

# NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

## April 2018 Newsletter



### A DAY AT THE RACES

(Photo : KL Collection)

NBL-boilered Merchant Navy No 35006 'Peninsular & Oriental S. N. Co' has been very active at the Gloucestershire & Warwickshire Railway recently. In mid-March it hauled a number of specials to Cheltenham Racecourse working turn and turn-about with GWR Manor No 7820 'Dinmore Manor' for the annual Cheltenham Festival and later in the month the same two locos were involved with the re-opening trains to Broadway Station.

Re-opening to Broadway is a phenomenal achievement for the Glos-Warks line as the station was closed and demolished by British Railways in the early 1960's and the track was later lifted. Embankments and bridges have been repaired, drainage fixed, new track laid and a brand-new station built on the site of the original – all by volunteers! The railway now has a 15 miles run to Cheltenham and plans to extend the line still further in future years. The first public trains drawn by Nos 7820 and 35006 left Broadway Station on Good Friday 30<sup>th</sup> March – almost exactly 58 years after closure.

The 1942-built pacific is seen above passing a BR diesel multiple unit on its way out of Toddington on Friday 16<sup>th</sup> March. Full details of No 35006 and the Glos Warks Railway can be found on their website at : [https://www.gwsr.com/news/Press Office/TRAINS RETURN TO BROADWAY.html](https://www.gwsr.com/news/Press%20Office/TRAINS%20RETURN%20TO%20BROADWAY.html)

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THE SECR O1 0-6-0's

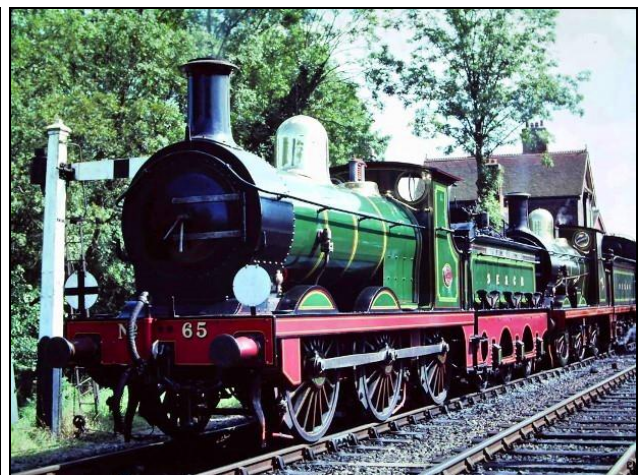
(photos courtesy : <http://colourrail.co.uk>)



Fifty-five ex SECR 'O1 Class' 0-6-0's came into British Railways ownership in 1948 and although they were technically Wainwright engines, dating from 1903, their pedigree could be traced back to James Stirling's 'O Class' design for the South Eastern Railway in 1878.

Taking charge of the SECR locomotive department in 1899, one of Harry Wainwright's first major tasks was to rebuild 58 of the 122 Stirling engines with more powerful domed boilers and new cabs, but their outside framed tenders were retained. 33 of the Wainwright rebuilds had been constructed by Sharp Stewart in Glasgow between 1891 and 1897 and the last original SER 'O Class' locomotive was withdrawn in 1932.

On 19<sup>th</sup> May 1957, two of the Sharp Stewart locomotives top and tailed an SLS railtour over former South Eastern lines in the Canterbury area. No 31425 is seen above during a photo stop at Eythorne Station on the East Kent Light Railway (H & S officers please look away !) and later in the day, with No 31434 now leading and 31425 at the rear (below left), the same train is seen leaving Shepherd's Well for Dover.



The 'O1 Class' numbers were gradually run down during BR days but a handful survived through the 1950's and two lasted into 1961. No 31065, which was built at Ashford in September 1896, has been preserved in working order in the very colourful SECR livery (right) on the Bluebell Railway in Sussex.



61662 UPDATE

(photos KL Collection)



Work on No 61662's running plate has continued to make progress in recent weeks with the third and final section being fork-lifted into place on 10<sup>th</sup> April. Our attention then turned to the more difficult 'Gresley Curves' to drop the running plate down to cylinder height. This has entailed making a full scale template which has been temporarily fitted to make sure that everything lines up before the steel version is cut.



