

# NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

## November 2016 Newsletter



### LEST WE FORGET

(Photo courtesy [www.colour-rail.com](http://www.colour-rail.com))

During the First World War, 25 of the North British Railway's 'C Class' 0-6-0's were sent to France for service with the Railway Operating Division. On their return to Scotland they were given the names of significant battles and generals in recognition of their service. These names were distinctively hand-painted on the splashers above the middle driving wheels. The list of locomotives honoured included NBR No 673, later BR 65243 (seen above in 1963) which had been built by Neilson & Co in Glasgow in 1891. This engine received the name 'Maude' after World War One hero Lieutenant-General Sir Frederick Maude.

After a long career with the North British Railway, the LNER and then British Railways, No 65243 was retired in 1966 and saved for posterity by the Scottish Railway Preservation Society. It has seen several periods of active service in preservation and is currently on display in the Museum at Bo'ness awaiting its next overhaul. It is a proud reminder of the hardships endured by Allied Forces during World War One.

Meanwhile, in the supposedly enlightened present day, FIFA's conduct in taking action against the English and Scottish FA's for allowing their players to wear armbands with Poppy emblems in the World Cup Qualifier on 11<sup>th</sup> November is nothing less than disgraceful. Are they blissfully unaware of the significance of Armistice Day ! We don't normally like to be political but FIFA would do well to remember that the freedom we all enjoy today was only made possible by the ultimate sacrifices of so many over the years.

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## DUBS GREYHOUNDS

(Photos Courtesy [www.colour-rail.com](http://www.colour-rail.com) )

In the late 1890's, the London & South Western Railway's CME, Dugald Drummond designed a fast passenger locomotive to compete with the GWR's expresses to Devon & Cornwall. Between 1899 and 1901, sixty six of these new 'T9 Class' locomotives were placed into service, 31 coming from Dubs & Co and 35 more from the LSWR's own Nine Elms works. Due to their sleek lines and excellent turn of speed, they quickly gained the nickname 'Greyhounds'.



From 1922 onwards they were fitted with superheated boilers and larger cylinders and in this form were even more successful. Even in their old age they were still capable of speeds in the high Eighties and were often preferred to the larger engines which by then had nominally replaced them. They were particularly associated with the heavily graded route between Salisbury and Exeter and the far flung lines to Bude and Padstow where long climbs and tight curves abound. No 30120 from the Nine Elms batch is preserved.



Top Photo : 30719 (Dubs 3763) sets out from Woking for a jaunt down the LSWR main in January 1955

Above Left : 30724 (Dubs 3767) takes the Guildford line near Ash Junction in January 1959

Above Right : 30715 (Dubs 3759) skirts the picturesque River Camel near Wadebridge in August 1957

Colour Rail have a new updated website by the way – it's well worth a visit at : [www.colour-rail.com](http://www.colour-rail.com)



We hadn't intended to fit No 61662's new smokebox to the saddle just yet as there is still a considerable amount of drilling and cutting required but when the chance to 'borrow' a heavy duty forklift free of charge came up it was too good an opportunity to miss. Thanks to our friends at the nearby Knaphill Nursey Centre we have been able to trial fit the smokebox which has made the front of the loco look much more visitor friendly whilst some of the smaller but less visible tasks are carried out.



After the lift, a number of bolts were fitted to make the structure secure and further work will take place on the smokebox as the weather allows. Other jobs completed this month include putting together a wooden former which will be used to make a pattern for the smokebox ring and drawing up detailed plans for the smokebox door straps and hinges.

On 1<sup>st</sup> November we were visited by a reporter from the Woking News & Mail who fortunately turned out to be a former railwayman. He took a great interest in our project and his article appeared in the paper the following week. This provided us with a good bit of free publicity and can be read at :

<http://www.getsurrey.co.uk/news/surrey-news/railway-enthusiasts-steam-ahead-rebuilding-8938771>

A big thanks to everyone who made donations this month, we know this is not always easy on the run up to Christmas but every penny received is very much appreciated and all will be spent on the locomotive. If you would like to help, please visit <http://www.engine61662appeal.co.uk/help.html> Thank You.

