

# NBL Preservation Group

## August 2013 Newsletter



### MAIN LINE SCOT

(Photo KL Collection)

This year's series of Scarborough Spa Expresses have now resumed and in early August the train was regularly featuring NBL built LMS 'Royal Scot' 4-6-0 No. 46115 'Scots Guardsman'. Leaving York Station at 10-14hrs on Tuesdays, Wednesdays & Thursdays, an interesting loop is taken to Wakefield and back before embarking on the run to Scarborough. The quadruple track section between Colton and Church Fenton as yet remains unspoilt by electrification and provides an excellent main line aspect. On Wednesday 7<sup>th</sup> August, the train is seen approaching Bolton Percy, running some 10 minutes early on the return to York.

Following its construction at Queens Park Works in 1927, 'Scots Guardsman' had an interesting history and featured in the classic 1936 film 'Night Mail. Although rebuilt with a taper boiler in 1947 the loco retains many original features, No. 46115 was the first of the rebuilt engines to receive smoke deflectors and the only one to run with them as an LMS engine. It was withdrawn from BR service at Carlisle Kingmoor shed in December 1965 moving initially to Haworth on the Keighley & Worth Valley Railway for preservation.

One of only two surviving 'Royal Scots', No. 46115 was restored to main line operating standard in BR Brunswick Green livery by the West Coast Railway Company in 2008. This superb locomotive has subsequently operated on railtours all over the UK and is normally based at West Coast's Carnforth shed in Lancashire. Possibly it's most publicised run in preservation was from York to Thirsk with a special train conveying the Olympic Flame in June 2012.



We've made some good progress recently with a number of jobs being carried out on our LNER tender and No. 61662's cab lifted into position on its plinth. A set of steps have been obtained to provide safe access and a new floor is currently being built so the cab can receive visitors. Thanks are due to several Mizens personnel including Mike Smith, Nathan Greenway and Ian Rough for all their help this month.

Our publicity stand's visit to the East Lancs Railway on 14<sup>th</sup> August was a great success with several new members being signed up and a large number of Appeal leaflets handed out. Interest in our project continues to grow and the number of 'hits' on our 61662 website had reached 11,400 at the last count ! In addition we have now reached 100 'likes' on our facebook page which is being updated with new photos and information on a weekly basis. Dave Fox has kindly put a link on our website direct to the facebook page or you can access it at : <https://www.facebook.com/Engine61662ManchesterUnited>

Many thanks to all those who have sent us donations this month, as promised, the names of everyone contributing £10 or more will be entered into the draw to win the new Hornby Model of No. 61662. Our next target is to raise £1,000 to get some sandblasting and re-painting work carried out on the tender so please, please keep your donations coming.



**This month's Photo Gallery** – 1) Mizens Railway volunteer Nathan Greenway becomes the first person to cab an LNER 'Footballer' since the last one, No. 61668 'Bradford City' was scrapped in September 1960. 2) Ian Rough fits a replacement LNER buffer to the rear of No. 61662's tender. 3) Vic Marchant & Hugh Liney at Bury (Bolton Street) Station on the East Lancs Railway with our 'Manchester United' nameplate.



When Transnet discontinued daily steam operations during 1991, the Reefsteamers preservation group was established at the old loco shed in Germiston, Johannesburg. Their main objective was to preserve and rebuild old steam locomotives and as part of this activity, they run special day and weekend trips to various destinations to help raise funds.

The organization comprises people from all walks of life such as business executives, engineers, accountants and pensioners, most of whom spent many years in the employ of the Railways. All work is done on a voluntary basis and no one is paid any remuneration whatsoever. There are currently around 100 members both local and overseas. Twenty-five people are actively involved in restoration during weekends.

Reefsteamers feel that there is definitely a growing demand for steam since this method of traction was phased out years ago. In South Africa you will often see steam trains featured in advertisements on television, in movies or recently in musicians videos. People are yearning for this mode of travel from a bygone era. Reefsteamers can offer this privilege. To sustain this endeavour, however, they require a wide range of sponsorships to support the huge tasks of restoration, maintenance and running of steam locos.

The steam locomotives kept at Germiston are predominantly of British manufacture and include three NBL 15F's and two 25NC's. The line up above shows three North British locos Nos. 1535, 3046 & 3472 being prepared for an Open Day in 2011. The interloper on the left is Beyer Peacock GMAM Garratt No. 4079.

