

NBL Preservation Group

Honorary President Sir Hugh Reid

January 2012 Newsletter



CENTENARY CELEBRATIONS

(Photo by Software Simian - via Wikipedia)

An historic steam locomotive is about to reach its' 100th birthday in service on the Umgeni Steam Railway this month in the form of 3BR Class 4-8-2 No. 1486. When steam locomotive development is reviewed the 3BR's are often overlooked but the small batch of David Hendrie 'D' Class locomotives delivered to Natal in early 1912 represented a great deal of advanced thinking on the part of their designer.

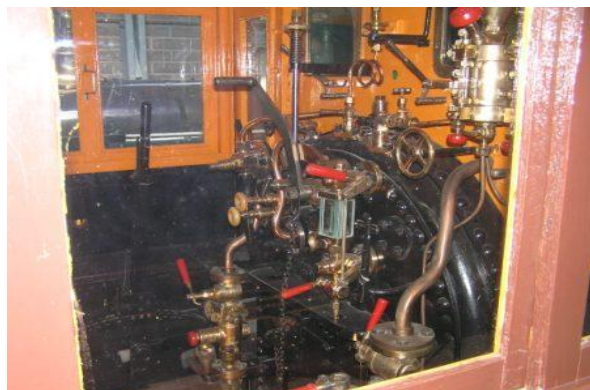
Constructed at NBL's Atlas Works, the 10 locomotives of this type were Hendrie's first superheater 4-8-2's and their piston valve cylinders resulted in a graceful sweep of the running plate that became characteristic in his more famous 12, 14 and 15 classes. These engines must have seemed enormous to the NBL workers at the time as many British lines were still building 0-6-0's and 4-4-0's ! The 'D' class engines were re-designated SAR Class 3B and later 3BR when re-boilered by A.G. Watson in the 1930's & 1940's.

No. 1486 owes its survival to a long career in industrial service going to the Western Holdings Gold Mine and later to Umgala Colliery after withdrawal from SAR duties in the 1970's. She is seen above at Kloof station on the Umgeni line after arrival on a trip from Inchanga. 6th June 2010. Operational dates for the 3BR and other fine locomotives can be found on the USR website : www.umgenisteamrailway.co.za



I lived in Finland for 6 months during 2006 and visited many places of interest including the Finnish Railway Museum in Hyvinkää which is about 1 hour north of Helsinki by train. This museum has the finest collection of 19th century locomotives that I have seen in one location including an 0-4-2 Tank locomotive built by Beyer Peacock in Manchester 1868.

However, when you enter the main hall of the museum you are greeted by Neilson 0-6-0 locomotive No. 21 built in 1869. This is one of the oldest surviving Neilson locomotives and it was the first freight locomotive to be supplied to Finland. It was the first engine of a batch of 10 supplied to Riihimäki – St. Petersburg Railway carrying builders numbers 1427 – 1436, in service they carried running numbers 21 to 30. They were known as Class C1 and the last of them was withdrawn in 1929. This particular engine was withdrawn in 1926.



These locomotives are typical of the British 0-6-0's of the period with inside cylinders and Stephenson link motion and, apart from the spark arrestor chimney, their similarity with the North Eastern Railway J21 Class is quite striking. Fortunately No. 1427 gained a place in history and thanks to Finland it still exists to this day. Further details of this and the other locomotives at Hyvinkää can be found on the museum website : www.rautatie.org/web/en/start.asp

(We are very grateful to Harvey Smith, Juhani Katajisto and the Finnish Railway Museum for the provision of photographs, historical and technical data for this feature)



A world away from its' Glasgow roots, Dubs metre gauge FM/A Class 0-6-0 No. 037311 can now be found on display outside the Visvesvaraya Industrial and Technological Museum, Bangalore. The caption on the display board in front of the loco reads as follows :

- MG-Steam Locomotive:** It is one among 25 meter gauge steam locomotives supplied by Dubs and Co. Glasgow, UK to Southern Mahratta Railways in 1888. Works number 2387 / 1888. This F-class steam engine was more popular among early steam locomotives. It was later modified with larger boilers and altered with increased coal capacity. It has a smoke tube boiler and Stephenson valve gear and its engine cylinder has 14 inches diameter and 20 inches stroke. It hauled maximum load at 16 kmph on a grade of 1 in 100. Its line of operation was between Mysore and Ashokpuram. It is in rail worthy condition. Weight 41 tonnes. For more details please see : www.vismuseum.org.in

DARJEELING IN MINIATURE



Peter Angus has recently sent us the above photos of one of his latest delightful models. This is built as a gas fired live steam locomotive in 16mm/ft scale for 32mm gauge track and based on Sharp Stewart works number 3016 delivered in 1882 to the Darjeeling Himalayas Railway as their No 9. The photographs were taken by **Geoff Munday**. I'm sure you will remember the NBL Burma Mines loco from Peter in 2010 and we look forward to seeing more great work from him in the future.



With its headlight glowing, Reefsteamers' Class 15F 4-8-2 No. 3046 (NBL 25585) with a class 23 tender is readied for a public train working to Springs and return at the Gauteng club's Germiston depot, in July 2011. Loco No. 3046 was in fact this preservation club's first 'big locomotive' acquisition from the railway administration in its fledgling days and today, this North British 15F is one of the club's principal runners. Full details of Reefsteamers activities can be found on their website : www.reefsteamers.co.za

Almost 25 years ago, in February 1987, very similar scenes could be recorded on a daily basis with 15F 3024 (NBL 25563) at the head of affairs on this particular occasion. At that time, Germiston shed was still very much a 15F stronghold and home to more than 50 members of this famous class. 15F No. 3007 returned to the UK in 2007 and is now on display in the Riverside Museum, Glasgow. (KL)



NB NEWS PAGE

Paraguay Project : Good progress is being made and we have received several enquiries and offers to help with the project. A number of reports and updates on the NB steam locomotive situation in Paraguay have also been received and more importantly, we have now made direct contact with the President of FEPASA, the company who have been responsible for the Paraguayan railway system since 2002. A set of drawings has been ordered from the University of Glasgow Archives and we are working on calculations to ascertain the approximate shipping and transport costs. **Chris Cairns** kindly sent this photograph of 2-8-0 locomotive No. 521 (NBL 19670 of 1911) in working order at Botanico Station, Asuncion in August 2009.



Dubs Tank : Eagle eyed readers may have noticed that our Dubs Tank has been carrying diamond plates with the wrong works number and date but this is now being rectified as a pattern has been made for casting the correct items. Another improvement on site is a display board telling the story of the loco which has kindly been produced by Roger Hutchins. It is shown here temporarily affixed to the locos' bufferbeam.



**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

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.

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

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

MEMBERSHIP / DONATION FORM

NAME :

ADDRESS :

TELEPHONE NUMBER :

E:MAIL ADDRESS :

ASSOCIATE MEMBERSHIP JOINING FEE : £10

DONATION TO DUBS TANK No. 196 RESTORATION FUND : £

DONATION TO CLASS 11 No. 929 RESTORATION FUND : £

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

DONATION TO REPLICA 'ENGINE 61662 APPEAL' : £

TOTAL ENCLOSED : £

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'