**PACIFIC MAKE OVER**

(photos courtesy Gert Jubileus)

We are very grateful to Sandstone's Gert Jubileus for forwarding regular updates covering all kinds of activity on the Sandstone Railway. His October report was of special interest to us as it featured the commencement of restoration work on 16CR Pacific No 821 (NB 21717). This fine locomotive started life at NBL's Atlas Works in 1919, the tenth 16C Class 4-6-2 to be completed from an eventual total of thirty.



The SAR 16C's worked successfully on the heaviest express turns for many years and were described as being popular with their crews for being free steaming and reliable. They were rebuilt with Watson Standard boilers from the 1930's onwards and gradually downgraded to suburban passenger and freight duties as larger engines were introduced. In the 1970's a number of the class were sold out of service for industrial use. No 821 was one of the luckier examples, being sold to St Helena Gold Mines along with six sister locos. There she was named 'Black Beauty' and worked for more than 20 years hauling trains of gold ore.



In 2002 No 821 was put into storage when St Helena went over to diesels, she was later acquired by the Sandstone Railway and moved to Hoekfontein for preservation. The current work will see her cosmetically restored so she can take her place in the Sandstone collection. Gert's full report can be found at: [http://sandstone-estates.com/images/pdf/SteamReport14\\_Oct%202016.pdf](http://sandstone-estates.com/images/pdf/SteamReport14_Oct%202016.pdf)

**SG's IN PAKISTAN****(Photos Courtesy Graham Watkins)**

Early in the 20<sup>th</sup> Century, attempts were made to standardise the types of steam locomotives running on the railways of India and in 1903 several new classes were designed with the help of the British Engineering Standards Association. These were basically a series of Classic British types adapted for Indian conditions with higher grate area / cylinder volumes to burn lower grade coal. Several hundred BESA locomotives came to be built by various UK manufacturers and these included 151 SG (Standard Goods) Class 0-6-0's constructed by North British for the Indian North Western Railway in six batches between 1908 and 1913.



The SG's were very long lived and after the Partition of India in 1947, many of them found themselves hard at work in the newly created nation of Pakistan. Graham Watkins was fortunate to visit Pakistan in 1982 and kindly provided these photographs illustrating several of the NBL SG's that were still in service at that time.

In the photo above : SGC No 1309 (NB 20315/1913) pauses at Kotri Junction in February 1982

Below left : SGC No 1196 (NB 19285/1910) displays its classic British outline at Kotri Junction

Below right : Pakistan has no indigenous coal reserves so many of the SG's were converted to oil firing. SGC's Nos 1195 & 1260 (NB 19284/1910 & NB 20034/1912) shunt at Lahore in February 1982.

