

NBL Preservation Group

Honorary President Professor Dugald Cameron OBE

April 2019 Newsletter



DUBS SPECIAL

(Photo : Aaron Pilkington)

A very rare event took place in New Zealand on 13th April when Dubs F Class 0-6-0 Saddle Tank No 163 hauled a Photo Rail Enthusiasts Excursion from Palmerston North to the Manawatu Gorge and back. A number of scenic run pasts were arranged and we are very grateful to Aaron Pilkington for this dramatic photo of No 163 which was taken on the return run.

Built by Dubs & Co in 1880 (works number 1367) this superb little engine is the oldest mainline operating steam locomotive in New Zealand. She was in service for NZR from 1881 until 1963 and was then kept in the Heritage Fleet until 1993. At that point No 163 was handed over to the Feilding & District Steam Railway Society who have maintained her in excellent condition.

A total of 88 'F Class' locomotives were built for New Zealand's Railway by no less than seven different British firms between 1872 and 1888. Several of them carried names from Sir Walter Scott's novels including No F13 'Edie Ochiltree', F111 'Rob Roy' and No F163 itself which carried the name 'Ivanhoe'. They were the first important class of steam locomotive to operate on New Zealand's railway network after the national gauge of 3ft 6ins (1,067mm) was adopted.

They remained useful and popular little engines for all of their working lives and this is reflected in the fact that eight of them have been preserved, several of which can still be found in full working order.

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THE VERA FUND

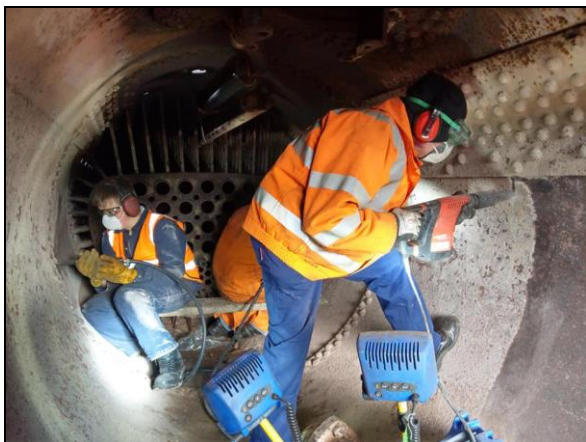
(photos courtesy Dame Vera Lynn Appeal)

A small group of enthusiasts at Grosmont shed on the North Yorkshire Moors Railway are currently restoring one of the last surviving North British WD 2-10-0's No 73672. NBL turned out 150 of these powerful freight locomotives for the War Effort and most of them were sent for service overseas. Completed on Order No L945 in 1944, WD locomotive No 73672 (NB 25458) was initially sent to work in Egypt.



In October 1945 with the War over, it was declared surplus to requirements and was sold, along with 15 Classmates, to the Hellenic State Railways in Greece. It was re-numbered Lb960 and based in the Salonika division where it was used on main line passenger duties, including the Athens to Istanbul Express. It worked in Greece until 1979 when it taken out of service and later purchased by a small group of Mid Hants Railway Members and repatriated to the UK along with Classmate No 76352 and an American S160.

No 73672 was soon transferred to the Lavender Line in East Sussex where it was repaired, given the new number 3672 and in August 1985 it was named 'Dame Vera Lynn' by the Dame herself, in recognition of its contribution to the War Effort. However, No 3672 was far too powerful for the tiny Lavender Line and in December 1986 it moved to the North Yorkshire Moors where it was once again overhauled. It was then put to work on heavy trains on the steeply graded route and amassed 100,000 miles before being retired in 1998.



The small restoration team have already raised more than £150,000 of the £450,000 needed to complete a full overhaul but urgently need donations to help them continue with their work. If you would like to see this former stalwart of the NYMR back in service, please visit their website at <https://dameveralynn.co.uk/> or go to their Facebook page at : <https://www.facebook.com/dv13672/> for more information. Thank you.

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61662 UPDATE

(photos : KL Collection)

After two rained off work days in March, work resumed on No 61662's boiler cladding at the start of April and the first panel has now been formed, profiled and successfully fitted. These photos were taken during the work party on 23rd April and give a good indication of how the cladding will look once complete. Building the actual boiler is still a long way off of course but fitting the cladding will make the loco look much more interesting for our visitors.



The disappointing weather also affected the East Anglian Railway Museum Gala at Wakes Colne where the overall attendance figures were well below previous events. Many thanks though to our 61662 Sales Team of Malcolm and Sean for braving the rain and flying our flag on the day. Hopefully we will have better luck next time ! Donations of your surplus books, models and railwayana are still very welcome though, so please let Ken know if you have anything spare that we can collect to help us raise funds.

