

NBL Preservation Group

Honorary President Sir Hugh Reid

October 2012 Newsletter



WORLD STEAM DATABASE

(Photo KL Collection)

A relatively small number of steam locomotives tend to feature in the railway press on a regular basis but there are many thousands of unsung engines dotted around the more obscure corners of the Globe. Plenty of excellent websites give detailed coverage of individual manufacturers or certain countries etc. but in recent weeks I've been fascinated by an incredible website that has set out to document and provide photographs of all remaining steam locomotives - Worldwide ! If you haven't already seen it, you might like to check out : <http://www.steamlocomotive.info/index.cfm>

With some 19,330 steam locomotives listed, the editors have set themselves quite a task but illustrations have been supplied by a large number of photographers and the halfway point is already on the horizon. The site is very user friendly and can be searched by using one or more criteria including loco number, manufacturer, country, etc. It is quite easy to pull off a list of all surviving NBL or Dubs locos for instance – or a worldwide list and photos of all engines carrying any specific running number or works number.

One of the UK's possibly less photographed locomotives is featured above in the shape of Sharp Stewart Class 7A 4-8-0 No. 993. Built in 1896, it was rescued from the Zambezi Sawmills Railway by the famous Wildlife Artist David Shepherd is currently on display in the Locomotion Museum at Shildon.



Last Month's item about the Rio Tinto Railway brought a number of questions about the whereabouts of the 22 surviving steam locomotives and we have put together the chart below to identify them. All are 3ft 6ins gauge and more than half are of Glasgow origin. The greatest concentration is at the Lopez Scrapyard in Zaragoza where James Waite took the above photograph last September.

Basically the collection at the yard was assembled by the father of the business's present proprietor who was an enthusiast and the locos used to be displayed on plinths, mostly around the periphery of the site. The present boss isn't an enthusiast and herded the locos together as he wanted the space they previously occupied for other purposes and many were damaged in the process. At least they haven't been scrapped. One of the Rio Tinto locos is now displayed in the central reservation of a dual carriageway in the city and another was sold for private preservation at Ejea de los Caballeros, a town about 50kms away.

No.	Name	Type	Manufacturer	Year	Works No.	Class	Current Location
14		0-6-0-T	Beyer Peacock	1875	1439	C	Naya Shed
15		0-6-0-T	Beyer Peacock	1875	1440	C	Lopez Scrapyard
18		0-6-0-T	Beyer Peacock	1890	3085	C	Los Caballeros
50		0-6-0-T	Dübs	1881	1515	I	Corta Atalaya Mine
51		0-6-0-T	Dübs	1890	1890	I	Naya Shed
52		0-6-0-T	Dübs	1890	1891	I	Lopez Yard
55		0-6-0-T	Dübs	1883	1894	I	Lopez Yard
61		0-6-0-T	Dübs	1885	2173	I	Plinthed Zaragoza
75		0-6-0-T	Dübs	1900	4065	I	Lopez Yard
77		0-6-0-T	Dübs	1900	4067	I	Lopez Yard
78		0-6-0-T	Dübs	1900	4068	I	Lopez Yard
82		0-6-0-T	North British C °	1905	16592	I	Lopez Yard
85		0-6-0-T	North British C °	1906	17075	I	Lopez Yard
93		0-6-0-T	North British C °	1908	18320	I	Lopez Yard
106		0-6-0-T	North British C °	1907	18028	K	Rio Tinto Museum
110		0-6-0-T	North British C °	1908	18032	K	Plinthed El Campillo
146		2-6-2 +2-6-2	Beyer Peacock Garratt	1929	6561	Garratt	Naya Yard
150		0-4-0-T	Hawthorn Leslie	1930	3785	N	Rio Tinto Museum
201		2-6-0	Stephenson & Hawthorn	1953	7700	200	Rio Tinto Town
203		2-6-0	Stephenson & Hawthorn	1953	7702	200	Naya Yard
204		2-6-0	Stephenson & Hawthorn	1953	7703	200	Naya Shed
205		2-6-0	Stephenson & Hawthorn	1953	7704	200	Naya Yard

Intending visitors may like to note that some UK airlines now offer cheap flights to Zaragoza airport

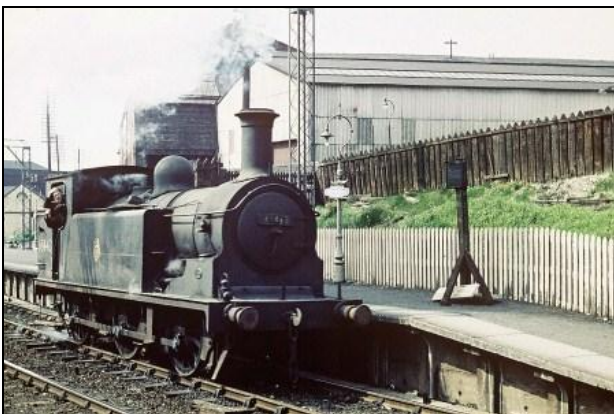


At the turn of the 20th Century, Neilson Reid and Sharp Stewart each built 20 of the Holmes-designed 'D' Class 0-6-0 Tanks for the North British Railway. They were the most powerful of the NBR 0-6-0T's and all but one of the 40 locomotives survived into the BR era.