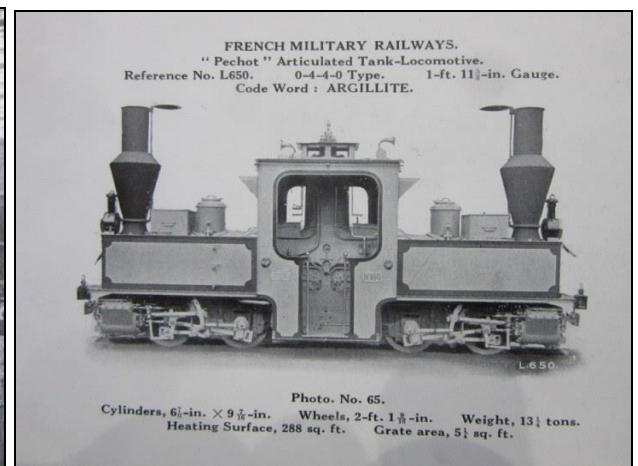
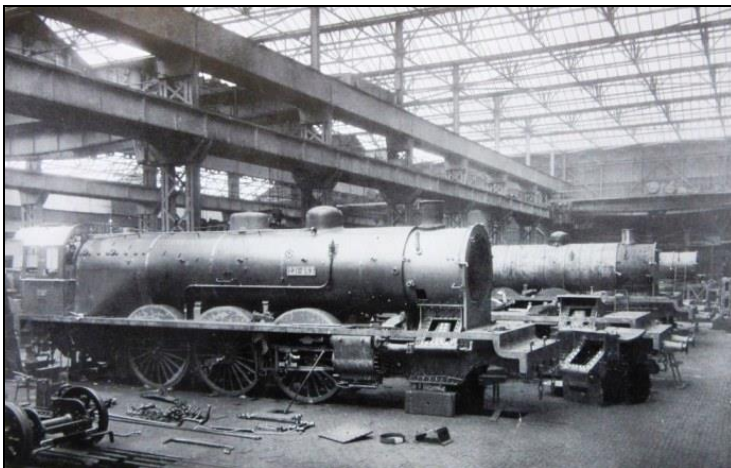
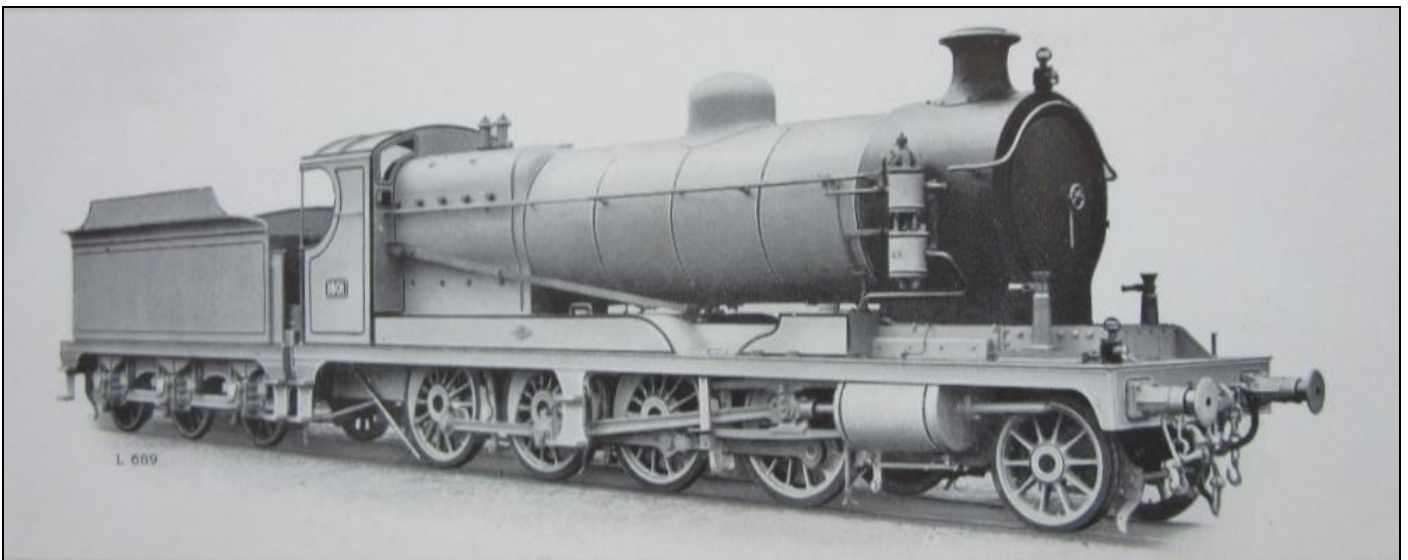


Ironically none of the SG Class 0-6-0's have been preserved in India but our information suggests that at least two survive in Pakistan. More details on [https://en.wikipedia.org/wiki/Indian\\_locomotive\\_class\\_SG](https://en.wikipedia.org/wiki/Indian_locomotive_class_SG)

**WW1 EFFORTS (Contd)****(Photos NB Loco Co)**

Continuing our extracts from NBL's WW1 manufacturing book, one section is devoted to engines produced for the War Area. During the period 1915 to 1919, almost 600 steam locomotives were constructed in Glasgow for the war zone including some 369 Great Central type 2-8-0's for the Ministry of Munitions. North British already had experience with these engines having built 50 of the very similar Great Central 8K Class in 1912.

