

# NBL Preservation Group

Honorary President Sir Hugh Reid

## March 2012 Newsletter



### 61662 UPDATE

(Photo courtesy Rail Archive Stephenson)

Last month's newsletter announcing our plans to rebuild the LNER 'Manchester United' steam locomotive has generated a huge wave of interest in the project and more than 4,000 hits have been recorded on our 61662 website. We have been very fortunate in gaining the support of Rail Archive Stephenson who have given us access to a good number of excellent quality photographs of the locomotive in service - including the evocative picture above showing No. 61662 near Colchester on a Clacton to Liverpool Street express in September 1958. Earlier that very summer, I was lucky to 'cab' the original No. 61662 at Colchester shed whilst on a school cycling holiday to the Youth Hostel at Maldon !

One or two small surviving parts of the loco have come to light making our project technically a re-build rather than a new-build ... so if you are aware of the existence of anything further from No. 61662 please let us know as soon as possible. We will be featuring progress to date in next month's Newsletter but in the meantime, please support the project with a small donation if you can. Please make cheques or orders payable to Engine 61662 Appeal and send them to : **Engine 61662 Appeal, PO Box 185, Audenshaw, Manchester, M34 0BE**. The website is available to view at : [www.engine61662appeal.co.uk](http://www.engine61662appeal.co.uk)



A brand new scheme to construct a Thompson LNER L1 2-6-4 Tank locomotive from scratch was announced during February. Although designed during the Thompson era, only the first member of this 100 strong class actually entered service in LNER days, the remainder arriving after Nationalisation between 1948 and 1950. North British built 35 of the class numbered 67731 – 67765 and others came from the former NER locomotive works at Darlington and Robert Stephenson & Hawthorns.

The L1's were powerful suburban tank locos but their working life was cut short by the electrification of the lines from Liverpool Street to Hertford East and Bishops Stortford in 1960. I remember them very well myself, interspersing with the N7 0-6-2 Tanks on dozens of loco spotting trips to London from my then home station of Cheshunt. The founders of the project are planning to give their new L1 the next sequential number 67801 and further details can be found on their website : [www.l1-locomotivegroup.com](http://www.l1-locomotivegroup.com)

In the photo above, one of the earliest L1's, Darlington -built No. 67703, is seen near Noel Park in August 1962 on a working to Palace Gates. By the end of that year, every single member of this modern, useful class had been withdrawn. Let's hope the new project can achieve success.

## **YOUR DUBS NEEDS YOU**

Now that Spring is in the air, a young man's fancy turns to ....., well enough of that, we're hoping that now it's almost April, at least some of our Members fancy will turn to the very worthwhile prospect of restoring our Dubs Tank at the Mizens Railway ! The old loco has come through its first British winter in 112 years in pretty good shape but there are some areas of paintwork, particularly on top of the boiler etc that are starting to flake.

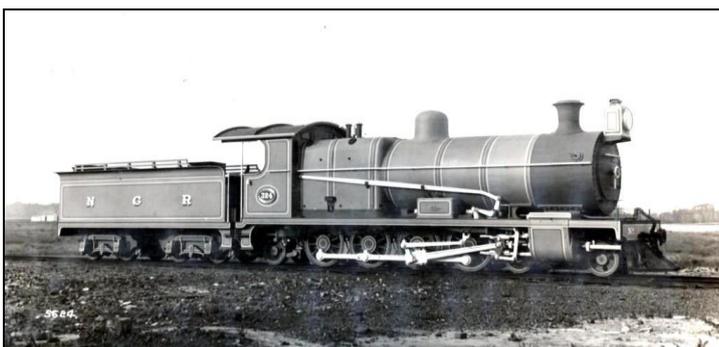
Work parties are being arranged and if you are able to help out on Thursday afternoons or Saturdays during April, please let Ken know on 01189 864 706 or email [ken.livermore@btinternet.com](mailto:ken.livermore@btinternet.com) – don't worry if you can't come along but a small donation towards the cost of paint etc would be greatly appreciated.



As detailed in our special message to Members during February, serious concern has arisen about the delay in collecting our Class 1B No. 1443 from Gledhow Sugar Mill. Although bought and paid for by NBLPG Members in June 2009, our subsequent attempts to raise movement and shipping costs have brought in very little hard cash. At the current exchange rate, around £9,000 would be needed to cover road movement to a safe storage site in South Africa and shipping costs back to the UK would probably be double that figure.

Although the costs are high, it is vitally important to remember exactly what is at stake here. The Class 1's were David Hendrie's very first locos for the NGR after he relocated from Scotland in 1903 and their ground breaking design paved the way for the successful development of steam traction on the SAR. Even more importantly, No. 1443 was one of just six locos chosen by Hendrie to be rebuilt with a trailing truck under the firebox making them the World's very first 4-8-2's.

