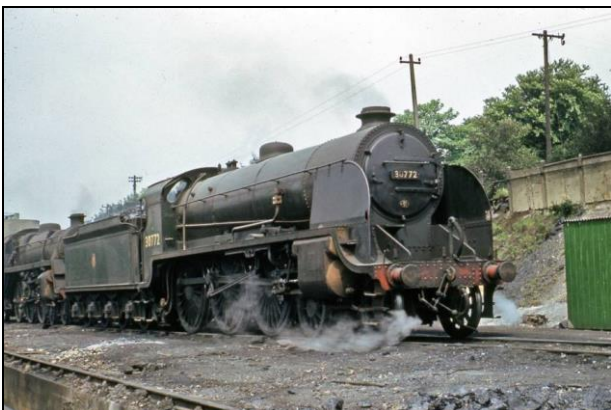
Our 61662 Sales and Publicity Team have been invited back to attend the Cambrian Heritage Railways 'Football Special' which will be held at Oswestry Station on Sunday 28th June. This exciting event celebrates the amazing connection between Football and Railways (- and none is greater than Manchester United's connection of course). We had a great time last year and this year's event promises to be even bigger and better than ever with a number of local teams expected to be present on the day. There will be Train Rides and Sales Stands selling both Football and Railway Memorabilia so why not make a day of it and come along to show your support. Volunteers will be needed to help on our stand so please let Ken know if you can make it, even if it's just for a couple of hours.



We've featured the NBL 'Scotch Arthurs' before of course but no apologies are needed for including a further selection of photographs from the wonderful Colour Rail collection. Thirty of these hard working little 4-6-0's were built at Hyde Park Works for the Southern Railway in 1925 and they became British Railways numbers 30763 to 30792 at Nationalisation.

The naming of the 'King Arthur' Class locomotives was part of a highly successful publicity campaign by the Southern Railway and their names were chosen to represent the counties of Devon and Somerset due to their association with the legend of the Knights of the Round Table. The above photograph typifies the later years of the Class on the LSWR section showing No. 30788 'Sir Urre of the Mount' on an up passenger train of mixed liveried stock near Millbrook in 1962.

Officially designated as Class N15, another forty four 'King Arthurs' were built at Eastleigh Works for the LSWR / Southern Railway between 1918 and 1927 to give a total of 74 such locomotives inherited by British Railways in 1948. Withdrawals commenced as early as 1953 and the Class had gone by 1962. However, many of their evocative names were later transferred to BR Standard Class 5 4-6-0's and fortunately No. 30777 'Sir Lamiel' (NBL 23223) has been preserved.



Above Left : One of the last survivors of the Class, No. 30772 'Sir Percivale' (NBL 23218) waits for its next turn of duty at Bournemouth shed in May 1961. It was withdrawn from service in September that year.

Above Right : No 30780 'Sir Persant' (NBL 23226) stands by the main water tank at Eastleigh in 1954. This view clearly illustrates the massive construction of the Urie eight-wheel tenders.



We have recently been very fortunate to receive several photographs from the JM Creber Collection. Now in his 80's, John Creber was a very active photographer in New Zealand steam days and he produced many superb pictures of NZR steam in action. Fortunately for us, a good number of the subjects he trained his lenses on were of North British origin and three of the locos are illustrated here for us all to enjoy.



In the top photograph, a double headed freight headed by Ja1287 and Ab828 approaches Waipunga on 28th March 1964. No. 1287 was NBL works number 27116 of 1951. It was placed in service in November.1952 and written off in October 1966. Ab828 was NBL works number 23207 of 1925. It was written off in August 1966.

The lower photo shows J1217 in the picturesque Athenree Gorge with a passenger train on 7th Feb 1959. No. 1217 was NBL works number 24540 of 1939. After shipping to New Zealand it entered traffic in January 1940 and gave 29 years' service, being finally written off in March 1969. Hopefully we will be able to feature more of Mr. Creber's excellent photographs in future editions of our Newsletter.

