

NBL Preservation Group

January 2014 Newsletter



HAPPY NEW YEAR !

(Photo : www.colourail.com)

And what better place to start the New Year than in Scotland where the restored Highland Railway 'Jones Goods' 4-6-0 No. 103 is seen alongside Loch Carron on a Kyle of Lochalsh to Inverness train in May 1962. Quite incredibly, this was a regular passenger train rather than an enthusiast special as No. 103 was one of the four Scottish Veterans that were overhauled for further service between 1959 and 1966. Space precludes giving these engines the kind of coverage they deserve in this month's edition so there is an introduction to the quartet on the following page and we will provide a detailed history of each of the four individual locomotives in future editions.

In the meantime, returning to the business in hand, one of our first priorities this year will be to elect a new Honorary President. NBLPG Members (only) are asked to forward nominations for this post to me during the course of this month so they can be discussed at our next Committee Meeting on Thursday 6th February. A short list will be published next month and Members will be given the opportunity to take part in a vote. Please ensure that you have the permission of the nominee before submitting their name !

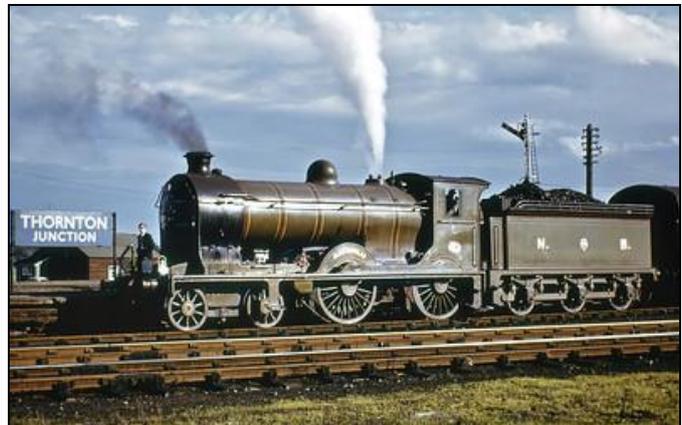
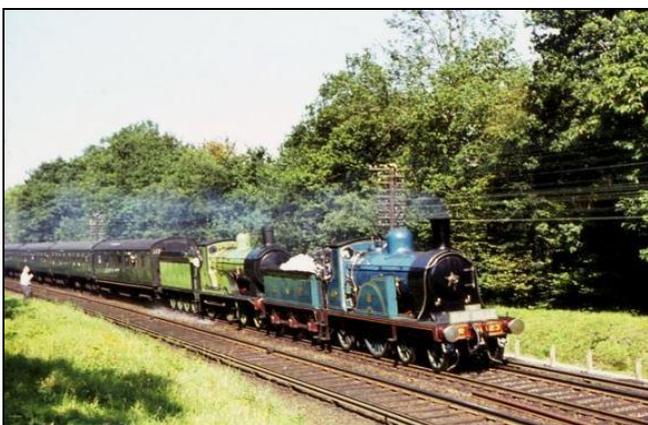
This month we are delighted to announce the launch of our brand new NBL Facebook page which can be found at : <https://www.facebook.com/NorthBritishLocomotives> This is intended to be an open page and we are inviting anyone who may be interested to upload photos or notes about NBL, Dubs, Sharp Stewart or Neilson Reid locomotives around the world. Please feel free to add comment on current activity or past historical photos. The page is for your use so anything relating to NBL or its locomotives will be welcome. Please tick the box on Facebook to 'Like' the page and show your support for the old Company.



In 1959, the Scottish Region of British Railways made an inspired decision to restore four of their historic steam locomotives to full working order, in their colourful pre-grouping liveries, to haul special trains. Three of the four engines chosen were of NBL origin whilst the fourth, 'Glen Douglas' had been constructed at the North British Railway's Cowlairs Works - just a stone's throw away from NBL at Springburn.

Although the locos were initially overhauled in conjunction the Scottish Industries Exhibition in Glasgow, they were subsequently allowed to work special trains all over the network on the understanding that they would be made available for normal service traffic if required. This gave enthusiasts and the general public a wonderful opportunity to recapture some of the glories of early Scottish railways – and perhaps most amazingly of all, provided them with the incredible sight of a 19th Century Neilson single wheeler speeding around the network on special trains at speeds of up to 60mph !

This idyllic situation could not last forever of course and all four locomotives were finally retired in 1965/66 to be displayed in the Glasgow Transport Museum. Three are now in the new Riverside Museum on Clydebank whilst the fourth, Gordon Highlander, is on view in the Museum of Scottish Railways at Bo'ness.