David Cramphorn from the Hertford & Ware Railway Society visited India last year we are very grateful for this fine selection of photos of some of the NB locos he saw at the National Railway Museum in New Delhi.



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First on the blocks is Sharp Stewart 0-6-0 No 26 (SS works number 2018) which was built in 1870. It was used on mixed traffic between Lucknow and Kanpur for many years and was taken out of service in 1921. At the other end of the scale is NBL 700hp Bo-Bo Diesel No 6002. This was the first metre-gauge diesel built for the Western Railway of India in 1954 (NBL works Number 27507) and worked until 2001.



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A wonderful contrast in the design of Dubs locomotives supplied to India can be seen at the New Delhi Museum in the form of Southern Maharatta Railway 0-6-0 No 37302 (Dubs 2373 of 1888) and 0-4-2 Saddle Tank No 207 (Dubs 1194) that was built for the Rajputana Railway in 1878.



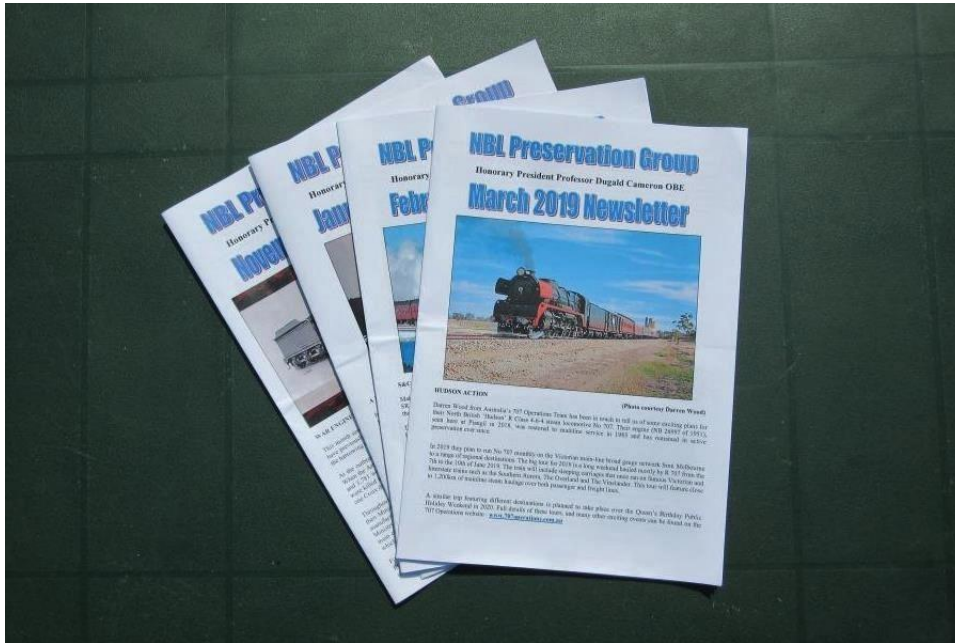
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No look at Indian steam locos is complete without a Sharp Stewart Darjeeling B Class Tank and No 777 (SS 3517 of 1881) duly obliges. It had a working life of 76 years before final withdrawal in 1957. The display of workplates contains dozens of plates from British manufacturers including NBL and its constituents.

Last month we mentioned that our publisher had advised us of a forthcoming price increase for printing and distributing our monthly Newsletters. Unfortunately, they have now advised that they will be unable to provide this service themselves in future and will need to subcontract the work. The best price they can now offer us is £2-30p per copy per month. This represents a 52% increase and to meet this we would need to charge our postal Members an annual subscription of £27-60 each.



We have enjoyed a good run with our current publisher and they have produced high quality Newsletters for us for a number of years. However, we do not wish pass these new costs on to our Membership and are therefore appealing for a volunteer, who has access to a colour printer, to print and post around 30 copies of the Newsletter for us each month. We will of course cover all costs including printing ink, computer paper, envelopes and postage stamps. If you are able to help in any way please contact Ken on 01189 864 706.

To help us to reduce costs we would also ask any current postal Members who are prepared to receive their Newsletters by email instead of post to advise me of their email address as soon as possible. Many thanks to everyone who sent donations towards our Admin costs last month, these were greatly appreciated but this new situation calls for more drastic measures if we are to continue to provide a postal service to our readers.



On a happier note, fund raising for two of our South African locomotive projects has made good progress during the last month and I am pleased to say that another substantial donation has been sent to the Patons Country Railway towards the restoration of our 19D No 2767. These funds will be put to good use helping to commission the wheel drop pit that will be needed at Creighton to remove the drivers from No 2767.

The target amount to purchase NBL Industrial 4-8-2 Tank No 25916 has now been reached but we are keeping the fund open for the time being to raise some additional cash to cover cosmetic restoration costs. Thanks again to everyone who has contributed to this exciting new project.

