

NBL Preservation Group

January 2013 Newsletter



END OF AN ERA

(Photo courtesy Thomas Nugent)

Just as last month's Newsletter went out we received news of the sad passing of our Honorary President Sir Hugh Reid. In recent years Sir Hugh, who was the 3rd Baronet of Springburn, had lived in retirement in Cyprus. He had been our President since 1993 and, although he was unable to attend our events or meetings, he took a keen interest in our locomotive projects. As he has no direct descendants, Sir Hugh's passing brings to an end the Reid Baronetcy which began with his grandfather, NBL's first Chief Managing Director, also named Sir Hugh Reid, in 1922.

The Reid connection with Springburn started in 1863 when James Reid became the manager of the Neilson & Co, Hyde Park locomotive works. He gained full control of the firm in 1876 and his four sons joined the firm in 1893. In 1898, four years after James' death, the Company name was changed to Neilson Reid. When NBL was formed in 1903, three of James' sons, including the first Sir Hugh, took Directors positions on the Board. The photo above shows a memorial to James Reid that can be found in Springburn Park, Glasgow. It was erected by public subscription in October 1903 and the inscription reads : 'James Reid of Auchterarder and the Hyde Park Locomotive Works, Born 1823 – Died 1894' Very interestingly, the left hand of the statue holds the plan of a steam locomotive.

'Our' Sir Hugh, who succeeded to the Baronetcy in 1971, decided at an early age that he would not go into locomotive manufacturing and concentrated instead on the family's farming interests at Lochcarron and Auchterarder, followed by career in the RAF. Following a private ceremony, Sir Hugh's remains were buried at the church at Lochcarron in the Scottish Highlands. A full obituary can be found in Herald Scotland at : <http://www.heraldscotland.com/comment/obituaries/sir-hugh-reid.19604137>

LNER TENDER APPEAL

Great progress has been made with our appeal for funds to save the LNER Tender in the scrapyard at Doncaster. Thanks to the wonderful generosity shown by our members and friends and the positive publicity received in the railway press, we are within touching distance of saving the tender for preservation.

The photos below show how it looks at present and how it will look once again - once it has received a fair helping of TLC ! At first sight it obviously looks like a major challenge but many locomotives that were in far worse condition than this at Barry Docks scrapyard have now been restored to their former glories and we believe the same magic can be worked on this tender.



The photo below shows the original No. 61662 'Manchester United' in the scrapyard at Doncaster on a cold day in December 1959. The engine has been withdrawn and has already been stripped of its nameplates (but one of the brass footballs can still be seen). Unfortunately the preservation movement was in its infancy at the time and no-one came forward to save No. 61662 but now our growing band of supporters is on the road to making amends. If you have considered making a donation towards saving this tender, no matter how small, please send it now as time is running out and we must complete the purchase in the next few weeks.

Thank you all once again for your magnificent response so far, just a small donation now will make all the difference for the future of this tender.





In the late 1950's the management of British Railways, Western Region decided to introduce a new class of diesel hydraulic locomotives to replace its ageing "Kings" and "Castles". They were to be of lightweight alloy construction to save weight on the stiff gradients between Exeter and Plymouth and it was reasoned that the lighter weight of the locomotive and the subsequent fuel saving would allow an extra revenue-earning coach to be added to each train on the route.

The new design was based directly on the highly successful 'V200' diesel locomotives that had been in service on German Federal Railways since 1953 and the first batch of 'Warships' as they were to become known, was constructed by British Railways at Swindon in 1958. Between 1960 and 1962, North British built a total of 33 'Warships' for BR numbered D833 to D865. Becoming known as Class 43, they were very similar to the Swindon examples but featured MAN diesel engines and Voith hydraulic transmissions.

All were named, as the Class title would suggest, after Royal Naval vessels, and they were initially allocated to Old Oak Common, Bristol Bath Road and Plymouth Laira depots. With 53,400 lbs tractive effort and a nominal top speed of 90 mph, the 'Warships' became the mainstay of WR express passenger services in the late 1960's. In later years, some migrated to the Southern Region and they lasted until the 1970's when the HST's were introduced. In the photo above, D844 'Spartan' is seen on a down express in Sonning Cutting.



