

NBL Preservation Group

Honorary President Sir Hugh Reid

July 2011 Newsletter



RIVERSIDE MUSEUM OPENS

The Riverside Museum, Glasgow's new Museum of Transport and Travel has now opened to the public. The opening ceremony was conducted by Glasgow City Council Leader, Gordon Matheson, who smashed a bottle of champagne on the side of the building as befits the latest launch on the Clyde.

It houses more than 3000 exhibits, in over 150 interactive displays telling the stories of the people who made the term 'Clyde Built' one which travelled the world and spoke volumes about unbeatable quality. From massive steam locomotives, to the recreation of a city street during the 1900s, the cathedral-like structure provides a stunning backdrop to showcase the innovation and ambition of what was the 'Second City of the Empire'.

The Riverside Museum was designed by Zaha Hadid, arguably the world's most in-demand architect. The £74 million museum is Hadid's first major public commission to open in the UK. It has been funded by Glasgow City Council, the Heritage Lottery Fund and the Riverside Museum Appeal. Like all of Glasgow's 10 civic museums, entry is free.

(Photo by Lenny Warren, courtesy Glasgow Riverside Museum)

THE NEILSON PUGS



In the 1870's, Neilson & Co, of Springburn designed a series of small 0-4-0 saddle tanks for their industrial customers. Despite their diminutive proportions, the locomotives performed well on tightly curved tracks and several examples were soon purchased by the Caledonian and North British Railways. Both these concerns went on to build their own 'Pugs' as the locos had become known, closely following the Neilson design and differing only in various minor details such as the design of the cabs. 14 Caledonian and 33 NBR Pugs survived into Nationalisation including two of the original Neilson's - BR numbers 68092 & 68093 !

The Scottish Railway Exhibition at Bo'ness is home to two of the remaining Pugs, No. 68095 of the NBR/LNER Y9 variety, shown here alongside its Neilson industrial sister 'Kelton Fell'. The latter engine dates from 1876 and was originally built for William Baird & Co, being sent to Cumberland to work haematite traffic at the Kelton Fell mine near Lamplugh. Its survival is due to latter day use with the National Coal Board as the NCB Gartshore Colliery donated the engine to SRPS for preservation in 1968.

We'll end this piece with a quick look at two engines representing the most famous and one of the least known of the Pugs. Celebrity Ex Caledonian No. 56025 became the St. Rollox Works shunter and received full BR black livery and lining. It was immortalised as the Hornby Railways 00 gauge model 'Smokey Joe' but was sadly scrapped in May 1960. Ironically, Neilson works no. 2937 of 1882 led a relatively low key existence as Bairds & Scottish Steel No. 11 but survived into preservation at the Chasewater Railway. It is currently stored awaiting restoration and further details can be found on : www.chasewater railway.org



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Photos : 1 KL, 2) www.colour-rail.com 3) R. Anderson

PROGRESS ON 35011

If the preservation group ACE Locomotives have their way, this is how ex SR Merchant Navy No. 35011 will look again when its restoration is finished – complete with a North British boiler ! Tom Clark has kindly provided us with the following update on progress so far : (photo www.colour-rail.com)

I first heard of NBL thanks to the ten Merchant Navy boilers being constructed there. Personally I believe although there wasn't much difference in how well the two types of MN boiler worked, I have a distinct preference for the NBL version ! As far I can say the three surviving NBL MN boilers are 1093 originally for 21C4, now fitted to 35005 Canadian Pacific, 1096 originally for 21C7, now fitted to 35006 Peninsular & Oriental S. N. C and last but not least 1097, currently fitted to 35011 General Steam Navigation. This loco survived the cutters torch thanks to the Barry Scrapyard phenomenon and is now being restored by ACE Locomotives at Sellindge in Kent.

35011 General Steam Navigation is the first of the second series of Merchant Navys. She was originally built at Eastleigh being completed in December 1944 along with her Bulleid numbering of 21C11. Although her first boiler was one of the later designs, her final boiler fitted in the steam age was indeed one of the North British Glaswegian types as fitted to the first ten. This boiler is no.1097 which was originally fitted to no.21C8 Orient Line (later 35008) with the tapered ring found on the front section of course! They are in my opinion the nicer boiler of the two, being slightly heavier in mass and their water capacity is slightly greater.