No. 1443 owes its survival to a long career in industrial service and, now more than 100 years old, it would be an act of vandalism to allow this fine loco to fall through the preservation net. The Mill Management have very kindly given us some additional time to make arrangements for No. 1443 but if we are unable to raise the necessary funds soon, we will be forced to sell her to avoid the possibility of her going for scrap.



(Two Photos taken more than 100 years apart, 1 SAR & H Magazine & 2, Andy Anderson)

RHODESIAN 12<sup>TH</sup> CLASS

(Photo by Geoff Cooke)



After last months 'Identity Crisis', our postbag was full of reports of sightings of 12<sup>th</sup> Class locos (and many other types) carrying the wrong makers plates etc. Peter Bagshawe was kind enough to send a very detailed report of the various works numbers and boiler numbers noted on 12<sup>th</sup> Class locos over a number of years and it makes quite fascinating reading.

Our photo shows the only currently operational member of the class, No. 204 (NBL 23733) crossing a trestle bridge at Ngwezi on one of Geoff Cooke's steam tours in 1994. A summary of the surviving members of the 12<sup>th</sup> Class is shown below and full details of Geoff's excellent tour programme and much, much more can be found on his excellent website : [www.geoffs-trains.com](http://www.geoffs-trains.com)

Loco.	NBL Wks No.	NBL Order No. / Built For	Status	Current Location
181	23382/1926	L817 - Rhodesia Railways	Display	Livingstone Museum
184	23385/1926	L817 - Rhodesia Railways	Dumped	Kabwe Loco Shed
190	23391/1926	L817 - Rhodesia Railways	Display	Bulawayo Museum
197	23726/1928	L845 - Mashonaland Railway	Display	Lusaka Station
204	23733/1928	L845 - Mashonaland Railway	Operational	Bushtracks Livingstone
254	24003/1930	L868 - Rhodesia Railways	Display	Masvingo Civic Centre
256	24005/1930	L868 - Rhodesia Railways	Display	Malahapye Works

**15F HEADLIGHT QUERY**

Before we leave Southern Africa, NBLPG Member Ian Hickling is trying to locate drawings or photographs of the older style SAR 15F headlights. Anyone who may be able to help is asked to contact Ian direct please on his email address : [ian.hickling@talktalk.net](mailto:ian.hickling@talktalk.net)



The NBL Paraguay 2-6-0 drawings have now arrived from Glasgow University Archives – and have presented us with a slight problem to solve. Although the locomotives look deceptively compact in photographs, the Paraguayan loading gauge is obviously quite generous as the drawings show the engines to be no less than 14 feet tall from rail to top of the chimney and 9 feet 3 ½ inches wide over the buffer beams. This may not be insurmountable as many lines in Scotland and on the former GWR broad gauge were built on the grand scale. The drawings are now being examined by a professional engineer to determine which of the vital dimensions might be reduced – and where in the UK the loco(s) might be able to operate.

There could also be a political hurdle to overcome as Argentina's government has been pushing for a diplomatic or legal settlement to its territorial claims upon the Falkland Islands, which are known locally as the Malvinas. Paraguay is of course a landlocked country and the most likely route for any locomotive being shipped overseas is via Argentina. Britain has been expanding its petroleum exploration in the Falklands area and the stakes were raised in January when it was decided to station Prince William in the Islands as a search-and-rescue pilot. This was widely seen in Argentina as a symbolic gesture which has inflamed tension. 2-6-0 No. 60 (NBL 19143) is oblivious to all this as she shunts Empalme yard in August 2009.

**45596 'Bahamas' Correction :** John Hiller has contacted us to say that the JustGiving donations by Text Message scheme is in fact case sensitive. People wishing to donate to the restoration of No. 45596 should text 70070 and enter Jube35 £2 (for a £2 donation), Jube35 £5 (for a £5 donation) or Jube35 £10 for a £10 donation. The full information can be found on the 'Bahamas' website : [www.bahamas45596.co.uk](http://www.bahamas45596.co.uk)

**Thank you all once again for your continued support  
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 Ken 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](mailto: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](http://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.** Or e:mail : [ken.livermore@btinternet.com](mailto:ken.livermore@btinternet.com)

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**NORTH BRITISH LOCOMOTIVE PRESERVATION GROUP  
HON. PRESIDENT SIR HUGH REID**

**MEMBERSHIP / DONATION FORM**

NAME :

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ADDRESS :

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TELEPHONE NUMBER :

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E:MAIL ADDRESS :

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ASSOCIATE MEMBERSHIP JOINING FEE : £10

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DONATION TO DUBS TANK No. 196 RESTORATION FUND : £

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DONATION TO CLASS 11 No. 929 RESTORATION FUND : £

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

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DONATION TO 'ENGINE 61662 APPEAL' : £

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TOTAL ENCLOSED : £

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**All donations, loans and subscriptions will be acknowledged, thank you for your interest and support. Please make cheques or orders payable to 'NBL Preservation Group'**