SPRINGBURN NO MORE

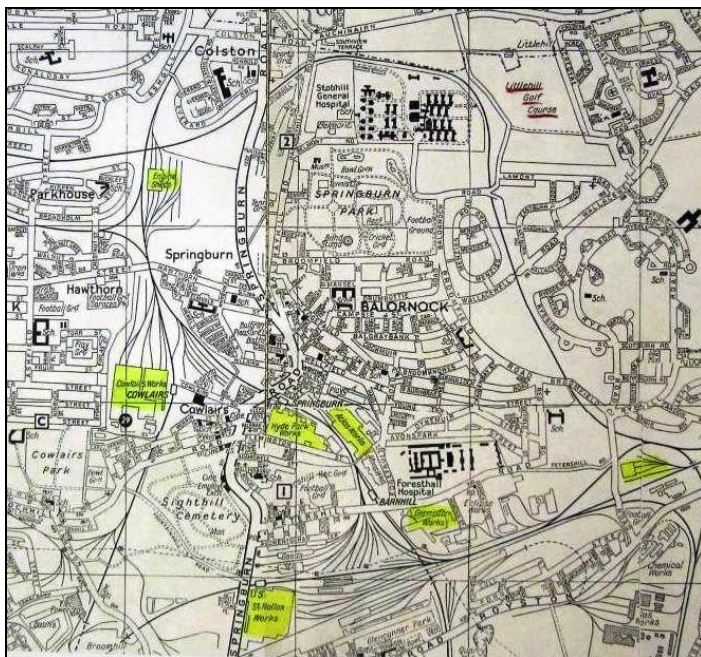
(photos : KL Collection)

On 1st June, 178 years of Railway Engineering in Springburn will come to an end when St Rollox Works closes its doors for the very last time. Originally built for the Caledonian Railway in 1856, St Rollox was the last survivor of four major locomotive works in Springburn. Its closure will mark the end of a tradition begun in 1841 with the opening of Cowlairs Works by the Edinburgh & Glasgow Railway. NBL's Hyde Park Works and Atlas Works were soon added to the list and at the turn of the 20th Century it was said that two out every three people living in Springburn were employed either directly or indirectly by the railway !



Our photos show two of the last steam locomotives to be serviced at St Rollox, LMS 'Black Fives' Nos 45231 & 45407 on the Great Britain Raitour in April 2009 and diesel shunter 08568 inside the Works - proudly carrying the St Rollox name, in February 2010.

A quick glance at the 1950's map of Springburn below shows the close proximity of all four Railway Works and with Eastfield (65A) and St Rollox (65B) engine sheds also close by it is easy to see why Springburn came to be known as the Locomotive Capital of the British Empire ! The eagle eyed amongst us will also spot Germiston Works and Stobhill General Hospital on the map. Neither of these are railway related but Germiston is where the SA railway town got its name – and Stobhill hospital is where my wife was born !



In 1995, a monument was built at Springburn from old steel girders taken from the various Works by the sculptor Jack Sloan. A small plaque states that this Monument is to commemorate the builders of thousands of railway locomotives which were exported from Glasgow to the World.



NBL-boilered Merchant Navy Pacific No 35011 'General Steam Navigation' has been successfully moved from Sellindge in Kent to a new restoration base at the Swindon & Cricklade Railway where she arrived on 15th April. This superb photo, kindly supplied by Tom Clark, gives an indication of the vast size of the North British boiler in its current condition. The owning group now plan to retro-engineer the locomotive back to its original Bulleid streamlined form and have set up a just giving crowdfunding page for donations. Full details of the project can be found on the GSNRS website at : <https://www.35011gsn.co.uk/>

Our next Slideshow will take place in Henley on Thames at 12-00 Lunchtime on Wednesday 15th May. The topic will be 'Working Steam in China' Not many North British locomotives to be seen this time I'm afraid but it should hopefully be an interesting Show.

And finally : Keith Sargeant, who is restoring 1882 built Neilson 0-4-0ST No 2937 at Chasewater has found some interesting markings 'Glasgow Extra Best' stamped into the frames and stretchers. Keith believes that this part of the frames has not seen daylight for almost 150 years and he has not seen these markings before. Does anyone out there know what grade of metal the term refers to please ?



**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 Please send items for the website to Dave Fox at : 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

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 :

ADDRESS :

TELEPHONE NUMBER :

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JOINING FEE OR DONATION TO NEWSLETTER COSTS : £

DONATION TO HENDRIE 1301 TRANSPORT FUND : £

DONATION TO ENGINE 61662 APPEAL : £

OWNERSHIP SHARES / DONATION TO 19D 2767 : £

OWNERSHIP SHARES / DONATION TO NBL TANK 25916 : £

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.**