140C PROGRESS

(Photos courtesy : Antoine Schnakenbourg)



Rhys Owen reports that SNCF 140C314 (NBL 21651) is nearing the end of its overhaul at Saint-Quentin in France and hopefully this fine locomotive will return to steam during the summer. A number of photographs of the overhaul can be found on Facebook at : <https://www.facebook.com/antoine.schnakenbourg?fref=ts> – please search for **Révision 140-C-314**. A general specification and a detailed line drawing for the engine can be found at : www.cftv.fr/IMG/pdf/140c314.pdf We will try to obtain photos as soon as the loco is steamed.





The North British 4-8-2 pairing of 12AR 1535 & 15F 3046 have been hard at work recently and are seen here at the head of a Reefsteamers special to Magaliesburg. No. 1535 has long been the last of her Class but quite incredibly, No. 3046 is now the last of the 255 15F's to remain in operational condition.



Back at the Reefsteamer's base, the Bay Steamers Preservation Group are preparing to move a massive NBL Industrial 4-8-2 Tank some 850 miles to their site in Cape Town for restoration. NBL No. 25916 was built at Hyde Park Works in 1945 on a one-off Order for Coronation Collieries in Natal. After withdrawal from service it passed into the care of SANRASM and was subsequently moved to Germiston for storage.

As we ourselves well know, road movement charges for steam locomotives in South Africa are very high and Bay Steamers need to raise R110,000 (approx. £6,000) to cover the cost of the move. Bay Steamers Jens Uwe is co-ordinating the move and can be contacted by email at flosse@webmail.co.za. NBLPG have agreed to forward funds raised for this project in the UK to Bay Steamers so if you would like to help with the movement costs please send your donations to us (clearly marked 25916) at the address on page 8.

Last but not least, some 7,000 miles away, here in the UK, NBL 25NC 4-8-4 No. 3405 has received a good spruce up and partial repaint ready for the new season at the Bucks Railway Centre. Returned to Britain by NBLs in 1991, full details of No. 3405 can be found on : <http://www.brc-stockbook.co.uk/mainline.HTM>



Slow Train Through Africa : As many readers will know, UK TV presenter Griff Rhys Jones has been making a series of five remarkable train journeys across Africa. Griff has travelled through Morocco, Algeria and Tunisia, Kenya and Tanzania, Zambia and Zimbabwe, Namibia and South Africa to experience the extraordinary diversity and incredible landscapes of Africa. NB steam such as Kenyan 2-8-4 No. 3020 has featured in the programmes and if you have missed any of the episodes they are available on ITV Player at : <https://www.itv.com/itvplayer/slow-train-through-africa-with-griff-rhys-jones>

New Zealand's Main Line Steam Heritage Trust continue to relocate engines and equipment from their Parnell depot but it has been reported that some of the steam locomotives, including NBL 25NC No. 3508, have been found to be out of gauge and are currently marooned at the shed. This is apparently due to lines in the area being electrified after the locomotives had moved in. More information on this topic would be greatly appreciated.

NBLPG Member Steve Jones is trying to create some space in his office and wonders if his collection of SANRASM magazines may be of interest to any of our members. Details of those available are as follows :
 S.A.N.R.A.S.M. Railway Preservation News numbers 46 to 72 (1989 – 1994)
 S.A.N.R.A.S.M. Courier numbers 73 to 134 (1994 – 2010)
 No money is required for the magazines but however Steve would need £10 to cover UK carrier charges. Please email Ken or telephone 01189 864 706 if you are interested.

Last but not least : I will be presenting a colour slide show entitled 'Working Steam in South Africa' for the Continental Railway Circle at their London venue on Thursday 11th June. This will feature some of my slides of SAR and Industrial steam taken between 1987 and 1992. NBLPG Members and friends are very welcome to attend the show which will take place at St Paul's Church Centre, Rossmore Road, Marylebone, NW1 6NJ commencing at 7-15 pm. (NBLPG Members Admission Free, Guests £2)

**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.**