On the Social Media front, we are delighted to announce that one of our Members, Sean Margerison has kindly accepted the position of Social Media officer for the 61662 Appeal. Sean has been looking after our Twitter feed for some time and has now launched a new Instagram page for us. In Shaun's own words, "Instagram is a site which focuses on photo sharing and is a fantastic way of spreading news fast. It is mainly used on mobile devices which in this day and age of social media is very much handheld. It should be a good avenue to gain new supporters and get word of the appeal to a wider audience."

Hopefully Sean will be able to drag some of us older enthusiasts into the 21<sup>st</sup> Century ! If you would like to contribute to our Instagram or Twitter feed or would like details of our Social Media activity, Sean can now be contacted at [socialmedia@engine61662appeal.co.uk](mailto:socialmedia@engine61662appeal.co.uk)

**INDIAN METRE GAUGE**(photos : **Bob Francis**)

As promised last month, Bob Francis has kindly sent in an excellent selection of photos from his visits to India and we will start by featuring some of the NBL metre gauge 'YP Class' Pacifics.



First introduced in 1950, the YP's quickly became the standard motive power for passenger trains on the Indian metre gauge. More than 800 were eventually placed in service including a number of locomotives that worked in Pakistan. North British contributed 100 engines and these were built at Hyde Park Works in 1951 under Order No L21. Their works numbers were 27120 to 27219 inclusive.

Free running and popular with their crews, the NBL YP's featured bar frames and unusually aluminium alloy was used to construct the cabs and running plates. This was understood to be part of an effort to save material during the UK steel shortage in the post war years.



In our main photograph, taken in December 1985, Bob captured YP No 2460 (NB 27170) at Jaipur Station, surrounded by a fabulous array of semaphore signals. Later the same day, No 2508 (NB 27197) displayed her decorated smokebox at the same location. In November 1975, Bob caught No 2481 (NB 27170) en route to Mahesana, in a busy scene at Dangawara Station. Happily, four of the NBL YP's have escaped the cutters torch including No 2508 which is preserved at Kacheguda Station.

**DOUBLE RESTORATION****(Photos courtesy Chris Brooks & Bobbie Rudman)**

An incredible restoration job has been taking place in recent months on not one but two North British steam locomotives at Voorbaai Depot in South Africa's Cape Midland Region.



Ceres Rail's 19D 4-8-2 No 3322 (NB 26042) and privately owned 24 Class 2-8-4 No 3655 (NB 26367) arrived at the depot in the latter part of 2017 and a decision to deal with both overhauls at the same time was taken by project leader Bobbie Rudman and his team. No 3655 received a full retube and replacement of numerous stay caps whilst No 3322 had a full 15M overhaul requiring a complete strip down of the bottom end and repairs to her Bissel truck.



Considering the phenomenal amount of work required, it is nothing less than amazing that, by the end of March, both locos were completed, road tested and ready for their return to service in Cape Town ! Not wishing to rest on their laurels, Bobbie and his hard-working team have now moved camp to Worcester where they have immediately started work restoring the world famous 'Red Devil' 26 Class 4-8-4 No 3450. We look forward to seeing these fine locomotives hard at work again in 2018.



Hi Ken, I've just found this elusive loco, No 187, after searching all over Thailand for it for the past 10 years. It's been missing and off the radar for most of the past 50 years. FMSR No 187 should be NBL 22506 & RSR No 807 but all is not what it seems.

A 2006 photo of it turned up on Facebook recently so I set off some 350km South of Khon Kaen, only to find it had gone some years ago, all that remained were 2 concrete sleepers with rail ties ! I was informed that the loco had probably gone to Khon Kaen, (where I had just driven from !) and I was given a contact phone number, which proved to be for the new owner.

This time, all proved to be correct & the next day I met the new owner at his Aura Farm complex, just 45km north of Khon Kaen, finding loco P 187, complete with 5 carriages as per the above photo. My biggest problem is trying to identify the actual locomotive, as records are somewhat contradictory, especially those from SRT (State Railway of Thailand).

