

NBL Preservation Group

April 2013 Newsletter



BAHAMAS GRANT CONFIRMED

(Photo KL Collection)

Further to the information in our February Newsletter, John Hillier has written to say that the Bahamas Locomotive Society (BLS) have now received confirmation that the Heritage Lottery Fund has awarded them a grant of £775,800 to restore its 1934 North British 'Jubilee' 4-6-0 No. 45596 'Bahamas' to working order. BLS will contribute a further £130,000 to the restoration project to be run entirely by volunteers.

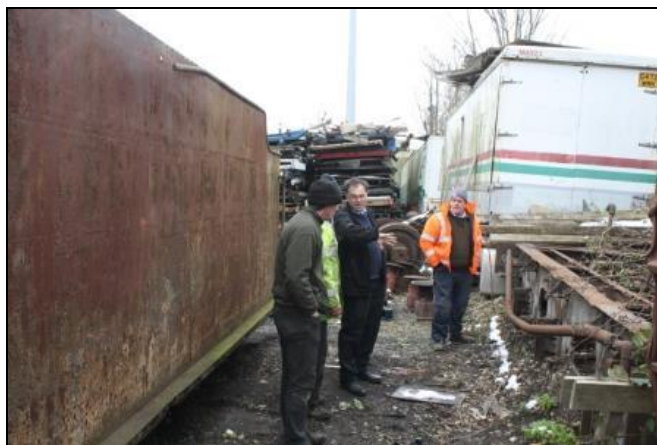
The engine, which is of both local and national significance, is now 78 years old and was the last steam locomotive to be used by British Railways to experiment on in their attempts to improve the performance of its fleet of steam engines. This was the fitting, in May 1961, of a unique double chimney and blast-pipe. John, who is the BLS spokesman responsible for the bid, told us that BLS are extremely grateful to the HLF for endorsing their plans to enable this famous steam locomotive to be restored to running order once more.

'Bahamas', NBL works number 25154, is currently on view inside the National Railway Museum at York but in mid-April is due to return to Ingrow where work on the overhaul will begin. It is hoped that the engine will be operational again by early 2017. I'm sure I speak for everyone in congratulating John and BLS on their wonderful success in obtaining this grant and we look forward to seeing this superb locomotive back on the main line again soon. Further details can be found on the BLS Website: www.bahamas45596.co.uk



A follow up meeting with Moveright International and Emsley Crane Hire was held at Doncaster on 27th March to confirm details of the lifting work required and the opportunity was taken to recover some of the smaller items from the yard. Although conditions were quite bright when we first arrived, blustering snow soon moved in causing us to take refuge in one of the buildings on site to continue our discussions !

As can be seen from the accompanying photos, our tender body has now been separated from the frames ready for loading and the wheelsets and other parts have been recovered from the undergrowth. The tyres appear to be in remarkably good condition despite their many years in storage. The top view shows the right hand side of the tender which has been virtually unseen since the 1980's having been semi-protected from the elements by its close proximity to bushes and fencing. The photos below show one of the wheelsets plus the frames and the back of the tender body. The cramped conditions on site clearly illustrate why we need a crane to load everything and Andrew Goodman can be seen explaining our requirements to the Emsley rep.

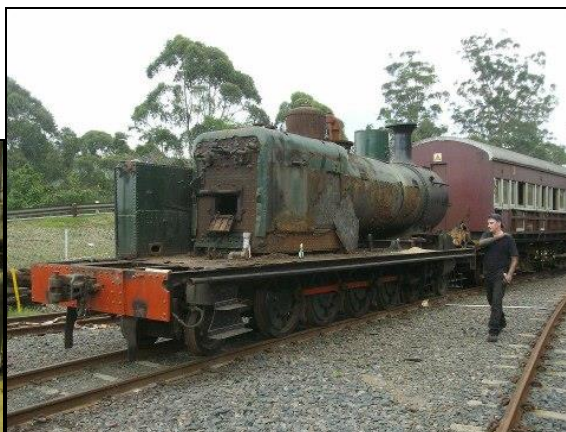
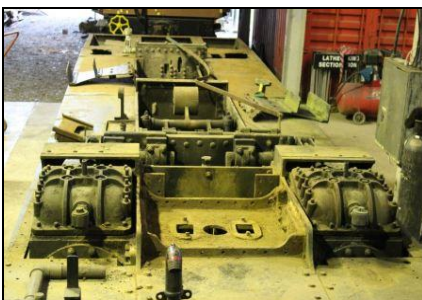


