

NEW SERIES OF SOUTHERN RAILWAY PACIFIC LOCOMOTIVES

General Steam Navigation

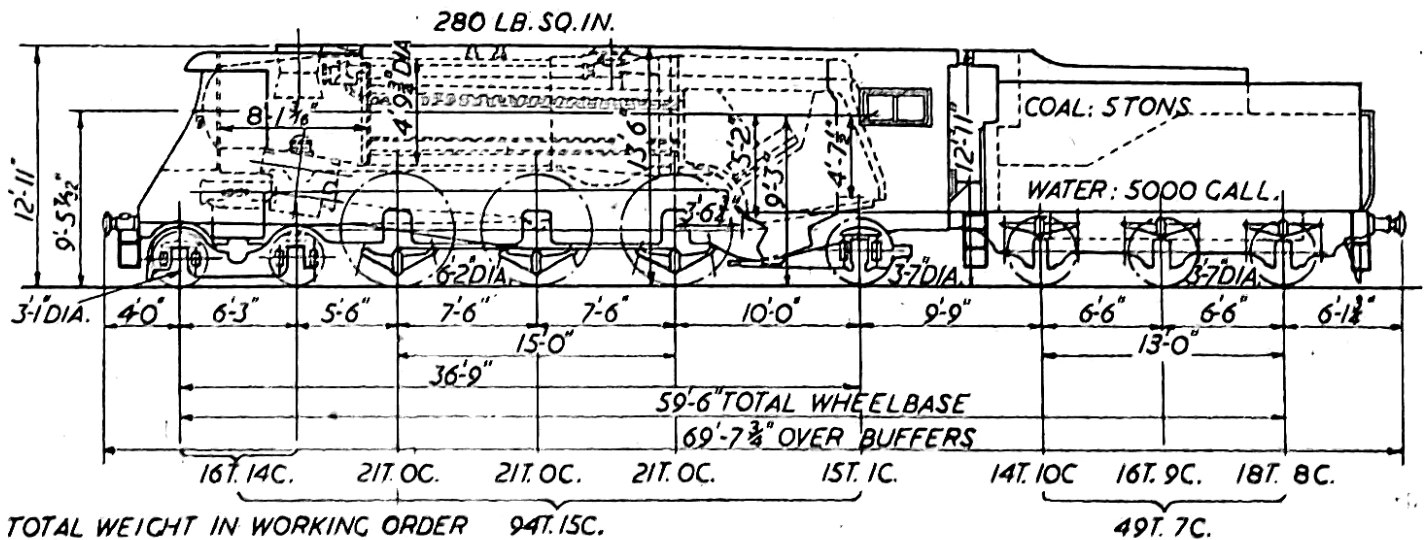
NAMING CEREMONY AT WATERLOO

THE Southern Railway has now completed at Eastleigh four of a second series of ten 4-6-2 mixed traffic locomotives of the "Merchant Navy" class and the first of these engines, No. 21 C 11, was named *General Steam Navigation* in a ceremony at Waterloo Station on February 20. The naming was carried out by Mr. Robert Kelso, chairman and managing director of the General Steam Navigation Co., Limited, and president of the Institute of Transport, who was introduced by Colonel Eric Gore-Browne, D.S.O., chairman of the Southern Railway.

Colonel Gore-Browne said that the "Merchant

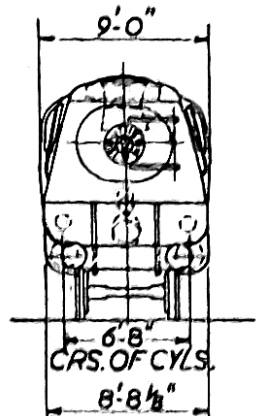
Mr. O. V. Bulleid, chief mechanical engineer, and Sir Eustace, as a memento of the occasion.