The loco still bears the pre-war Malayan Class 'P' plate N° P 187 (substantially welded to the smokebox door) and has done so, since being preserved in 1966. I spent a good few hours closely inspecting the loco and found a square boiler plate Number 507, below which is the number 2490 and the working pressure 180 lbs. Two of the four front bogie wheels are stamped 801 200 & 3 of the 6 driving wheels are also stamped with numbers that are mostly indecipherable, due to thick layers of gold paint. I also have photos of these that I can send you if you think they may be of use.

Interestingly, Ramaer in his book says "engine N° 804 was kept for museum exhibition in the yard at Makkasan, but with the number FMSR 187. FMSR 187 ought to have been RSR 807. However, it seems clear that the RSR running numbers were confused at some stage." **RSR 804 was Kitson 5162 FMSR 185**, attributed by SRT to the loco, plinched at Kanchanaburi. This loco actually carries two diamond plates **NBL 22509 which was FMSR 190 & RSR 810**. Best Regards, Mike Pass (currently in Khon Kaen)

**Mike would like to know if it is possible to identify which loco had boiler N° 507 please ? This will help him to settle the confusion between the two Class 'P's surviving in Thailand. If anyone can help with this interesting query please contact Ken and I will pass on Mike's details.**



**Neilson Reid** GNR (I) 'Q Class' 4-4-0 No 131 was officially launched into traffic at Whitehead on Saturday 24<sup>th</sup> March. It was a combined event to say 'thank you' to the principal funders GROW South Antrim, representing the recently-won HRA Manisty Award, and celebrating the brilliant work of RPSI engineers, both paid staff and volunteers, in bringing No 131 back to life.

No 131 was then expected to work the Easter Eggspress train between Belfast Central and Whitehead and then the last part of the Cork and Kerry tour on Tuesday May 15<sup>th</sup>. Full details of RPSI activities and a report on the 131 launch can be found on <https://www.steamtrainsireland.com/whats-on/56/cork-kerry> As Charles says, who ever would have thought this could be possible !

**A good response** was received to our appeal for funds to re-profile the driving wheels on our SAR 19D No 2767 and just under £1,000 towards the cost of the work has now been transferred to Patons Country Railway. This will only pay for the first set to be machined of course so we need to keep the impetus going to enable work on the remaining three sets of drivers to take place. As mentioned, all donations of £100 or more will qualify for Ownership Shares in the locomotive and this can be paid in instalments if required. Please use the form on Page 8 if you are able to help. A grateful vote of thanks goes out to everyone who has already contributed to our 19D project.

**Our two recent** Colour Slide Shows at Marlow and Oxford were very well received and, apart from the very useful donations towards our funds, a good number of valuable new contacts were made. The next Show, Scottish Steam in the 1960's, will take place at the Enfield Transport Circle on Tuesday 1<sup>st</sup> May. An invitation has also been received from the North London Model Engineers and we will be presenting our Great Eastern programme for them later in the summer. Once again, if any of our Members or friends would like to attend, please let Ken know so arrangements can be made with the organisers.

**More news to follow 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 our Secretary Ken Livermore by letter or by e:mail. NBL related Photos can be uploaded direct to our Facebook page at : <https://www.facebook.com/NorthBritishLocomotives>

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.co.uk](http://www.nbloco.co.uk) Please send items for the website to Dave Fox at : [webmaster@nbloco.co.uk](mailto:webmaster@nbloco.co.uk)

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](mailto: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**. Alternatively, you can make a direct Bank Transfer to the NBL Preservation Group, Barclays Bank, **Account Number 03113302 Sort Code 20-71-03** (please email to advise if you use this option)

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

**MEMBERSHIP / DONATION FORM**

NAME :

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ASSOCIATE MEMBERSHIP JOINING FEE (Optional) : £10

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DONATION TO HENDRIE 1301 TRANSPORT FUND : £

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DONATION TO ENGINE 61662 APPEAL : £

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DONATION TO 19D 2767 RESTORATION COSTS : £

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DONATION TO DUBS TANK 196 RESTORATION COSTS : £

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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.**