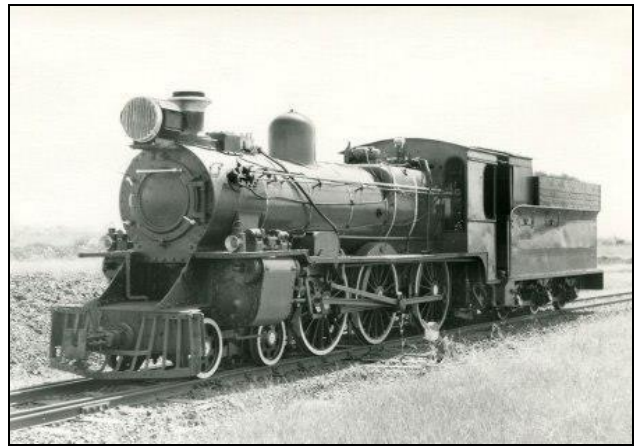
I would like to thank our Members and friends once again for their magnificent response to our original appeal which generated sufficient funds to buy the tender. Donations have been in kind as well as in cash and recent contributions have included a LNER 'Drivers Notes' box for the cab from Steve Andrews and an offer to provide BR Crests from Mick Strickson of Trackside. However, even if no unforeseen problems are encountered on the day of the move, the cost of hiring in the crane will be £500 plus vat which was not included in our original budget. If you are able to help, please complete the form at the back of this Newsletter. Every donation will be greatly appreciated and all will be acknowledged in writing. Thank You.



Our old friend Andy Anderson reports that the Umgeni Steam Railway have been making good progress with the rebuilding of their Dubs 'A' Class 4-8-2 tank loco No. 88 'Umbilo' at Inchanga. No. 88 is a sister loco to our own Dubs Tank and was built in Glasgow in 1892 for the Natal Government Railways.

USR Member Andries Keyser has formed a small team of younger members who had expressed an interest in taking on the Dubs restoration as a project and the team was given the go-ahead to start work earlier this year. Work to date has included removal of the side tanks and boiler and general dismantling ready for the overhaul to begin. The boiler has been lifted into a DZ wagon ready for re-tubing and the cab is being refurbished at Duys Engineering. The side tanks were found to be in salvageable condition but they will however need new plating, as will the cab and coal bunker. It has been estimated that it will cost about R80,000 (approx. £5,700) for boiler tubes and R20 000 for plating work. Axle box work and other mechanical repairs will also be required. A challenge/appeal had been sent out to USR members and friends to assist with finance for this job and just over R100,000 (£7,000) has been donated so far. If you are able to help or would like further details, please contact Andries direct by email at andrieskeyser@yahoo.com or click on the USR website : <http://www.umgenisteamrailway.co.za> The photos below show the loco at various stages of dismantling – now we know what our own Dubs loco looks like 'under the covers' !





Due for release at the end of March, the Industrial Railway Society has produced a superb new book entitled : **‘Industrial Railways and Locomotives of India and South Asia’**. (ISBN is 978 1 901556 82-7)

The book includes details and photographs of a great many British locomotives including of course those of NBL as India was one of Springburn’s best customers. The following blurb appears inside the front cover :

Whilst the mainline railways of India and south Asia have been written about extensively, their counterparts in industrial service have received less attention. Although there have been brief mentions of industrial railways and locomotives in previously published works, there has never been a single book which surveys the history of these railways and their locomotives. This book fills that gap. The history of industrial railways in the region goes back to the 1830s (20 years before mainline operations commenced) and covers the full sphere of industrial operations, from large steel works with fleets of dozens of locomotives to temporary short, hand worked lines used on construction projects, with gauges ranging from 5ft 6in down to monorail. This book records over 6,500 steam, diesel, petrol and electric locomotives at over 1,200 sites in India, Pakistan, Bangladesh, Nepal, Burma, Bhutan, Afghanistan and Sri Lanka. As well as industrial sites, it includes chapters on military railways and railways used on mainline construction projects. The book has 556 pages, 44 maps, 155 B&W and 33 colour photographs and has a hard cover with a dust jacket.

