

# SOUTHERN RAILWAY MAGAZINE

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*with which is incorporated*  
**THE SOUTH WESTERN GAZETTE**  
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## General Steam Navigation joins "Merchant Navy" Class FIRST OF NEW SERIES OF EXPRESS LOCOMOTIVES

"Between your Company and ours, Mr. Kelso, 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 houseflags in ever increasing numbers enter and leave our docks".

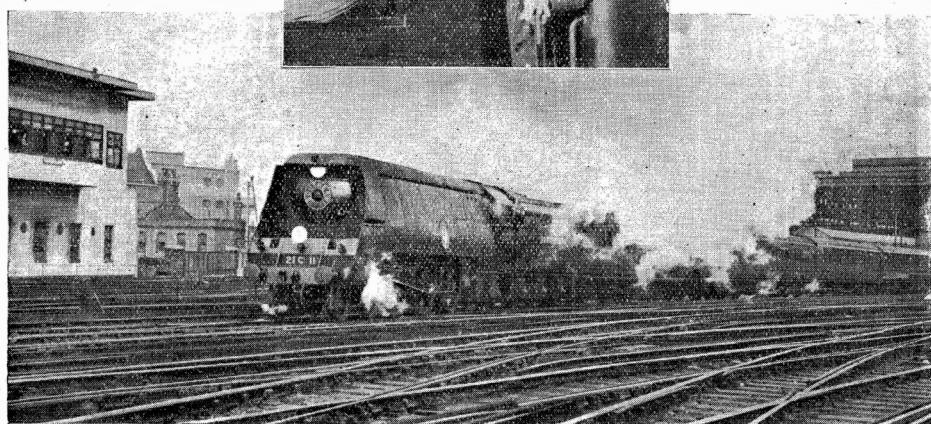
Col. Eric Gore Browne, D.S.O., Chairman of the Southern Railway addressed these words to Mr. Robert Kelso, the Chairman and Managing Director of the Company whose name will henceforth be seen on the nameplate of Engine No. 21C11—*General Steam Navigation*.

No. 21C11, the first of a new series of ten "Merchant Navy" class locomotives (of which several are already in service), built to the design of the Company's Chief Mechanical Engineer, Mr. O. V. Bulleid, was named at Waterloo Station



Erecting Shop), S. E. Roberts (chargehand on new F. J. W. Foord (chargehand on Axleboxes in Machine Shop); L. T. Cowley (chargehand on motive work in Fitting Shop); C. G. Young (chargehand, Coppersmith's Shop); and G. F. Attree (chargehand, Light Plating Shop).

Mr. Kelso, replying to Col. Gore Browne, spoke of the honour he felt had been done to his Company and its men in having an engine named after them. He complimented the Southern Railway on its work



"General Steam Navigation" leaving Waterloo after the naming ceremony. At top: Driver W. Drewe, with Mr. R. Kelso (Chairman and Managing Director of the G.S.N.) on the footplate.

on February 20th, by Mr. Kelso in the presence of a distinguished gathering, including Mr. J. W. Coats and Mr. P. R. Privett (Directors), and Mr. R. G. Grout (Secretary), of the General Steam Navigation Co., Ltd., and the Chairman, General Manager, Chief Mechanical Engineer and many other officials of the Southern Railway. In addition as a special tribute to the shop staff of Eastleigh who had helped to build the engine, six of their representatives were invited to attend the christening of their "baby": Messrs. C. E. Biggs (foreman,

in transforming the mud flats at Southampton into one of the noblest and greatest ports in the world, "The Company's imagination, drive and genius", he said, "was not exceeded in any commercial sphere". *"General Steam Navigation"*, he added, "being a mixed traffic locomotive, resembles the S.R. and the G.S.N. in its readiness to convey anything".

The General Steam Navigation Company's link with the Southern Railway started in the early 1870's, when steamers from Bordeaux and Tonnay-Charente began to



**"General Steam Navigation": Col. Gore Browne speaking. On left (with the General Manager) is the Hon. Clive Pearson (Director, S.R.).**

call regularly at Southampton.

Mr. Kelso, after unveiling the nameplate, rode on the footplate from No. 10 and back to No. 11 platform, where the engine took over the working of the 12.50 p.m. West of England express.

*General Steam Navigation* joins those other ten engines of its class, already named and in service:



**Eastleigh men who helped to build the new loco: From left, Messrs. G. Attrée, C. Young, C. Biggs, S. Roberts, L. Cowley, F. Foord.**

Channel Packet, Union Castle, Royal Mail, Cunard White Star, Canadian Pacific, P. & O., Aberdeen Commonwealth, Orient Line, Shaw Savill and Blue Star. To quote again Col. Gore Browne, "they are called 'Merchant Navy' Class because we of the Southern want to pay tribute to those who go down to the sea in ships and occupy their business in great waters".

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Thanks to Colin Jeffreys for sending us these great scans for us to use, Colin posts pieces like this taken from Southern Railway Magazine on his twitter @SunnySouthSam.