

# NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

## July 2019 Newsletter



### OUR 'NEW' LOCO !

(Photo : Richard Manton)

After a brief but highly successful fund-raising campaign, the full purchase price for NBL 4-8-2 Tank No 25916 was paid to SANRASM on 14<sup>th</sup> July and we would like offer our sincere thanks to everyone who has donated to the scheme or bought Ownership Shares in the locomotive. Share Certificates will be sent out to all who donated in the next few weeks but we still need to raise another £2,000 to cover road haulage costs and a new paint job. We are therefore keeping the appeal open for the time being and a number of £25 Ownership Shares in the loco are still available.

As our Members will know, one of the stumbling blocks was that the original paperwork from Richard's Bay Coal Terminal had gone missing over the years but SANRASM have now obtained written permission from RBCT for the sale to go ahead. One of the Terminal's stipulations however is that all trace of the loco's previous identity and ownership is removed. This includes the current RBCT blue livery so we will be asking our donors and shareholders to vote on a new colour scheme for the loco fairly soon !

Richard Manton's wonderful photograph shows No 25916 working hard at Cornelia Colliery in August 1980 in a superb maroon livery and this will be amongst our choices to consider. It also ran in Coronation Colliery Green and of course plain black for a while but we are very fortunate to have this new 'problem' to resolve !

Thanks once again to everyone who supported this Appeal, we could not have done it without you !

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## GARTSHERRIE (part 2)

(photos : Terence Dorrity)

Continuing with Terry Dorrity's visits to the Gartsherrie Works at Coatbridge, here are four more evocative photographs of the shunting engines that he noted there in August 1963.



First off the blocks is a smoky view of North British 0-4-0ST No 20 working at Gartsherrie on 30th August 1963. Like No 19, it was a 15 x 20in outside cylinder 0-4-0 saddle tank built at Hyde Park works, in 1908. It had the works number 18386 and, like its sister, it was delivered new to Gartsherrie but it had a happier fate because when it was withdrawn it was sold to the Lytham Motive Power Museum in Lancashire.

Terry's 2<sup>nd</sup> photo shows No 3 which was a 14 x 20in outside cylinder 0-4-0 saddle tank built by Neilson & Co in 1887 with the works number 3629. It was at the B&SS Gartsherrie works on Friday 30 August 1963. It also worked at times at the B&SS Northburn works. Like No 5, it was scrapped in 1968.



Interloper amongst the NBL products at Gartsherrie was B&SS No 4, an 0-4-0 outside cylinder saddle tank built by Andrew Barclay in 1917 with the works number 1481, it was at the Gartsherrie works on 30 August 1963. No 4 was in a remarkably clean condition when compared to the other locomotives at the site because it had just been rebuilt (using parts from another Barclay loco) for further service at the B&SS Northburn works where it continued working until March 1968.

Terry's final photo shows our old friend B&SS No 11 which is of course Neilson 2937 of 1882, currently under restoration at the Chasewater Railway. It first worked at Bedley Colliery, which belonged to B&SS but this was nationalised along with the other collieries in 1947. No 11 continued to work at NCB Bedlay for a couple of years before returning to the Gartsherrie works where it remained until June 1968.

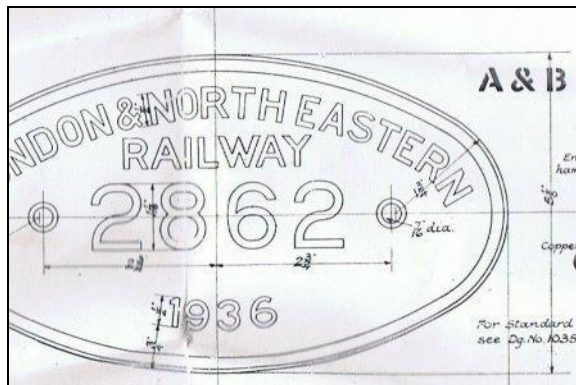
As mentioned last month, the whole of William Baird's coal, iron and steel interests were nationalised between 1946 and 1951 and the company began to diversify into other areas of business, including the textile industry. Gartsherrie was eventually closed in 1967 and the remaining locos were sold or scrapped. We are very grateful to Terry for his superb photos, reminding us all of a bygone age.

61662 UPDATE



(photos : KL Collection)

Our work parties have been a bit depleted due to holidays during July but the fourth boiler former has now been fitted ready for the final two sections of cladding to be lifted into place. The first of the six boiler bands has been cut to shape and fitted to the firebox next to the cab. We would like to thank our friends from the Mizens for putting in a great deal of hard work to tidy up the area around the loco this month.



A new 30A Stratford shed plate and an LNER style 9x5 style builders plate showing No 61662's old number 2862 have been ordered from Newton Replicas and hopefully they will be fitted during August.

Two more stunners from the JM Creber collection this month courtesy of our old friend Wilson Lythgoe.



On Saturday 6 April 1957, Jb1218 approaches Pokeno with train 192 Frankton Junction - Auckland goods. This loco was one of a batch of 40 J Class 4-8-2's built by North British in 1938. Twelve of them, including No 1218 were rebuilt as oil burners after World War II and reclassified Jb. None of the twelve Jb's were preserved but J Class No 1236 has been rebuilt as an oil burner and has been reclassified as a Jb.



On Saturday 17 April 1965, Ab751 passes the lake near the top of the Opapa Grade with excursion P-23, the Napier-Woodville service of the RES Easter 1965 Rail Tour. Eighty three of these useful Pacifics were built in Springburn out of a class total of 141 locomotives. The others came from the NZR Addington Workshops (38) and A&G Price (20). All were withdrawn between 1963 and 1969 but seven are preserved including two of the North British examples.