The new engines of the class incorporate modifications to the air scoop design at the front end with a view to improving the lifting of smoke and exhaust steam. The casing forward of the smokebox door acts as an air collector. The large opening over the smokebox door forms the mouth of a tunnel collecting the air, and discharges it at the sides of the chimney. To prevent the smoke and steam being drawn down along the sides of the smokebox and the boiler barrel, side screens are fitted alongside the smokebox, which neutralise the



LEADING DIMENSIONS

Cylinders (3)	18 by 24 in.	Tubes (124), diameter	2 1/2 in.
Valves:		Flues (40), diameter	5 1/2 in.
Diameter	11 in.	Total evaporative heating surface	2,451 sq. ft.
Max. travel	6 1/2 in.	Superheat heating surface	322 sq. ft.
Grate area	48.5 sq. ft.	Total combined heating surface	3,273 sq. ft.
Firebox volume	300 cu. ft.	Tractive effort at 85 per cent. boiler pressure	37,500 lb.
Boiler barrel:			
Max. diameter	6 ft. 3 1/2 in.		
Distance between tube plates	17 ft.		



General arrangement of new series of Southern Railway "Merchant Navy" class Pacific locomotives, showing new air scoop at front end

Navy" engines had been built in the forefront of this island battle under bomb and shell and some of the workers who built them were there that day. The locomotives were engaged in war work, moving heavy freight and passenger traffic, and when peace returned would be of the greatest service to them. They had called that series of engine "Merchant Navy" class because they of the Southern Railway wanted to pay their tribute to "those who go down to the sea in ships and occupy their business in great waters." "Between your company and ours, Mr. Kelso," he concluded, "there is a long-standing friendship, hallowed by service together in war and peace. The nameplate on this engine is a token of that friendship, and we look forward with confidence to the day when this war is won and your house-flags in ever increasing numbers enter and leave our docks."

Mr. Kelso then referred to the great honour done his company and its men in having an engine named after them and complimented the Southern Railway, and its predecessor the L.S.W.R., on the transformation effected at Southampton in turning mud-flats into one of the noblest and greatest ports in the world. The company's imagination, drive and genius was not exceeded in any commercial sphere. Great quantities of wines—and even nobler, of cognac—were conveyed by the Southern Railway from the G.S.N. ships. The locomotive, being a mixed traffic unit, resembled the Southern Railway and the G.S.N. in its readiness to convey anything—and if traffic did not come of its own free will it would be pulled in by its ears. He looked forward

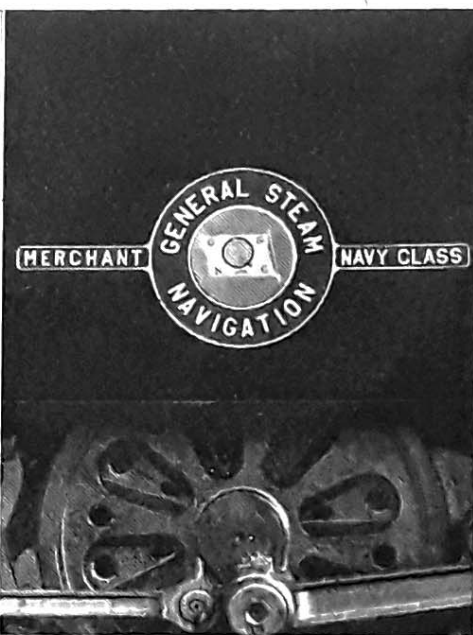
to the day when both the companies would be again conducting their business with a completely liberated Europe.

After unveiling the nameplate, Mr. Kelso rode on the footplate from No. 10 platform and back to No. 11, where the engine immediately took over the working of the 12.50 p.m. West of England express. Subsequently Sir Eustace Missenden, O.B.E., presented Mr. Kelso with a coffee table embodying the G.S.N. houseflag plaque as a top and a photograph of No. 21 C 11, autographed by Col. Gore-Browne,

down draught in its vicinity. The air-smoothed (or "streamlined") casing is carried on the main frame, leaving the boiler to expand freely within it. The cab is a continuation of the air-smoothed casing, carried in the same way. The casing is fabricated by electric welding from rolled sections and 20 B.S. steel sheet. The enclosed space between the frames in front of the smokebox holds the electric light turbo-generator (the cab fittings, inspection lamps and head code lamps on engine and tender being electrically lit) and three mechanical lubricators. In engine No. 21 C 12 and subsequently modifications have been made to lighten the appearance of

this part of the air-smoothed casing without reducing the effectiveness of its purpose. In other respects the engine is similar to its forerunners.

