

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

March 2015 Newsletter



SPRING SPECIAL

(Photo Kevin Starley)

Spring has returned to the UK and the line-side daffodils are starting to bloom as 'Battle of Britain' Class Pacific No. 34067 'Tangmere' passes Ufton Nervet with the 'Cathedrals Express' bound for Bath & Bristol on Saturday 7th March. Although not actually built by NBL, No. 34067 currently carries the last survivor of twelve North British boilers that were built in Springburn for the Southern West Country & Battle of Britain pacifics. 'Tangmere's NBL boiler was originally fitted to SR 'Battle of Britain' No. 21C164 'Fighter Command' - the 1,000th engine built at Brighton, before transferring to its current owner.

Passengers on the train were treated to the power of NB steam twice that day as the train had been hauled by NBL B1 4-6-0 No. 61306 'Mayflower' from Southend on the Essex Coast as far as Southall in West London where 'Tangmere' took over for the run to Bristol.

Tangmere and Mayflower are scheduled to make regular appearances on the Cathedrals Express this year and another NBL boiler will be back in action soon on 'Merchant Navy' pacific No. 35006 'P&O Steam Navigation Co' when it returns to service on the Gloucester & Warwickshire Railway this year.

Grateful thanks are due to everyone who kindly supported our track fund in recent weeks as the rails and sleepers have now been purchased and moved to our project base at the Mizens Railway. The photo below shows the Mid Hants road-rail crane loading our parts at Medstead & Four Marks Station on 17th March.



Unloading at the Knaphill end of the journey was a more basic affair relying on muscle power and gravity but this was successfully accomplished thanks to valuable assistance from some of the Mizens younger (and stronger) members ! Our construction corner of the Mizens yard now resembles a building site but we will get the sleepers laid out and the rail mounted as soon as we can.

Once the new track is in place we will try to bring together and display as many parts of the new No. 61662 as possible to provide some focus and inspiration whilst fund raising for the loco's main frames continues. Thanks again to everyone who has supported our Appeal to date and thanks to the Mid Hants permanent way team for all their help - we couldn't have accomplished this without you.





2015 sees the 100th Anniversary of the introduction of the North British Railway 'Type L' Atlantic Tanks which later became LNER Class C16. Designed by NBR CME William Reid they were a superheated development of his own 'Type M' 4-4-2T's with larger cylinders and higher pitched boilers.

NBL's Atlas Works built two batches of C16's against Order Numbers L652 and L740. Fifteen were built between 1915 and 1916, and the final batch of six engines was built in 1921. The first ten replaced C15's on the heaviest loads in the Glasgow area and other early allocations included North Berwick, St. Margaret's, and Dunbar. The later C16s also tended to displace the less powerful C15's from their heavier duties.

During the War years some of the C16s wandered further afield to places such as Dundee, Dunfermline, and Aberdeen but following the arrival of the more modern Gresley V1 Class 2-6-2T locomotives into the Scottish area in the 1930's the C16s were rarely used to their full potential. In BR days the majority were based at Dundee Tay Bridge and Glasgow Eastfield sheds.

During their twilight years, two C16's achieved a small degree of fame. In September 1954, No. 67488 was used during the filming of "Geordie", near Gartmore on the Aberfoyle branch. After being withdrawn in November 1955, No. 67499 was tipped over on its side at Eastfield shed for a demonstration of a new type of hydraulic re-railing apparatus. Withdrawals commenced in 1954 and by 1961 the Class became extinct, Nos. 67485 and 67494 being the last to go. Sadly none of the C16's have been preserved.



Top Photo : Edinburgh - based No. 67492 pauses at Dalkeith with a railtour in September 1958.
Above Left : Having strayed from its Dundee home, No. 67501 leads a row of engines at Perth shed in 1959
Above Right : A few miles from its NBL birthplace, No. 67500 rests at Parkhead shed, Glasgow in 1957.

Dane Murdoch visited Paraguay last October and has kindly sent a number of photographs of the steam locomotives he encountered on his travels. At least eight of the North British 2-6-0's built for the Paraguay Central Railway in 1910 still survive plus several 4-6-0's and 2-8-0's etc from NBL and various other UK builders. An article about the Railway and full list of surviving engines is available by email if required.



FCPCAL 2-6-0 No. 54 (NBL 19137) **above** is currently on display in fairly good condition at the Jardin Botanico Station in the Capital City, Asuncion. 55 miles southeast of the Capital, the former Railway Workshops at Sapucay have been turned into the 'Living Railroad Workshop Museum' where No. 53 (NBL 19136) can be found on jacks, **below right** - part way through an overhaul that may never be completed. Six more locos are stored in the yard. The workshops in Sapucay are listed as a cultural heritage site in Paraguay and officials are working to try to win UNESCO recognition for the facility as a World Heritage Site.



The situation at Encarnacion is basically unchanged since November 2010 when the rising waters of the large Yacyretá Dam, on the Paraná River, flooded the line and put paid to future operation of the railway. Several steam locomotives remain stored around the station area and at Empalme Yard. Some of these engines, including Nos. 104 & 59 **above left** (NBL 19147 & 19142) are in nominally working order and are occasionally steamed to keep bearings and motion on the move. Many thanks to Dane for sharing this info.