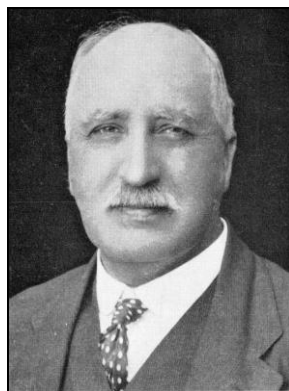
## HENDRIE APPEAL

(Main Photo : Richard Niven)

After a couple of false starts, our Hendrie NGR 1A No 1301 is being prepared for a move from Greenside Colliery to the Wonderboom Military Museum next month. After our superb effort to raise funding for NBL Tank 25916 our reserves are a little depleted but haulage firm Mercor (who we used to move our 19D 2767) have provided an unbeatable price for the move and if we don't act now this historic engine could be lost when Anglo Coal come to clear the area.



Just to re-cap, No 1301 was one of the most advanced steam locomotives of the early 1900's, it was the brain-child of Natal Government Railways c.m.e. David Hendrie who left the Highland Railway in 1903 to become Scotland's most successful locomotive designer. The whole class of 71 locomotives were built by North British in Glasgow and No 1301 is now one of the last survivors. Despite more than 90 years of service and several changes of ownership the locomotive is still in remarkably original condition. More details about David Hendrie's locomotives and No 1301's history are available on request by post or email.



As mentioned a while back, there are currently three steam locos at Greenside Colliery and the other two, both British-built 14R Class 4-8-2's are also heading for Wonderboom. The haulage costs for these two locos is being picked up by the Museum but the 1A costs will be for our account. We have been setting money aside for moving No 1301 for some time but at the time of writing we need around £2,000 more to ensure that the move goes ahead. I hardly like to ask so soon after the NBL Tank campaign but anything you can spare towards this vital project will be greatly appreciated. Thank you all so much for your help.

**SURVIVING 'RIVERS'**

(photos : Thomas Kautzor)

The Nigerian Railways 'River' Class 2-8-2's were introduced in 1947 to haul the vast quantities of ground nuts that were anticipated from the abortive Nigerian Groundnut Scheme. Although the scheme did not fully materialise, the locos gained an excellent reputation on other types of passenger and freight work. Named after local African rivers, they became almost a standard product for North British and many similar locomotives with some detail differences were constructed for East Africa and Nyasaland.

When Thomas Kautzor visited Nigeria in November 2007 he found that several of the River Class still existed at various locations around the country. Their condition ranged from almost serviceable to derelict and three had been earmarked for display at the Ebute Metta Railway Museum near Lagos. Unfortunately, Thomas reports that all three locos stored in the Museum area had been badly pilfered and all three had suffered damage to their cylinders. However, two locos he saw at local diesel sheds had been better protected and were possible candidates for further service.



The first batch of engines were constructed by Vulcan Foundry and NBL went on to build 61 more for Nigeria in three separate batches. Thomas' photos show No 217 'River Swashi' (VF 6223) at Ebute Metta Museum, No 157 'River Belwa' (NB 26286) at Enugu Shed, No 207 'River Delimi' (VF 6213) inside the Museum and No 174 'River Gudi' (NB 26252) at Ebute Metta Diesel Depot.

No. 211 'River Karaduwu' (VF 6217) was the last operational Nigerian steam locomotive, running excursions up until October 2003, when it hauled a train to Alagbado (km 25) with ten coaches. Since then her driver has passed away and she has not run again. It is now stored at the Museum with Nos 207 & 217. We are very grateful to Thomas for these very interesting notes and photographs.



**Kevin Hoggett** kindly sent us the above photograph of a 2-6-0 steam locomotive that he saw in the Chinese National Railway Museum in Beijing. No manufacturers information was displayed with the engine but it is thought that this could possibly be the last surviving NBL 2-6-0 as mentioned in last month's Newsletter. Our search for further information on this topic continues.

**Preserved NBL 4-6-0 'Mayflower'** made a welcome return to LNER Metals on 4<sup>th</sup> July with a 'Steam Dreams' excursion on the old B1 hunting ground from Liverpool Street to Norwich. The trip took in a run over the full length of the preserved Mid Norfolk Railway from Wymondham to Dereham where BR Standard 2-6-4 Tank No 80078 was on hand to greet visitors.

**The Glasgow Evening Times** has reported on a proposal to move North British GMAM Garratt No 4112 to the threatened St Rollox Railway Works for restoration. The plan has been put forward as a way of keeping the Works open and providing local employment at the site. No 4112 was one of the last steam locomotives to be built at NBL's Hyde Park Works which were located just a few hundred yards away from St Rollox.

**Our slide show** at Enfield on 2<sup>nd</sup> July was very well received and the next show 'Great Eastern Lines 1954 to 1962' will take place at the Pewsey Vale Railway Society on Tuesday 13<sup>th</sup> August. The Society meets at the Woodborough Club, Smithy Lane, Woodborough, Pewsey, Wilts, SN9 5PL and the start time is 7-45pm.

**And finally** my sincere apologies go to contributor Terence Dorrity who I inadvertently referred to in the text last month as 'cameraman Terry Gifford'. The latter person was an old friend of mine who I have not seen for about 50 years but somehow his name managed to creep into my fading brain cells ! As my teachers at school used to say – should do better !

**Thank you all once again for your continued support.  
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**

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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.**