In addition, the frames of the first six engines of another Pacific type have been laid down at Brighton works. It is understood that these will be numbered 21C 101-106. This class is intended to relieve a serious motive power shortage west of Exeter, and will, in conse-



Front end details of No. 21 C 11 and nameplate

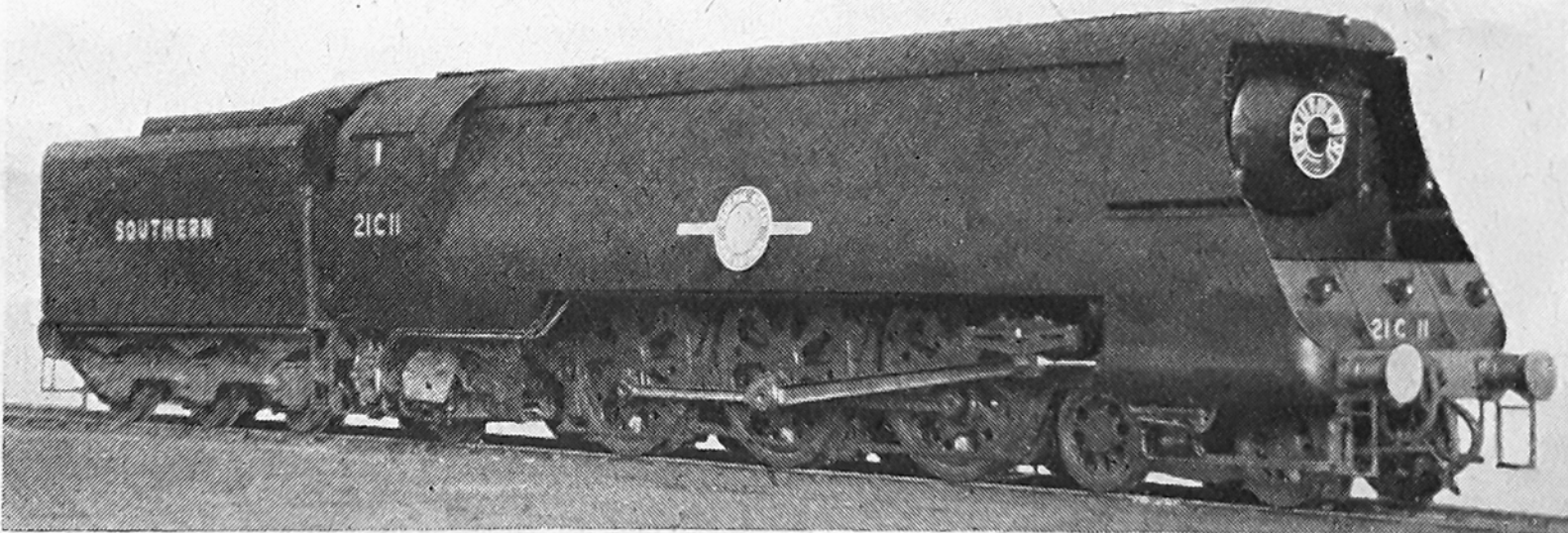
quence of track restrictions in that area, be of smaller dimensions and consequently lighter in weight. A different series of names is contemplated for these machines.

Others present at the naming ceremony of No. 21 C 11 included:—

The Right Hon. the Earl of Radnor, deputy chairman, S.R.; Hon. Clive Pearson, director, S.R.; Mr. S. Sparks, director, General Steam Navigation Company; Mr. J. W. Coats, director, General Steam Navigation Company; Mr. P. R. Privett, director, General Steam Navigation Company; Mr. R. G. Grout, secretary, General Steam Navigation Company;

Mr. O. V. Bulleid, chief mechanical engineer, S.R.; Mr. V. A. M. Robertson, chief civil engineer, S.R.; Mr. H. E. O. Wheeler, deputy traffic manager, S.R.; Mr. H. A. Short, docks and marine manager, S.R.; Mr. R. H. Hacker, continental superintendent, S.R.; Mr. C. Grasmann, public relations and advertising officer, S.R.; Mr. F. Munns, works superintendent, Eastleigh, S.R.; Mr. J. A. Kay, Editor, *The Railway Gazette*; Mr. Charles F. Klapper, MODERN TRANSPORT; and Mr. J. G. Hartley, of *The Times*.

Six of the shop staff from Eastleigh associated with the construction of the engine also attended.



Southern Railway large Pacific locomotive No. 21 C 11, "General Steam Navigation," showing patent B.F.B. double-disc wheels