Certainly the elements have taken their toll on her but what does survive of the locomotive is in good condition. We need a new inner firebox (they've all needed this!) and examination of the boiler has revealed that it is better than some of the boilers on locomotives already steamed since the '60s. The build quality of the NB boilers must have been quite excellent as even now, as we have commenced restoration on 35011 the metal on the boiler cleans up beautifully. One only has to pass a basic power tool over the surface and the metal comes up with a relatively glassy finish! We have a long road ahead of us as it will naturally be many years before 35011 runs again but we are very confident we can indeed restore her to excellent condition. We wish to restore her back to incorporate her air-smoothed casing and it is based on sound engineering decisions that this can be achieved. She is crying out for assistance but one day she will run again. If there is anybody who might be able to offer any form of support, financial or otherwise for No 35011 please contact us via our website : www.generalsteamnavigation.co.uk Many thanks for your interest, Tom Clark

RIVERSIDE IMAGES

I couldn't resist another quick look at the photos we received from the Riverside Museum ! Locomotives on display above include SAR 15F 4-8-2 No. 3007 (NB 25546/1944), Glasgow & South Western 0-6-0T No. 9 (NB 21521/1917) and Caledonian Railway single driver No. 123 which was built by Neilson & Co. in 1886. This engine was originally built for the Edinburgh International Exhibition, where it won the Gold Medal, and later took part in the famous Railway Races to the North. The Tall Ship Glenlee is moored on the Clyde directly outside the distinctive south face of the Museum. This is one of only five Clyde-built sailing vessels afloat in the world today and the only one in the UK.

(All Photos : Lenny Warren, courtesy Glasgow Riverside Museum)

REPLICA B17 PROJECT

As mentioned briefly last month, our plan to build a Replica LNER 'Footballer' 4-6-0 has now gone 'live' and we are pleased to announce that the chosen locomotive is No. 61662 'Manchester United'. This might come as a bit of a surprise to some as, although based on the original NBL B17 design, the first loco to carry that name, No. 2862 was actually built in Darlington. NBL has a very strong connection with Manchester however, as Sharp Stewart & Co built more than 3,000 steam locomotives in the city before moving to Glasgow and becoming part of the NB Combine. It is planned to raise funds for the 61662 replica by appealing directly to 'Manchester United' football supporters.

The Sandringham Locomotive Company's project to build a 74th working member of the B17 Class continues quite separately of the NBLPG replica appeal and it is hoped that further news on their transition to a Charitable Trust will be available soon.

DON'T FORGET

We still have several hardback copies of George O'Hara's recent book 'BR Diesel Traction in Scotland' and these are available at £15-00 each plus £2-00 UK post & packing. This represents excellent value as the book normally retails at £25. Photographs of most of the D61xx North British Type 2 Bo-Bo diesels working in Scotland are featured in the book along with numerous views of NBL diesel hydraulic 0-4-0 shunters. A good number of the 700 photographs in the book were taken during the transitional period from 1955 – 1967 and feature both steam and diesel traction. It's a superb volume so why not treat yourself – ISBN 978-0-9530821-2-4 - and you can't get it for this price on Amazon !

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NBL Preservation Group

INVITATION



**YOU ARE CORDIALLY INVITED TO A 'WELCOMING HOME' RECEPTION
BEING HELD IN HONOUR OF DUBS TANK LOCOMOTIVE NUMBER 196
AT THE MIZENS RAILWAY, BARRS LANE, KNAPHILL, WOKING, SURREY, GU21 2JW
COMMENCING AT 2-00 PM ON SATURDAY 23RD JULY 2011
IN CONJUNCTION WITH THE**



**THERE WILL BE A FINGER BUFFET PROVIDED AND TRAIN RIDES ON THE MIZENS
MINIATURE RAILWAY. ADMISSION IS FREE TO NBLPG MEMBERS £2 TO NON MEMBERS**

**WE HOPE VERY MUCH THAT YOU CAN ATTEND THIS EVENT AND LOOK FORWARD TO
SEEING YOU THERE.**

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

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.** Or e:mail : ken.livermore@btinternet.com

**NORTH BRITISH LOCOMOTIVE PRESERVATION GROUP
HON. 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 CLASS 11 No. 929 RESTORATION FUND : £

DONATION TO NGR CLASS 1B No. 1443 SHIPPING FUND : £

DONATION TO REPLICA LNER B17 LOCO FUND : £

TOTAL ENCLOSED : £

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'