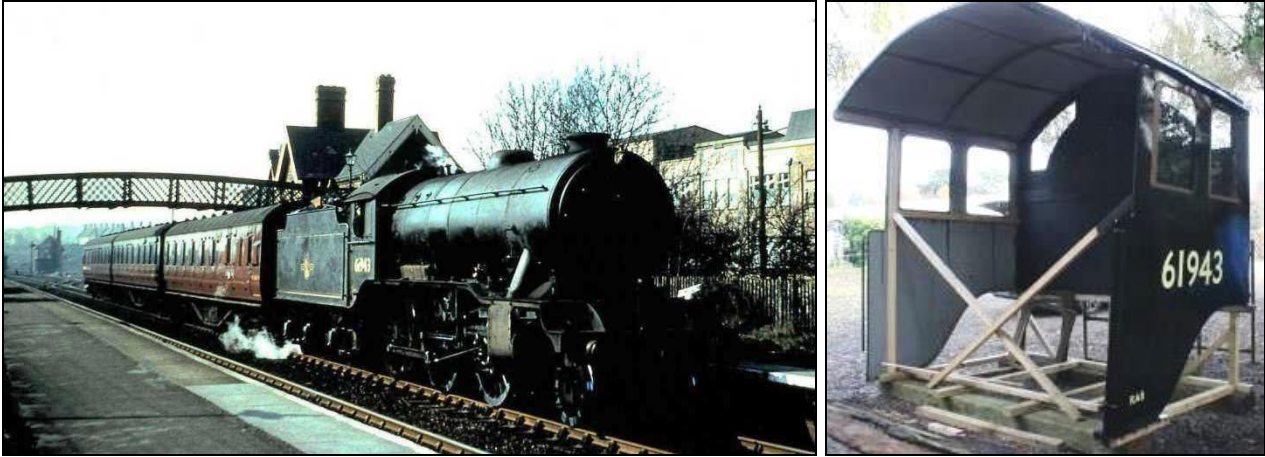
The book costs £29.95 plus postage & packing and will be available from : www.irsociety.co.uk For all orders, with cheque / PO {payable to Industrial Railway Society} please send to S.Geeson, 24 Dulverton Road, Melton Mowbray, Leicester, LE13 0SF. As noted above, the price doesn't include P&P. In the UK the cost is 4 pounds (it is a massive book - and weighs 1.5 kilos), 20% of the price everywhere else.

Photo No. 1 above shows NBL 18100 which was the third of three locos supplied to the Karachi Port Trust on Order No. L253 in 1907, the others being 18098 & 99. Unlike other ports in India, Karachi did not use its own locos for shunting in the port but hired locomotives from North Western Railway. The three locos were obtained to work trains from the ports own block making facility in the west of the port. They were joined by a fourth 0-6-0T locomotive built by Hawthorne, Leslie in 1923. 18100 is seen having just arrived at Calcutta Port Commissioner's Kidderpore shed in December 1944. It is thought that the loco had been transferred from Karachi to Calcutta as a war time contingency. It is unknown if any of the Karachi locos were transferred to wither Calcutta or any port at the same time or how long the loco stayed at Calcutta. **(Photo credit - the late Harold Bowtell courtesy of the Manchester Locomotive Society)**

Photo No. 2 shows NBL 19443 at the College of Military Engineering, Pune. It was one of 10 such 4-6-0's supplied to the Nizam's State Railway as their M class No. 163 on Order L435 in 1910. It became Indian Railways No. 31006 in the 1957 numbering and went to Pune in 1961 where it was one of four ex-IR locos used for both mechanical and operational training purposes. **(Photo credit - the late Peter Bawcutt)**

NEWS IN BRIEF

Following the excellent news that Sir Hugh Reid's sister and two of her family had kindly agreed to join us, we were stunned during March to find that a further nine (yes 9) members of Sir Hugh's extended family have joined us too ! This gives them far and away the biggest single family membership in our Preservation Group and I hope very much that we can live up to their expectations. This brings our current Membership up to 177 – a hearty welcome to one and all.



Work continues on the re-construction of LNER K3 2-6-0 No. 61943 at the Mizens Railway and, as pictured right, on 1st April the new cab was taking shape. Built at the former Neilson Reid Hyde Park Works in 1935, No. 61943 was one of 20 K3's constructed by NBL and outlived all her 192 sisters, becoming the very last of the Class to be scrapped in February 1966. Seen on the left at Daybrook on a local passenger turn in May 1960 the engine was withdrawn from Colwick shed in September 1962 but found further use for three more years as a stationary boiler – a sad loss to preservation at the time. Photo courtesy www.colourrail.com

One of our regular correspondents, Malcolm Peakman has kindly offered to put together a series of articles about the myriad styles and designs of worksplates used by NBL and its constituents over the years. He has an excellent collection of plates himself but is requesting that our Members and friends send him photos of any such plates that they may have seen or have in their own collections. I'm sure this is a topic close to all our hearts and a definitive record of all the various plates would be of immense value to historians and collectors alike. If you can help, please contact Malcolm by email at : mopeakman@hotmail.com



NBLPG presented a very successful slide show '**Engines of the North British Locomotive Company**' at the Meon Valley Locomotive Society in Bishops Waltham on 12th March. We are following this up with another show '**Routes From Paddington 1958 – 1962**' for the East Anglian Railway Museum, in Enfield Town on Tuesday 14th May. Please let me know if you would like to come along so I can ok this with the organisers. We currently have 10 different railway slide shows available and these are proving very popular with enthusiast groups, I'll be happy to send out the full list of shows to Society event organisers if required.

**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 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.**