

# NBL Preservation Group

Honorary President Sir Hugh Reid

## September 2012 Newsletter



### INDUSTRIAL TIMEWARP

(Photo KL Collection)

We are very grateful to James Waite this month for the use of his article and photos relating to the Rio Tinto Railway in Spain. This was a British concern built to move mineral traffic from the mines to the coast and it employed wonderful stud of British steam locomotives. Nothing too unusual so far, as at one time, railways like this could be found all over the globe. What sets the Rio Tinto apart is that tourist trains now run through the ruined mining area and pass through an amazing old yard at La Naya where time has stood still!

The whole landscape, after more than 100 years of copper mining, can be likened to the surface of Mars and steam locomotives, diesels and hundreds of wagons stand almost exactly where they were last used 30 or 40 years ago. Ruined building and tunnels abound and yours truly can vouch for the eerie, desolate nature of the place having missed the last train back and being forced to walk several kilometres to Rio Tinto in 37 degrees heat without seeing a living thing ! If you have access to youtube, there is an excellent clip on the link below which features a journey on the line. Although filmed by a non-enthusiast, it will give you a wonderful insight into James' notes and photos. <http://www.youtube.com/watch?v=LZMYWGgeTKc>



The copper mines at Rio Tinto in Southern Spain were worked by the ancient Romans (who left some impressive remains) and the concession was acquired by a British company in the early 1870s. They built a 1067mm gauge industrial railway from Rio Tinto to export the ore at Huelva about 80km away, opening in 1875. The mines were worked on a huge scale with over 120 locos in use at the peak of operations. The vast majority of these were 0-6-0 tanks, supplied by Dubs, NBL and Beyer Peacock but in later years several RSH 2-6-0's and a couple of Beyer Garratts were obtained. Most of the steam locos were withdrawn in the 1970s and the line ceased commercial use in 1984. The last opencast mining took place in 2001. There are 11 surviving locos, some preserved and some just dumped, around Rio Tinto and 11 more are preserved in and around Zaragoza in northern Spain, mostly at the Industrias Lopez Soriana yard. Photos of many of them can be found on the excellent Spanish website : <http://www.locomotoravapor.com>

The remaining preserved line at Rio Tinto is about 14km long, the first stretch through the remains of the mining complex and then in the river gorge to the south. It runs every day with diesel locos and they steam No. 14, (Beyer Peacock 1439 of 1875, on the first Sunday of the month in November, December, February, March and April. It's only allowed to run within the mining area and not into the gorge because of the fire risk, this being a very dry area. There's a good museum, housed in the old company hospital built in 1929. There's lots of other historic material around the place including a small settlement of British-style houses, one of them has been opened to the public and furnished in the style of the early 1900's.



Two of the surviving NBL 'K' Class 0-6-0T's are seen above. No. 106 (NBL 18028) is on display in the Rio Tinto Mining Museum and No. 110 (NBL 18032) is plinthed at nearby El Campillo. (both : James Waite)

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NBL WORLD

(photos kindly supplied by Ray Schofield and Trevor Heath respectively)

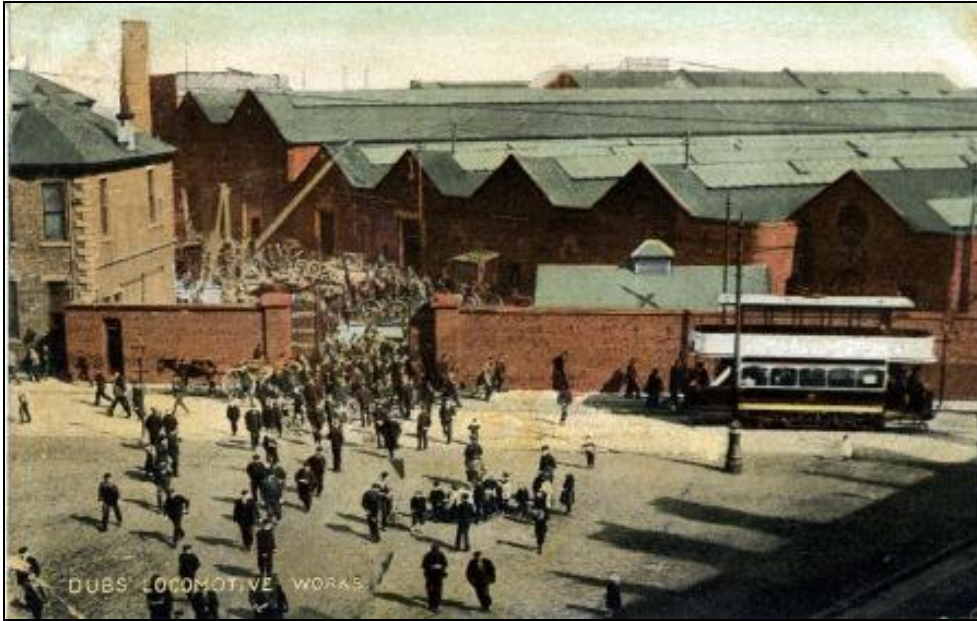


Sharp Stewart 0-6-0ST No. 10 is seen in action at the Paranapiacaba Technological Railway Museum in Brazil on 4<sup>th</sup> March 2012. The locomotive was built in 1867 for the São Paulo Railway which was a privately owned British railway company operating the 1,600 mm (5 ft 3 in) gauge line from the seaport at Santos via São Paulo to Jundiaí. The company was nationalised in 1940 and became the Estrada de Ferro Santos-Jundiaí. Paranapiacaba is a former 'railway town' which was built for the employees of the São Paulo Railway. Further details on [http://www.abpfsp.com.br/museu\\_ferrovuario\\_paranapiacaba.htm](http://www.abpfsp.com.br/museu_ferrovuario_paranapiacaba.htm) Help would be greatly appreciated to establish No. 10's Sharp Stewart works number please ?