JAPAN UPDATE

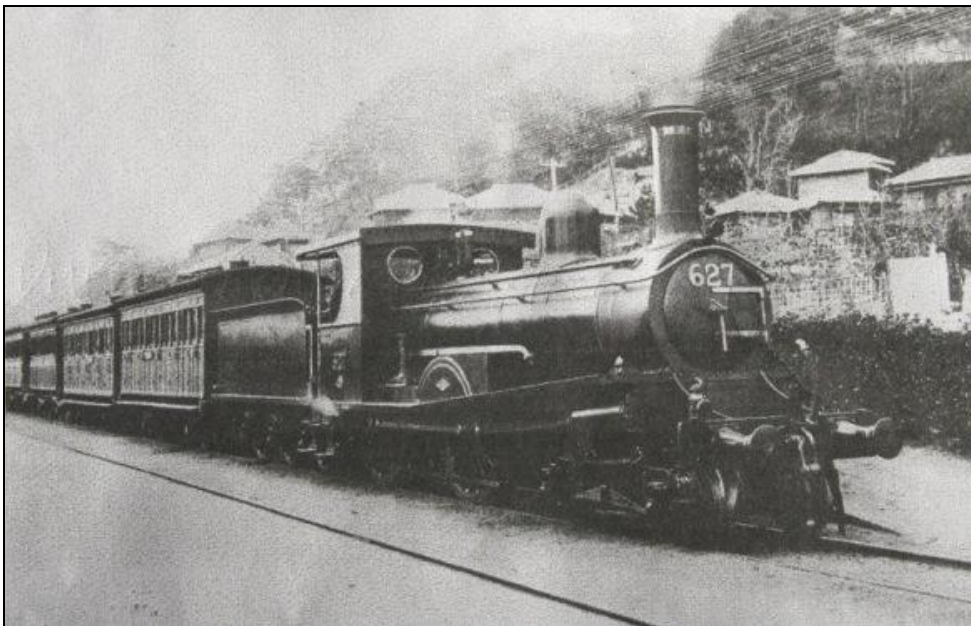
(Photos Richard Tremaine)

John Sloane has kindly sent further details of the Dubs Japanese 4-4-2 Tank loco featured last month on our 'News in Brief' section. Two more of Richard Tremaine's photos are shown below.



John's research appears to indicate that No. 1080 was originally No. 6289, one of 25 4-4-0's supplied to Japan by Dubs & Co. in 1900. A good many of a similar type had previously been supplied by various UK builders including Beyer Peacock, Neilson & Co and Sharp Stewart from 1893 onwards. These were the main express locomotives of the time at Honshu.

It seems that some 49 of the 4-4-0's including No. 6289 were rebuilt as 4-4-2 Tanks between 1925 and 1927, presumably for suburban duties. A black & white picture of one of the original Dubs locos, No. 627 of Class 6270 appears below. Many thanks John for sending in this information.





It is always a pleasure to receive news and photographs about North British locomotives being repaired or restored around the world but this month we have reports on the excellent progress being made with two engines much closer to home.

On Sunday 22nd February, GNRI Neilson Reid 4-4-0 No. 131 made its first test run on the main line from Whitehead to Carrickfergus and back. The test commenced at 22:43 hrs after the last train to Larne had departed. Two examination stops were made to check all the moving parts and bearings but all was well and Carrickfergus was reached at 23:16. A 'Thank You' event was held at Whitehead on 18th March to show appreciation for bodies which had funded the overhaul and full details can be found on the RPSI website :

<http://www.steamtrainsireland.com/locomotives/loco131.htm>



Meanwhile at Birmingham's Tyseley Locomotive Works, the extensive overhaul of ex LMS / NBL 'Jubilee' Class 4-6-0 No. 45596 'Bahamas' continues according to plan and profiling of the driving wheels began on 27th January. A full report can be found on : http://ingrowlocomuseum.com/?page_id=352



Thanks largely to an initiative by Andrew Schanknecht, Dubs SAR Class 6A 4-6-0 No. 462 has been taken out of storage at Millsite depot and moved to the De Beers 'Big Hole' Mining Museum in Kimberley for display. Whilst working for De Beers a few years back, Andrew got the company interested in the locomotive as it reputedly hauled Cecil J Rhodes funeral train out of Kimberley on its way to Rhodesia in April 1902. As seen above, No. 462 arrived at the Museum on 13th March and is due to be displayed near the De Beers Pullman Coach. Eagle eyed readers will notice the vintage Kimberley Tram standing outside the building on the left – and the even more eagle eyed will spot the diamond shaped mark on the centre splasher where Dubs Worksplate 3443 of 1897 used to fit !

Germiston based Preservation Group Reefsteamers will be running a double-headed train to Magaliesburg on Saturday 21st March with 12AR 1535 'Susan' and 15F 3046 'Janine' running in tandem. Both of these powerful 4-8-2's are of course North British built. 15F 3046 (NBL 25585) has just had a replacement main driver axle installed, which also meant that the main axle boxes had to be bored-out to suit the new wider journals on the axle, and a full set of new bushes were fabricated and fitted to the crank pins and big ends on both sides. This will be the first main line trip since the work was carried out so 12AR 1535 (NBL 21753) will be going along as a spare in the unlikely event that something goes drastically wrong.

To complete this South Africa related page, NBLPG been invited to give a Colour Slide Presentation to the Continental Railway Circle at their London venue on Thursday 11th June. The topic will be 'Working Steam in South Africa, 1987 to 1994' and plenty of North British locomotives will be featured. Our Members and friends are welcome to attend and full details of the time and location will be provided in our May Newsletter.

**Thank you all once again for your continued support
More news to follow 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. All donations and membership fees will be acknowledged in writing. For further details, please email our Hon. Secretary : ken.livermore@btinternet.com

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.**

**NORTH BRITISH LOCOMOTIVE PRESERVATION GROUP
A NOT FOR PROFIT ORGANISATION**

MEMBERSHIP / DONATION FORM

NAME :

ADDRESS :

TELEPHONE NUMBER :

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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 TENDER RESTORATION FUND : £

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.**