

# NBL Preservation Group

Honorary President Sir Hugh Reid

## August 2011 Newsletter



### R711 ON TEST

Victorian Railways 'R Class' 4-6-4 No. 711 (NB 27001) had a main line test run from Newport to Bacchus Marsh on Sunday 7<sup>th</sup> August and is seen here storming past Parwan Curves. The loco is running in a striking blue and gold livery with a single chimney and blast pipe. There will soon be three of this Class operational in Victoria as No. 761 is already active and firebox repairs have almost been completed on No. 707.

Designed as replacements for the 40 year old A2 Class 4-6-0's, the powerful R Class locos became the backbone of Victorian Railways passenger haulage until dieselisation. NB built no less than 70 members of this famous class at Hyde Park Works in 1950 / 51 under Order No L7 and No. R704 was exhibited at the Festival of Britain before being shipped to Australia. Seven of the Class survive including the three locos mentioned above and No. 766 which is being converted to standard gauge in New South Wales.

Two of the Class, Nos. 719 and 748 were converted to oil-firing during the mid 1950s and this is the format that has been adopted on No. 711 today. **(Photo by Peter Sweetten, information courtesy Steve Holmes)**



**DUBS BIG DAY**

On 23<sup>rd</sup> July, around 50 NBLPG / Mizens Railway Members and friends attended an informal re-dedication ceremony for our Dubs Tank at Barrs Lane, Knaphill. As seen above, the loco was nicely decorated for the day including the Scottish and South African national flags. Mizens Chairman Mike Smith and myself addressed the visitors before unveiling new numberplates and worksplates that had been specially cast.

Mike said that he was delighted that the engine had returned to the UK after a 112 years absence and its presence dominating the entrance would provide an excellent landmark for future visitors to the site. The guests included many of the fund raising team and supporters who had raised some £25,000 to save the loco. We were also very pleased to meet several representatives of Gearbulk Shipping who had provided a safe passage for the loco from South Africa to Bristol.



After the ceremony, the guests were treated to a buffet reception, and a full tour of the Mizens Railway system hauled by one of the resident steam locomotives, 'Sir Thomas'. The Mizens will be open every Sunday afternoon from now until the end of October and visitors are very welcome to come and see the Dubs Tank and travel on the line. Further information can be found on : [www.mizensrailway.co.uk](http://www.mizensrailway.co.uk)

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## ONE HUNDRED YEARS AGO - By Malcolm Peakman

One hundred years ago – in 1911 - two designs of freight locomotives emerged from their respective Company's Workshops, both became famous and both involved North British and its antecedents. However the two designs were very different in size and power.



**LMS 4F No. 44405 at Crewe Works in 1964 and LNER 04/3 No. 63883 at Rotherham Masboro in 1963 (both these locos were built by NBL and both photos are courtesy : [www.colour-rail.com](http://www.colour-rail.com) )**

From the Gorton Shops of the Great Central emerged No. 966, the first 8K 2-8-0, a superheated version of the successful 8A 0-8-0 the first of which had been built by Neilson Reid and Co in 1902. No 966 was the first of an order for 20 from Gorton, and later orders included 50 from Hyde Park. In 1917 the design was accepted as the heavy freight loco for the British Army, and massive orders were placed for these locos from North British, Kitson, Nasmyth Wilson and Robert Stephenson. In total NBL built 369 of the ROD type out of a total of 521 constructed. Subsequently the GWR, LNWR, LNER and LMS purchased locos of this type, they also went abroad to China and Australia, and in the second war to the Middle East.

Meanwhile in total contrast Derby produced their “Big Goods” 0-6-0 also a superheated version of the “Standard Goods” built in large numbers from 1885, and later rebuilt with Belpaire boilers. Initially only 2 were built and it was not until 1917 that serious production started, with a total of 192. All 3 NBL antecedents had built the standard goods, but NBL were not involved until LMS days when for whatever reason, this moderate power loco was selected as the Standard Goods locomotive for the Group despite many much larger types existing, not to mention numbers of the ROD type purchased by the LNWR. As a result of this policy decision large numbers of the “Big Goods” were ordered from all LMS workshops and a wide variety of manufacturers, including 80 from NBL.

Comparing the two classes, a grand total of 666 GCR 2-8-0's were built between 1911 and 1920 (including the larger boiler version, all later rebuilt to the standard size) – of which NBL built 419. The Great Central design was selected for rebuilding by Thompson to form the basis of the LNER Class O1, which acquitted itself well during the 1948 interchange trials. A grand total of 772 “Big Goods” – (192 Midland, 5 S&DJR and 575 LMS) were built between 1911 and 1941, of which NBL built 80. When I was an Apprentice at Derby many steam locos were being scrapped, and it took a morning to reduce a Big Goods to its basic elements, a batch of GC 2-8-0's were sent for scrapping – it took 3 days to do the same to one of them !

