

NBL Preservation Group

February 2013 Newsletter



LNER TENDER ACQUIRED

(Photo KL collection)

We are delighted to say that, thanks to the very generous contributions made by our Members and friends, we now have now raised sufficient funds to purchase the LNER Group Standard tender at Doncaster. A meeting was held at the yard on Friday 8th February when we put down a 25% deposit on the tender with the balance of the purchase price to be paid when it is collected. Apologies for the poor quality of the above photo but the weather on the day was pretty bad. It does however provide a much clearer view than before and shows that much of the scrap and debris has now been cleared away in readiness for the planned move.

Arrangements are being made with Andrew Goodman of Moveright International to pick up the tender and take it to their yard in the Midlands to be re-assembled with its wheelsets. It will then be delivered to us at the Mizens Railway in March. When the tender is united with the B17 cab unit already at the Mizens it will provide our supporters with an excellent visual demonstration of the good progress being made with our 'Engine 61662' new build project.

Although the purchase price is now in the bank, we still urgently need funds to cover movement costs for the tender from Doncaster to the Mizens Railway. The move will definitely take place but at the moment we are relying on the generosity of one of our Members who has underwritten the cost with an interest free loan. This does need to be repaid and of course we will need additional funds for restoration work. Thanks once again to everyone who has contributed for their overwhelming support. Please keep those donations coming in as the tender is now well within our grasp and every penny will count towards a successful outcome.



1

Mike Pass has kindly sent us an addendum to his superb 'Surviving Steam Locomotives of Thailand' guide, covering the remaining NBL steam locos in Thailand. This provides details and photographs of 12 North British survivors in the country and answers several queries concerning their running numbers and works numbers. Mike's full guide to Thailand contains maps, photos and details of around 100 steam locos from a variety of manufacturers and is an invaluable document to anyone planning a visit. He is prepared to email the guide to interested parties and can be contacted on : michael.pass@hotmail.com

Having almost completed his 'Steam Today' guides for **Vietnam, Cambodia & Laos** (regrettably no NBLs & no trace of the Thai ones that went to Cambodia in 1973 !) Mike is now completing his researches into the surviving steam locos of **Malaysia & Burma (Myanmar)** - where there may be still some NBL Survivors. Mike would like to hear from anyone who has seen or photographed steam locomotives in these countries.



2



3

Space precludes inclusion of the full guide but a small selection of the photographs from the NBL section is shown above. Basic details for each locomotive are as follows :

- 1) NBL 19971 built Atlas Works 1912 under restoration at Makkasan Depot, Bangkok (**Chris Yapp**)
- 2) NBL 21758 built Hyde Park Works 1919 on display at Kanchanaburi War Museum (**Mike Pass**)
- 3) NBL 21810 built Hyde Park Works 1919 on display at Chumphon Station (**Mike Pass**)



Following a ‘First Round Pass’ last September by the Heritage Lottery Fund (HLF) for a grant towards the plans of the Bahamas Locomotive Society (BLS) to restore its ‘Jubilee’ 4-6-0 45596 “Bahamas” to running order the BLS submitted its final proposals to the HLF in November 2012, even though it was given two years to do this.

During the Development Phase following this ‘pass’ the BLS appointed a researcher to help inform its final submission and a highly-focussed period of study was undertaken, supported by a £5k Grant from the HLF. This involved a series of interviews and focus groups with visitors to the Keighley & Worth Valley Railway (KWVR) and the BLS’s Museum and Workshop at Ingrow.

Although the initial bid encompassed learning and participation opportunities the final submission has been developed considerably and now includes a proposal to restore the BLS’s LMS ‘Riding Van’ currently stored at Oakworth. Once repaired and converted into a unique Educational Resource and Exhibition Centre, it will be positioned in the ‘dock’ between the BLS HQ and Ingrow Station where it will provide a new visitor attraction.

45596 is still on view inside the NRM and will remain there until mid-April when it will return to Ingrow where, if the HLF bid is successful, it will be prepared for the overhaul’s initial stages, the major part of which will be undertaken by a specialist contractor. It is hoped that 45596 will be on display at Ingrow on 18th May during the celebrations planned for the 10th Anniversary of the Opening of the Engine Shed there.

