

# NBL Preservation Group

Honorary President Sir Hugh Reid

## May 2012 Newsletter



### K1 IN HOME CITY

(Photo Neal Woods)

A working North British steam loco returned to Glasgow on 12<sup>th</sup> May when K1 Class 2-6-0 No. 62005 paused briefly at Springburn en route from Carnforth to Fort William. No. 62005 is the last survivor of 70 Peppercorn design K1's that were built in Glasgow for the newly formed British Railways in 1949 and carries NBL works number 26609.

Based on the Thompson rebuild of LNER K4 Class 2-6-0 'No. 1997 'MacCailin Mor' the K1s proved to be useful and versatile engines. They worked extensively over ex-LNER territory and were chiefly associated with North East England and Scotland but all were withdrawn between 1962 and 1967. Now owned and operated by the North Eastern Locomotive Preservation Group, No. 62005 has been fully overhauled during the past 18 months and was returning north to take up regular duties on the summer 'Jacobite' steam workings on the West Highland Extension line between Fort William and Mallaig.

NELPG currently own four steam locomotives associated with the former North Eastern Region and full details of their activities can be found on their website : [www.nelpg.org.uk](http://www.nelpg.org.uk)



A sad milestone was passed on 19<sup>th</sup> April when the 50<sup>th</sup> anniversary of NBL's declaration of bankruptcy was reached. Declining world demand for locomotives in the late 1950s and early 1960s, particularly for steam locomotives, led to the closure of the Company. Perhaps unwisely, North British supplied many of its diesel and electric locomotives to British Railway at a loss, hoping to make up for this on potentially large future orders that never came. This and a continuing stream of warranty claims to cure faults with the new diesels proved fatal.

We don't want to focus on the last days of NBL in our Newsletter, preferring instead to concentrate on the history, preservation and operation of the 700 or so surviving North British locomotives around the world. However one of our correspondents, Simon Lilley has written an authoritative five page article entitled 'The Demise of North British' and this can be found in the May edition of Railways Illustrated magazine. ([www.railwaysillustrated.com](http://www.railwaysillustrated.com))

One of NBL's British Railways 'Pilot Scheme' diesels, No.D8406 is seen above in August 1959 when still almost brand new, at Stratford sheds in east London. This was an 800hp Bo-Bo diesel electric design, originally classified 'Type A', later becoming Type 1. In appearance, they closely resembled the pioneer LMS Bo-Bo diesel No. 10800 which had been completed by North British in 1950. 10 were built at the former Dubs Queens Park Works in Polmadie carrying NBL works numbers 27671 to 27680, BR running numbers D8400 to D8409.

The NBL Type 1's were primarily intended for freight work and could regularly be seen on Great Eastern line pick up goods workings in the London area. However, they were underpowered for their tasks and several engine room fires occurred. Like the some of the other so called 'hood units', difficulty was experienced sighting signals and unsurprisingly, no further orders were received.

It's all part of history now but the British Railways Board preferred instead to opt instead for the more reliable English Electric version of the Type 1 of which more than 200 eventually came to be built. Despite our love of all things NBL, it would be hard to argue against this decision as the EE Type 1's later became BR Class 20 and some of them can still be seen in service today, more than 50 years after their introduction !

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## BASSENDEAN MUSEUM

(Photos David Buck)



One of our globetrotting Members, David Buck, recently visited Bassendean Railway Museum in Perth, Western Australia. Bassendean is Western Australia's principal museum devoted to railway history and aims to tell the story of all railways across the State. The majority of the collection is from the former Government Railways, both WA and Commonwealth. However there are also items representative of the extensive timber lines and gold mines that operated in the state as well as the private lines such as the Midland Railway Company.

The superb range of locomotive exhibits span the whole spectrum of WA railway history from the oldest, 1881 built 0-6-0 Saddle Tank 'Katie' through to more modern diesel locomotives. Four different railway gauges are exhibited. NBL and its constituents are well represented with nine Glasgow-built steam locomotives forming a core part of the collection. These include the NBL 4-8-0 and unusual Dubs 2-8-0 tender tank shown above, three North British pacifics and a massive Ut Class 4-6-4 Tank (NBL 24841).



Various passenger carriages and freight wagons that formed an integral part of the railway scene are on display and a number of these date back to the 19th century. The exhibition building houses an excellent collection of local Railwayana including nameplates, worksplates, photographs and other artefacts telling the story of railways in Western Australia.

Bassendean Museum is well worth a visit and can be found at 136 Railway Parade in the town. Visitors arriving by train are advised to use Ashfield Railway Station on the Midland line. The museum is owned and administered by Rail Heritage WA and full details can be found on their website :

[www.railheritagewa.org.au/museum/pages/bassendean](http://www.railheritagewa.org.au/museum/pages/bassendean)





We're keeping a fairly low profile in Manchester at the moment following the recent defeat by City and subsequent loss of the Premiership Title. However, we can assure our Members and Supporters that there are no plans to jump ship and build No. 61671 instead ! Several new Members have joined us in recent weeks and work continues on rebuilding the locomotive cab at the Mizens Railway near Woking. We hope to be able to show some new photos of this very soon.

As mentioned on page 4, details of this July's fund raising Land's End to John O'Groats cycle ride are now being finalised and a special stop will be included at Old Trafford en route to help to raise public awareness for the Engine 61662 Appeal.

In the meantime, we can reflect on a bit of railway history. The above photo shows 'Manchester United' in virtually brand new condition carrying its original LNER number 2862 at Nottingham Victoria Station whilst working the 2-20pm Manchester London Road to London Marylebone express train on 21<sup>st</sup> May 1938. To put things into perspective, when this superb photo was taken, almost exactly 74 years ago, Manchester United were about to start their 43<sup>rd</sup> season in the Football League, Jimmy Hanlon was the top goal scorer and the start of World War II was more than a year away !

To end on a on a very positive note, one of our members, who wishes to remain nameless for the time being, has managed to purchase the original 'Manchester United' nameplate featured in last month's Newsletter. Therefore at some point in the future it might well be possible for the new No. 61662 to carry its original nameplate on special occasions.

**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  
HONORARY PRESIDENT SIR HUGH REID**

**MEMBERSHIP / DONATION FORM**

NAME :

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ADDRESS :

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TELEPHONE NUMBER :

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ASSOCIATE MEMBERSHIP JOINING FEE (Optional) : £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'**