In common with many preservation groups, it is possible that some of Reefsteamers current members may never see the completion of some of the projects in their lifetime; but they persevere in the hope that future generations may derive the benefits from their efforts. All interested persons are welcome to join Reefsteamers. You need not necessarily have technical skills to be a working member. There are many opportunities for members to become involved in activities such as the organizing and controlling of the train trips, polishing, fitting, cleaning, advertising or even assisting with general admin tasks.

Additional support is essential to safeguard this part of South Africa's unique industrial history heritage and Membership applications are welcomed. If you are visiting South Africa, why not enjoy a ride on one of Reefsteamers steam operated trains and tours. Further details on <http://www.reefsteamers.com>



Atlas works came into North British from Sharp Stewart & Co who had re-located from Manchester to Glasgow in 1888, taking over the ill fated Clyde Works which had been established by Walter Neilson. On the formation of NBL the then in-vogue Sharp Stewart plate had the lettering revised for the new company, but the size and style – that is an oval with raised lettering on a plain ground – was retained.

Alone among the Works no other style is known – but as many Atlas products went to the North British Railway – which like the GCR had fixed ideas on plates size and style, it is quite possible that variants occurred. As Cowlairs removed all plates in the 1920's we will never know.

Atlas was the first of the NBL works to close in 1923, locomotive No. 23034 was the highest serial number produced, in all some 1700 locos were built there.

Our main photo shows the works plate from one of the most famous of all surviving Atlas Works engines, the Highland Railway 'Jones Goods' 4-6-0 in Glasgow Riverside Museum. Shown below are a 1903 plate from Ireland, a 1919 example from a World War 1 ROD class 2-8-0 and finally a replacement plate made by the Umgeni Steam Railway for their NBL 3BR 4-8-2 No. 1486 'Maureen'.





**Jinty Makeover II** : Subsequent to our June notes regarding the new livery for NBL 'Jinty' No. 47327, another of the Company's 3F's has been noted masquerading as a classmate. '47584' seen drifting into the East Lancs Railway's Bury (Bolton Street) station on 14<sup>th</sup> August looks very convincing – but the diamond worksplate just visible below the cab number shows it to be NBL 23403. In reality this loco became BR No. 47324. No. 47584 was in fact a Hunslet Engine Co locomotive that was based at Bury shed (26D) during BR days. It does look quite superb though so well done to all concerned with the restoration.

**Furness Railway No. 20** : This Manchester-built Sharp Stewart 0-4-0 is now Britain's oldest operating steam locomotive and will celebrate its 150<sup>th</sup> anniversary on 21<sup>st</sup> August this year. One of eight such locos built by Sharp Stewart for the Furness Railway in 1863, No. 20 owes its survival to some 90 years in industrial service at a steelworks followed by 20 years on static display at a school in Barrow ! Currently based at the Locomotion Museum in Shildon, the loco is regularly steamed and some special events are planned to celebrate the anniversary. Full details on : <http://www.furnessrailwaytrust.org.uk/fr20.htm>

**The Bahamas Locomotive Society** (BLS) has announced that it has reached an agreement with Tyseley Locomotive Works for the overhaul to main-line running condition of its NBL 'Jubilee' class 4-6-0 45596 'Bahamas'. No. 45596 has not run since 1997 and it is anticipated that this overhaul - which has been made possible thanks to support from the Heritage Lottery Fund - will be completed by end Q4 2016. BLS has stated that once the overhaul is completed, the locomotive will return to its base at Ingrow on the K&WVR.

**Kingston Flyer** : Craig Utting sent the following update concerning our notes in the July Newsletter. Great to see the Kingston Flyer featured ! Unfortunately, in recent years, this outfit (two locos, 14km (?) of track, carriages, stations and infrastructure) has passed through several private hands, having been sold shortly before the NZ Railways were privatised (now back in Govt. ownership). But at the moment the Kingston Flyer languishes out of operation again ... the present owner says it is running at a loss and is trying to sell it! Here's the listing: <http://www.trademe.co.nz/business-farming-industry/businesses-for-sale/tourism-hospitality/tours-transport/auction-584615565.htm> - is anyone out there with cash to spare !!

**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](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**. For further details, please e:mail : [ken.livermore@btinternet.com](mailto:ken.livermore@btinternet.com)

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

**MEMBERSHIP / DONATION FORM**

NAME :

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ADDRESS :

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TELEPHONE NUMBER :

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E:MAIL ADDRESS :

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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 LNER TENDER RESTORATION 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.**