Photos : (front page) Highland Railway 'Jones Goods' No 103 runs alongside Loch Carron in May 1962
Top : Great North of Scotland 4-4-0 No. 49 'Gordon Highlander with HR 103 at Aberdeen in June 1962
Left : Caledonian Railway 4-2-2 Single Wheeler No. 123 with T9 No. 120 near Balcombe in June 1963
Right : North British Railway D34 4-4-0 No. 256 'Glen Douglas' at Thornton Junction in August 1965



ENGINE 61662 APPEAL



(photo courtesy Matthew Cousins)

We weren't able to carry out a great deal of work on our LNER tender during December due to poor weather and several Members having family commitments around the holiday period. However, fund raising and publicising the project continues and I'd like to thank everyone who has bought Shares in the loco or sent in donations towards restoring the tender. Your support is greatly appreciated, particularly when we know that the ever increasing cost of 'Christmas' makes a huge dent in everyone's finances !

Work parties will resume in the next few weeks and in the meantime, the available space does give us the opportunity to feature this superb photograph of Matthew Cousins O Gauge model of 'Manchester United'. BR Brunswick Green was our first choice livery when we set up the project but I'm sure no one would object to seeing the loco in LNER colours at some future time. Thanks Matthew for sharing this with us.

Now for some advance notice : During the break we received a very kind invitation for our 61662 Publicity Stand to attend the 'Football Special' event being held on 8th June at Oswestry Station on the Cambrian Heritage Railway. Last years' event was hailed as a great success so we are looking forward to attending. Like many of the things we take for granted in the 21st. century, the national game of Football was developed as a direct result of the opening of the railways and of course, today's 'Manchester United FC' came into being due to the workers of the L&Y at Newton Heath. If you've not seen it before, check out this link showing how 'Manchester United FC' came into being : http://h2g2.com/edited_entry/A1159067

The 'Football Special' event will be a unique opportunity for us to publicise our project with Railway Enthusiasts and Football Fans at the same time so please make a note in your diary to come along and support this venture if you can. Further details will be made available as soon as we receive them or you can check the Cambrian Heritage Railways website for more information :

http://www.cambrianrailways.com/html/latest_news_2013.html



The RPSI bade a temporary farewell to one of its stalwart performers on 29th December when their Great Southern & Western Railway, 101 Class (J15) 0-6-0 No. 186 made a final run before its boiler certificate expired at the end of the month. No. 186 and her sister locomotive No. 184, are the last surviving examples of what was by far the most numerous class of locomotive (diesel or steam) ever to run in Ireland. 111 were built between 1866 and 1903 with only minor modifications between batches. The great majority were built by the GS&WR at Inchicore, though the construction of some examples was contracted out to the famous Manchester based locomotive building firms of Beyer, Peacock and Sharp, Stewart. No. 186 is a survivor of eight locos built by Sharp, Stewart in 1879 and carries Atlas works number 2838.

The J15's survived long after many more modern locomotives were scrapped and when CIE abandoned steam haulage at the end of 1962 they were still the most numerous class with nearly half their number still in traffic. They were to be found all over the broad gauge lines of the Republic on all duties from shunting to main line passenger turns. The RPSI acquired No. 186, by then fitted with a Belpaire firebox and a larger tender, in 1965. She has been extensively used on the Society's railtours ever since.



We are very grateful to Barry Pickup for these excellent photos. No. 186 is seen (top) returning to Belfast in May 2010 with the Whitehead Mk II set at Howth Junction, (above left) running round at Limerick Junction in 1978 with sister engine No. 184 and (above right) at Greystones in May 2005 hauling the wooden bodied 'heritage set', which is no longer permitted to run on main lines, returning from an excursion to Wexford. Further details of No. 186 and future RPSI railtours can be found on : www.steamtrainsireland.com

STEAM RANGER**(Information from Carey Akers)**

Australia's SteamRanger Railway boasts the longest stretch of sea frontage of any railway in the Southern Hemisphere and can often provide views of whales swimming around the coast from its train windows. It also regularly operates a 100 years old North British 4-6-0 No. Rx207 and we are greatly indebted to SSR volunteer Carey Akers for the following information.

R207 was built by the North British Locomotive Co, works number 20156, and entered traffic on the South Australian Railways on 5th December 1913, it was superheated in September, 1926. Some of the R class, including No. 207 were later converted to Rx class by fitting an extension to the smoke box and increasing boiler pressure. A total of 30 R and 54 Rx class engines (84 locomotives altogether) were built for the SAR. Prior to 1926 they were the most powerful engines on the broad gauge lines of the SAR. Up to three Rx class locos were used to haul the Overland over the Mt. Lofty Ranges - 2 pulling and 1 pushing. In 1926 the much larger 500 class engines took over with one engine doing the work of 2 or 3 Rx class.

The Rx class then became used for secondary duties on branch lines and as shunt engines at most broad gauge depots in the state. The Rx class were permitted on every broad gauge line in the state and even in 1965 were still working trains to Peebinga as the 830 class diesels were too heavy for that line. An Rx class engine became the last steam engine in regular use on the broad gauge on the SAR when one of the class was rostered for shunt duties at Taillem Bend.