Becoming LNER Class J83 at the Grouping, they were to be found all over the NBR route area and some of those fitted with dual Westinghouse and steam braking systems were used as station pilots, particularly at Edinburgh Waverley and Glasgow Queen Street. The Edinburgh locos were kept in immaculate condition and a few were treated to LNER Apple Green livery.

In BR days, the tradition of bulling up the pilots continued and in the photo above, two of the Sharp Stewart locos, No. 68477 & 68474 are seen waiting for their next duties outside Edinburgh Waverley. The last-built of the Class No. 68481, received fully lined BR passenger livery and is seen below in Princes Street gardens in April 1957. For comparison, a Neilson Reid example, No. 68443 is pictured at Coatbridge Sunnyside in more normal condition for the Class in April 1960.

Apart from the early casualty, No. 8462, withdrawal of the J83's commenced in 1956 and the last member of the Class, No. 68477 was taken out of service at St. Margarets shed in December 1962. It remained in store until July 1964 but sadly didn't make it into preservation.



(4)

PRAIRIE DOG DUBS



We've featured Dubs 4-4-0 1572 before but Prairie Dog President Bob Goch recently contacted us regarding drawings for the loco and kindly sent the above photo. Bob writes 'Good afternoon Sir, by way of introduction, my name is Robert (Bob) Goch and I am President of The Vintage Locomotive Society Inc. I came to know of your organization by way of one of your Members, Peter Crosland who is a great grandson of Henry Dûbs founder of Dûbs & Company. Peter actually first contacted me back in 2006 when he came across our website. He found that we operated a vintage tourist train but more importantly it was pulled by Locomotive Number Three which was built by Dûbs & Company in 1882. Interestingly until recently Number Three was the oldest operating steam locomotive in North America.

In 2001 we undertook a huge project in replacing Number Three's boiler at a cost of approximately 500,000 dollars, tens of thousands of volunteer hours went in and in 2008 she was returned to service. Because no original documentation existed we had to photograph every nut, bolt and strap etc that was removed and when the new boiler was made we simply reversed the process to assemble her back together. I should add we were greatly assisted by a gentleman who is from South Wales, Bob Harris who used to work for the British Railways as a steam locomotive mechanic and machinist.'

The Prairie Dog Central is a preserved line railway owned and operated by The Vintage Locomotive Society near Winnipeg in Canada. It is one of the oldest regularly scheduled vintage operating trains in North America. It began operations in regular public service on July 11, 1970. From 1970 – 1974, the train operated out of Charleswood along Wilkes Boulevard on the former Canadian National Cabot Subdivision. From 1975 to 1996 the train then operated out of St. James and the old St James Station, immediately west of Polo Park on the Canadian National Oak Point Subdivision and ran to Grosse Isle and back. Full details of current operations and more information regarding their Dubs 4-4-0 can be found on www.pdcrailway.com



NEWS IN BRIEF



Graham Gillett of the Umgeni Steam Railway recently sent us these interesting ‘before & after’ photos of NBL Industrial 0-6-0T 19790 of 1912 which has been placed on display at the Century City development near Cape Town. Formerly Douglas Colliery No.3, the loco was plinthed outside the mine offices for many years before moving to the Sandstone Railway for restoration. Its preservation companion, which can be seen in the background at Century City, is SAR 2 ft gauge NGG16 Garratt No. NG112.

Several members & friends attended an NBLPG slide show ‘To Scotland for Steam – August 1962’ at the Hoddesdon Railway Circle on 17th September. This was followed up by a full length article on the same topic in the October edition of the historical railway journal ‘BackTrack’. Our next presentation, ‘Engines of the North British Locomotive Company’ will take place at the Oxfordshire Railway Society in Botley on Wednesday 14th November. Please let me know by email or phone if you would like to come along.

Last month’s queries about missing works numbers have both been answered. The Sharp Stewart 0-6-0ST No. 10 in Brazil is SS 1846 of 1867 and the V Class 4-4-0 No. 700 in India is NBL 19003 of 1909. Many thanks go to James Waite and Malcolm Peakman respectively for this information.

The Southwold Railway Trust is working on plans for a replica three foot gauge Sharp Stewart 2-4-0. The original locomotive “Blyth” was delivered in to the Southwold Railway in 1879 and ran on the line for nearly 50 years. A number of small parts have been completed and delivered to a workshop in Southwold where two 15 foot lengths of original 30lb rail have been laid ready for construction work to begin.

North British mainline locos in the UK news this month have included LNER B1 4-6-0 No. 61306 ‘Mayflower’ which has been working at the Mid Norfolk Railway, Southern Railway ‘King Arthur’ 4-6-0 No. 30777 ‘Sir Lamiel’ which remains at Tyseley Works under overhaul and LMS design Turkish 8F 2-8-0 No. 45170 which has moved to the North Norfolk Railway for restoration. Work continues at Ingrow on LMS ‘Jubilee’ 4-6-0 No. 45596 ‘Bahamas’ and we hope to bring you an update on this project next month.



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

(6)

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 CLASS 11 No. 929 RESTORATION FUND : £

DONATION TO NGR CLASS 1 4-8-0 SHIPPING FUND : £

DONATION TO 'ENGINE 61662 APPEAL' : £

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'