None of the NBL built Big Goods survive but just one of the NBL Built ROD engines survives in Australia – ROD 1984 – NBL 22042.

**(many thanks to Malcolm for this very interesting article, Malcolm has also kindly supplied a list of NBL builders numbers for both classes and this is available on request - KL)**



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**SATPURA NARROW GAUGE – words and photos by Wilson Lythgoe**



The Satpura Lines consisted of just over 1000 kms of 2' 6" gauge in Central India and were part of the much larger South Eastern Railway. A series of main and branch lines, with connections to the broad gauge at six different stations, services could vary from five passenger and mixed trains a train on the busier sections down to just two a day on some of the more remote branches. In October 1981 three classes of steam loco and the occasional diesel were in use on the system. On trains heading to the branches the BS seemed to be the main motive power, a 2-8-2 type that had been built in several batches between 1915 and 1924.

In the main photo, BS No. 621 is seen leaving Itwari Junction, a short distance from Nagpur where the narrow gauge lines split and head both north and south. Broad gauge platforms can be seen to the right. No. 621 was a North British product of 1915, Atlas works number 21094. The same engine is also seen tender first bringing empty coaching stock up the grade into Nagpur, another of the Satpura lines connections with the broad gauge. It will change ends to become the train engine for the morning run to Khapa.

In the final photo, BC No. 643 is seen in steam in Nagpur (Motibagh) yard. Built in Glasgow in 1909, as NBL works number 18898, it was the sole BC remaining on the Satpura system and was allocated to Motibagh shed. No. 643 was built as a B class and when converted to use superheated steam became a BC whereas those built with superheaters were classified BS.

**(evocative stuff from Wilson - as ever ! KL)**

**NB NEWS IN BRIEF****JINTY RESTORATION FUND**

Marcello Gabrielli from the Midland Railway Centre at Butterley has contacted us regarding a new appeal to restore NBL Jinty 0-6-0T No. 47327. Marcello says 'As far as I am aware, currently, there is no appeal in place to support the restoration of 47357. I am proposing that we set up an appeal to facilitate the restoration. I recently set up on Facebook a 3F Jinty group, which has found a lot of support amongst rail enthusiasts, demonstrating that there is interest in this class of locomotive. I myself am very interested in the 3F Class, as clearly are other people, so this would be a worthwhile project for which to fundraise'. If you would like to support this very worthwhile project, please contact Marcello at : [marcello2009@hotmail.co.uk](mailto:marcello2009@hotmail.co.uk)

**WANTED LIST**

**Jim Mitchell** : (from the 15F 3007 move) is seeking to buy an old book from the Loco profile series on Warship Class diesels, as a gift for a friend. He has tried for years to get it and wondered if any NBLPG members might have a spare copy squirreled away! It's from the Oxford Publishing Co ISBN 0 86093 279 6 If you can help, please contact Jim direct at : [jims.mitchell@virgin.net](mailto:jims.mitchell@virgin.net)

**Jim Nolan** : is looking for drawings of the Berkely fire door fitted to 25NC's. Jim has the GA drawing from Glasgow University Archive but wants more detailed views of the doors particularly the gearing. If you can help, please contact Jim direct at : [3405@northernsteam.plus.com](mailto:3405@northernsteam.plus.com)

**Bruno Gutiérrez Torero** : is trying to obtain information and photographs of the Ferrocarril of Huacho which is a British-built railway near Lima in the north of Peru. NBL supplied two batches of 4-8-0 tender locomotives to this line in 1911 and 1923. We have located some NBL Works photos of these engines in the Mitchell Library but if you are able to provide any additional information or photographs about the locomotives or the railway, please contact Bruno direct at : [brunogt@ec-red.com](mailto:brunogt@ec-red.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 Ken 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](mailto: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](http://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.

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.** Or e:mail : [ken.livermore@btinternet.com](mailto:ken.livermore@btinternet.com)

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**NORTH BRITISH LOCOMOTIVE PRESERVATION GROUP  
HON. PRESIDENT SIR HUGH REID**

**MEMBERSHIP / DONATION FORM**

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ASSOCIATE MEMBERSHIP JOINING FEE : £10

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DONATION TO DUBS TANK No. 196 RESTORATION FUND : £

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DONATION TO NGR CLASS 1B No. 1443 SHIPPING FUND : £

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DONATION TO REPLICA 'ENGINE 61662 APPEAL' : £

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TOTAL ENCLOSED : £

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**All donations, loans and subscriptions will be acknowledged, thank you for your interest and support. Please make cheques or orders payable to 'NBL Preservation Group'**