Meanwhile in India, this NBL V class 4-4-0 No. 700 is preserved at Perambur Loco Works in Madras (Chennai). I waited 2 hours at the Works to get permission from the Works Manager, Mr.Selvam, to see this engine, but everybody at the Works was quite helpful and nice to me. Another photo of the loco can be seen on <http://railwayherald.com/imagingcentre/view/151229/PL> which was taken in 1978 by an English visitor to the Works. You can see the changes that have taken place at the Works.

This V class 4-4-0 which is named 'Narbada' was built by the North British Locomotive Company in 1909 and served on the Madras and Southern Mahratta Railway (now part of Southern Railway). It was probably withdrawn in the late 1940s or early 1950s. One of the BESA designs, it apparently was a successful engine. There were 12 V class locos on the M&SMR, each with a name. Again, the NBL works number for No. 700 would be useful for our records please ?

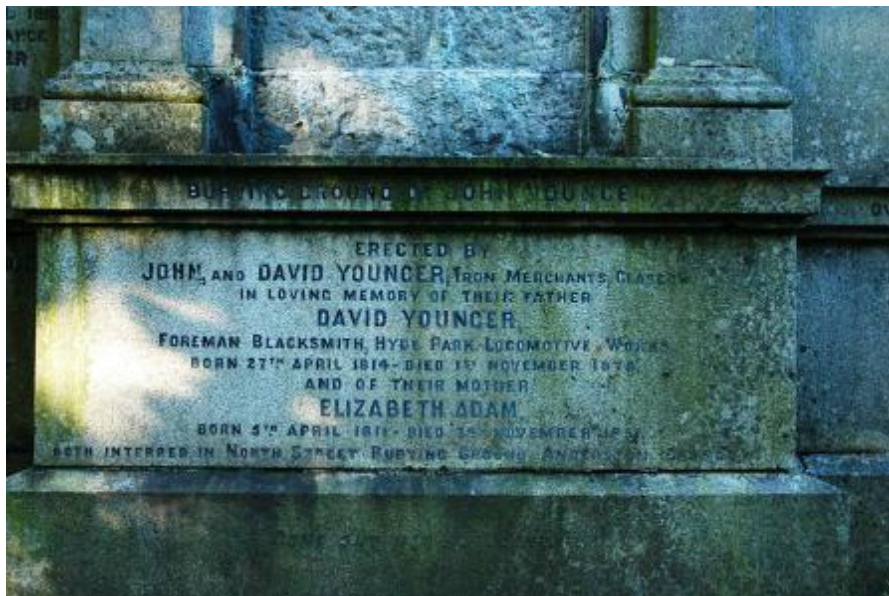


This historic picture entitled ‘Dubs Locomotive Works’ is taken from a postcard in David Sinclair’s collection which recently appeared in the Autumn 2012 edition of the Scottish Railway Preservation Society’s journal ‘Blastpipe’. It was taken from a commercial postcard which was posted in 1905 and shows Queens Park Locomotive Works in Glasgow around the turn of the 20<sup>th</sup> Century – about the time that our own Dubs Tank was constructed and shipped to South Africa !

Apart from showing the works itself, with the men streaming out from it, there is Polmadie tram terminus, at the end of a short branch on the Glasgow tram network, with a waiting ‘white car’, colour being a way of distinguishing the tram routes in Glasgow before route numbers were introduced. Henry Dubs set up the Works in 1863 and it produced more than 4,000 steam locomotives before the NBL amalgamation of 1903.

### CATHCART COMMEMORATION

(photo Iain Hutchison)



Iain Hutchison kindly sent us this fascinating photograph which he took in Cathcart Cemetery on 12<sup>th</sup> September. We have no information about David Younger, only that he must have been a senior employee at the Hyde Park Works of Neilson & Co. He appears to have passed away aged 62 in 1876, the same year that the Company name changed to Neilson Reid. Does anyone have further information please – was David still employed by the company when he died, does he appear in any old photos etc etc ?

**NB NEWS**

On 23<sup>rd</sup> August a TV film company visited us at the Mizens Railway. They are very interested in making a documentary about our next repatriation project and they spent a full day interviewing various NBLPG Members whilst we worked on the Dubs. By close of play the cosmetic repaint had been virtually completed and the old girl looked resplendent with her works plates and cabside numbers in place. A further meeting with the TV crew is planned for later in the year and we will keep you posted with developments.

**NEILSON LOCO FOR SALE**

An historic 19<sup>th</sup> century Neilson Reid steam locomotive, Beckton Gas Works No. 1 is being advertised for sale by Preston Services of Canterbury along with a South African NGG16 Garratt and an O&K 0-10-0 tank locomotive. As recently reported in Heritage Railway magazine, the locomotive has been identified as Neilson Reid 0-4-0T works number 4444 of 1892. Asking price is around £40,000 and interested parties should contact Preston Services via their website : [www.prestonservices.co.uk](http://www.prestonservices.co.uk)

Rather confusingly, two different Neilson locomotives ran on the Beckton Gasworks Railway as Beckton No. 1, the first being an 1870-built Neilson & Co. 0-4-0 Well Tank, works number 1561. This engine was withdrawn from service in 1963 and was presented to the Industrial Locomotive Society for preservation by the then owner, the North Thames Gas Board. It is now safely on display at Penrhyn Castle in North Wales. The Beckton Gas Works Railway was situated near Stratford in East London and was built to serve what was once the largest plant of its kind in the World. It closed in 1970.

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

**Newsletter published by the NBL Preservation Group Ltd, Company Registration Number 7508287  
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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](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**. For further details, please 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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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'**