Springburn received eleven separate Orders for the ROD locomotives and all three Works were involved in their construction. Queens Park contributed 183 engines, Hyde Park 142 and Atlas Works built 44. Our photo shows the very first NBL ROD locomotive No 1801 (NB 21768) which was outshopped from Queens Park in 1917. After the War, many of these rugged 2-8-0's returned to the UK for further service with the GWR, LNER and LMS and others were dispersed as far afield as China and Australia. Although none of the North British locos have survived in the UK, ROD 2-8-0 No 1984 (NB 22042) is preserved in Australia.



In addition to the ROD locos, ten Orders were received from the Railways of France during the conflict. These ranged from 45 of the mighty De Glehn Compound Pacifics (seen in the erecting shop above left) to 15 of the unusual 'Pechot' type 0-4-4-0T's for the French Military Railways. These diminutive 600mm gauge engines were used for the movement of guns and ammunition on lightly laid lines near the front lines. 70 more locomotives, comprising 4-6-0's and 2-8-2 Tanks were completed for the Paris – Orleans route plus 180 powerful 2-8-0's for the French State Railways – several of which are fortunately still with us today.

We will delve further into the pages of the NBL World War One Manufacturing Book in future Newsletters.



**Unfortunate news** from Botswana during October was that the Bamangwato Concessions, Selebi-Pikwe copper mine has closed, leaving around 4,000 workers and several steam locomotives with an uncertain future. BCL operated a varied collection steam power over the years including second hand Garratts from Zimbabwe and more recently a couple of North British 19D's from South Africa. One of these, BCL No 6, (NB 26070) is seen above with an ore train on the line to No 3 shaft. It is believed that No 6, or sister loco BCL No 7 (NB 26061) would have been the very last North British steam locomotive in regular service anywhere in the World. Confirmation of this would be very gratefully received.

**Construction is about to start** at the West Clare Railway on a 40,000 square feet £1.35 million museum which it hoped will be open by next summer. The museum is to be built alongside the trackbed of the Kilkee branch at Moyasta Junction in Ireland. The line's sole currently operational locomotive is Dubs 0-6-2T No 5 (Works No 2890) which was built in Glasgow in 1892.

**The overhaul** of LMS 'Jubilee' Class 4-6-0 No 45596 'Bahamas' (NB 24154) continues to make good progress at Tyseley and the locomotive is confidently expected to return to main line duties next summer. Work has included a new front boiler barrel ring, new firebox doorplate and new sets of tyres on the driving and bogie wheels. The loco's tender remains at the owning group's Ingrow base where a new tank has been delivered. Full details can be found on the BLS website : <http://ingrowlocomuseum.com>

**And finally** some Members may have seen this before but the National Library of Scotland film 'North British' is well worth a look to while away 38 minutes of a winter's evening. There are numerous clips taken inside the works plus footage of K1 62063 being tested, SAR 3675 being completed and a locomotive being loaded aboard the 'Clan Campbell' by the Stobcross Crane. <http://movingimage.nls.uk/film/1276>

**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.**

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

**MEMBERSHIP / DONATION FORM**

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ASSOCIATE MEMBERSHIP JOINING FEE (Optional) : £10

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DONATION TO DUBS TANK No. 196 RESTORATION FUND : £

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

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DONATION TO 19D 2767 SHIPPING FUND : £

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\*\*SHARES IN ENGINE 61662 (AT £25 PER SHARE)\*\* : £

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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.**