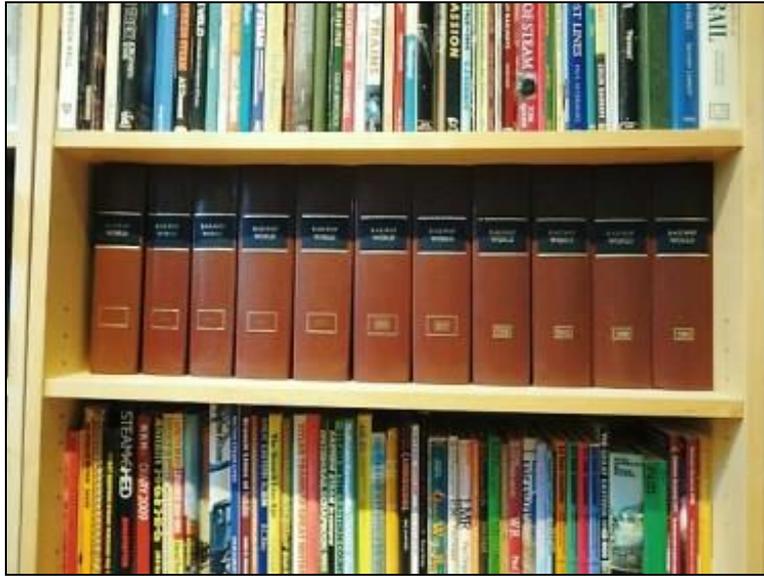
Rx class engines are normally limited to a maximum speed of 45 mph, however it was not uncommon for them to work 60 mph trains and maintain the schedule. On the SteamRanger Railway, an Rx class is limited to 145 tons from Mt Barker to Victor Harbor, whilst on the "Cockle Train" the load limit is 200 tons.

Rx207 was returned to service in December 2000 and named "Dean Harvey" in recognition of the commitment of Dean as SteamRanger Director through the 1970s and 80s, leading to the retention of the Victor Harbor line for tourist railway services. Further information about Rx207 and its classmates and full details of the SteamRanger Railway can be found on the website :

<http://www.steamrangerheritagerailway.orindex.php>

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MEMBERS SALES & WANTS



Thanks to the generosity of one of our Members, we are able to offer our readers a rare opportunity to acquire 12 bound volumes of Railway World dating from the period 1970 to 1981. There are more than 140 magazines in the series and all appear to be present. The first offer of over £25 plus postage secures or we can arrange to deliver to selected railway events during the year. All proceeds will be donated to NBL funds.

NB NEWS IN BRIEF



12A Metamorphosis : Our Chairman Nick Newport was at Magaliesburg in South Africa on 19th December to witness 12AR No. 1535 turning on the triangle after arrival on a Reefsteamers special train. It's quite difficult to spot exactly where the rails are in this picture which Nick describes as 'No. 1535 going out to grass' ! Built by North British for the SAR as a 12A Class 4-8-2 in 1919, the loco was fitted with a much higher pitched boiler by CME Dr. MM Loubser in the 1940's which totally transformed its appearance.

New Maunsell L1 Project : The launch of the Maunsell L1 Trust has been recently announced with the stated intention of building a brand new Southern Railway L1 Class 4-4-0 for the Heritage and Charter market. All 15 of the original L1's were built by NBL in 1926 so we will be keeping a close eye on progress. Full details can be found on the Trust's website : <http://l1trust.org.uk/index.html>



Information from Iraq : would appear to indicate that the North British 8F 2-8-0, long held in store for Baghdad Museum, has now been scrapped. Built on Order No. L937 in 1940, the loco carried Hyde Park works number 24740 and was one of 228 LMS design 8F's that were sent overseas during World War II. Initially WD 547, it later became Iraq Railways No. 1429 and is seen here in storage in 2005.

Malayan Pacifics : We received some good feedback following last month's notes about the Malayan Class 56 Pacifics. Graham Warburton kindly sent an article and drawings of the Class (which are available on request to Ken) and Rob Dickinson, of International Steam has kindly provided the following updates :

'564.25' "Kuala Lumpur" at Butterworth - prewar loco probably 562.04. True identity uncertain.

564.36 "Temerloh" at Johor Baru – genuine but carries 25765 plates (off 564.10)

'564.34' "Pekan" at Pekan. Carries the 'same' worksplates as 564.36, probably copies.

'564.12' unnamed loco at Port Dixon, previously carried 564.21 - True identity uncertain.

564.33 which was officially 'preserved' back in 1975 and survived at least until the late 1980s has not been seen for a long time.

Rob's superb website contains a mine of information about railways around the world and is a 'must' for travellers. If you've not visited the site, please take a look at : <http://www.internationalsteam.co.uk>

On a similar topic, Mike Pass has produced 2014 versions of his excellent photographic guides to Malaysia and Cambodia. He also has loco guides to Thailand and Burma available and is working on Vietnam. They are available free of charge to interested parties so please contact Mike at : michael.pass@hotmail.com

**Thank you all once again for your continued support
More News 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 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 :

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 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.**