Nameplate of D865 (NB 27994)



D834 'Pathfinder' at Old Oak Common

NZ PRESERVATION UPDATE



One of our correspondents, Colin Price has very kindly provided us with a full update on the current status of preserved NBL & Constituent steam locos in New Zealand. There are more than 100 surviving steam locos in the country of which around 35% are of Glasgow origin. An exciting and vibrant steam scene is on offer with motive power ranging from diminutive 0-4-0 tank locos to the mighty 4-8-2 'Mountains' operated by the Mainline Steam Trust. Colin's list is available to Members by email or by post on receipt of a sae.

For sheer variety, the list includes two Sharp Stewart Uc Class 4-6-0's which were salvaged from the bed of the Grey River near Omoto (where they had lain since 1959) and a couple of old Dubs locos that were rebuilt to diesels in the 1940's & 50's. We can't possibly do justice to the NZ steam scene in just one page but the following websites are recommended reading and provide full information for prospective travellers :

http://en.wikipedia.org/wiki/List_of_New_Zealand_railway_museums_and_heritage_lines

<http://www.maciulaitis.com/nzrolling/nzrsteam.html> (David Maciulaitis' register of NZ Steam Locos)



Our photos show : 1) F163 (Dubs 0-6-0ST 1367) & J1211 (NBL 4-8-2 24537) at Fielding (Rob Merrifield)
2) Jb Class 4-8-2 No. 1236 / NBL 24559 at Christchurch (the late Kerry Young) and finally New Zealand's oldest operational steam locomotive, Neilson F Class 0-6-0ST No. 13 at Lyttleton Tunnel (Wilson Lythgoe)

NB NEWS IN BRIEF



Our Hon. Chairman Nick Newport paid a visit to Greenside Colliery with Graham McWilliams and Ray Rowley on 19th December to assess any problems that may be encountered when the time comes to relocate Hendrie Class 1A No. 1301. As can be seen from the photos, the loco is still in good shape but is being gradually hemmed in by coal waste ! The mine management assured Nick however, that it will be a relatively easy job to clear the rails and allow good access to the loco. All we need now is the balance of funds and the job can go ahead.

NBL 8F 2-8-0 No. 24641, shipped from Southampton Docks last month, has now arrived in Ashdod Port in Israel on board the MV Grande Scandinavia. It was due to be transported by road to Beersheba where it will be cosmetically restored before becoming a key part of the display being established at the old railway station. Photos of this locomotive in Israel or reports of progress at the Heritage Centre would be welcomed.

Oscar Sabatini reports from South Africa that three more North British steam locomotives have succumbed to the cutters torch at Harmony Gold Mine near Welkom. These comprise Class 11 2-8-2 No. 944 and 2 x 3BR 4-8-2 locomotives Nos. 1485 & 1487. (NBL works numbers were 16281, 19689 & 19691 respectively) At De Aar junction, two more NB locos look next in line for the torch. 24 Class 2-8-4 No. 3652 has been professionally stripped of spares and derelict 12A 4-8-2 No. 2123 has been vandalised almost beyond repair.

The proposed sale of our Class 1B locomotive No. 1443 at Gledhow Sugar Mill will not now be going ahead, HRASA having decided not to proceed with the purchase at the 11th hour. This is rather unfortunate as we lost several months whilst the sale was being negotiated and storage time at the Mill is running out. Hopefully though, another buyer for the loco can be found before the space it currently occupies is needed.

LNER B1 4-6-0 No. 61264 (NB 26165) has left Crewe following its' full overhaul and moved to the North Yorkshire Moors Railway for running in. All being well it is anticipated that the engine will re-enter revenue earning service in February. Photos of this fine locomotive back in service would be greatly appreciated.

NBLPG President : One or two questions have already been received on this subject but we feel that it would be disrespectful for us to show undue haste in appointing a successor to Sir Hugh. Please be assured however, that in the next few months we will be inviting our members and friends to make appropriate nominations for the post of NBLPG Honorary President. Once we have a suitable short list, Members only will then be entitled to a vote. Everyone will be given the opportunity to propose a new candidate but we do need to keep in mind that, like all other functions within our Group, the post is unpaid !

**Thank you all once again for your continued support
More News Next Month, Best Regards, Ken**

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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
HONORARY PRESIDENT SIR HUGH REID**

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 'ENGINE 61662 APPEAL' : £

****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.**