The Bid includes a proposal to ‘ring-fence’ substantial funds for 45596’s next overhaul and on-going maintenance needs. As a result fund raising via the BLS’s STEAM’S LAST BLAST Appeal will continue. Further details are available from John Hillier at jrh@johnhillier.co.uk or www.bahamas45596.co.uk

In the photo above, ‘Bahamas’ arrives at Shackerstone station on 17th August 1996 whilst on loan to the Battlefield Line. This loco is one of the last two survivors of 50 Jubilee Class 4-6-0’s built by North British in Glasgow in the 1930’s, other being No. 45593 ‘Kolhapur’ at Tyseley. **(photo KL Collection)**



In about Dec 1989 my old Kimberley railway friend Blaar Coutzee and I decided to build a model steam locomotive. We needed a loco that would not be too large but not too small and would be good for pulling heavy loads of passengers and so we decided on the South African Railways Class 10 Pacific. 15 of these fine engines were built by NBL for the Central South African Railways in 1904. The locomotive selected for the project was SAR No. 745 which was built at Hyde Park Works in Springburn as NBL Works No. 16229. We started building the 'Ten' in Kimberley about 1990 and the wheels were cast in Beaconsfield loco shed. After that we got on building the main frames with parts that mainly came from Bloemfontein loco shed.

Sadly in 1992 when steam ended in Kimberley I had to pack up and head back to UK and so left the project with my good friend Blaar. I then lost contact with him and never thought anymore about the loco. However in about April 2008 I found photos of a class 10 running in Durban in South Africa and on close inspection I realized it was our old beast. Through contacts I managed to get in contact with Blaar once again and in 2009 he offered the loco to me and so I shipped her home to Scotland.

When I left Kimberley in 1992 the loco was nothing much more than a frame with its rear bogie and driving wheels and rods. Blaar had worked on the loco and finished it in about 3 years. He built everything from the leading bogie right up to the boiler. In total this loco weighs just over the half ton and is quite a large machine for 7.25" gauge. When the loco arrived back in Scotland she was not in the best of running condition and I had to modify my workshop and get a wheel drop fitted so I could extract the driving wheels and boxes for inspection. The engine would simply not run smoothly and would often jump off the tracks etc and so a lot of work was required. I also found some of the driving wheels were loose on their axles.



After a complete strip down and rebuild the loco was a totally different machine. The difference in pulling power and smoothness in running could be seen from the second I opened her regulator. She could now manage trains loads of anything up to about 7 coaches on good tracks. Most of my large 5" gauge locos will handle these loads easily but this being a class 10 has very large 9.5" driving wheels which makes her better for speed rather than power. As a model this loco can go to great speeds but anyone in their right mind would never take her to full speed which I should imagine is around the 30mph mark. As most SAR machines were built to burn poor quality SA coal they had very large fireboxes and so this beast together with all my other SAR based locos steams like a dream on the good quality coal we have here in UK.

NB NEWS IN BRIEF



The wintery conditions have been against us doing much work on our Dubs Tank this month but master craftsman John Cowlshaw has been busy making a new set of replica cabside and buffer beam plates that will be fitted when the weather improves. At first glance you could be forgiven for thinking these are the real thing but they are in fact made from wood ! Being of no value to railwayana collectors (or scrap metal enthusiasts...) it is hoped that they can be left on the loco throughout the summer months.

Following the sad news about the recent passing of our President, we are delighted to say that no less than three members of Sir Hugh Reid's surviving family have joined us as Honorary Members. These being Sir Hugh's sister, Mrs Joan Quinn, her son Douglas and her granddaughter Emma. We hope very much that they find our efforts to preserve the products and the memory of 'NB Loco' of interest.



Southern Railway 'King Arthur' Class 4-6-0 No. 777 'Sir Lamiel', now running in Malachite Green livery as pictured above, is booked for a busy March this year having been confirmed to appear two forthcoming steam galas. The Mid Hants Railway Spring Steam Gala kicks off on March 1st – 3rd followed by the West Somerset double gala weekends of March 16th / 17th and March 21st – 24th. 'Sir Lamiel' was built by NBL at the former Neilson Reid Hyde Park Works in Springburn in June 1925 and carries works number 23223. Hopefully we can bring you some photos of this fine locomotive in action in next month's Newsletter.

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

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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**

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 HENDRIE CLASS 1 4-8-0 SHIPPING FUND : £

DONATION TO LNER NEW BUILD 'FOOTBALLER' PROJECT : £

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.**