



The Friends of the National Railway Museum

Briefing 12

South of England Group
Vice President - Captain Bill Smith VRD, RNR; Alan Pegler

August 1998

SoE GROUP DONATION TO RESTORATION OF *LORD NELSON*

On Saturday, 11th July, members of the South of England Group committee visited the base of the Eastleigh Railway Preservation Society at the Eastleigh Railway Works. In a short ceremony in typical English summer weather (it was raining), George Rutter handed across a presentation cheque for the appropriate sum of £850 to the ERPS Chief Mechanical Engineer, Malcolm Thomlin. This is the first of two donations which have been agreed with the Council of the FNRM towards the restoration of Lord Nelson.

The work on the engine is progressing well. The remaining boiler tubes were being removed on the day of the presentation. Members of the SoE Group committee were shown round the engine. The work so far has not highlighted any major areas of concern, the running gear is sound with little wear evident, the tyres appear to have plenty of thickness remaining and the body platework, including the tender, seems to have few areas of corrosion. The main unknown is the actual state of the boiler and firebox, whose condition will only be evident after it has been lifted. This is the component which could be the most expensive to repair should any major work be required.

The facilities at Eastleigh are very good. The engine is under cover - the same was not true of your editor when he was taking the photograph. The shed has good lighting from overhead sodium lights and additional wall lighting is to be installed to make work on the running gear and chassis easier. An inspection pit is available to help work underneath the engine and tender. Being within the Eastleigh Works complex, security is very good so there is little danger of theft. However, with the Eastleigh - Portsmouth line alongside the shed, there is plenty of opportunity to make the general public aware of the project.

Support has been given by local companies, including Wessex Traincare, who are in the adjoining works complex. With the restoration expected to cost around £100,000 (subject to detailed inspection of the boiler) additional sponsorship and donations are still needed. The SoE Group will continue to help the ERPS in helping to raise awareness of the project and assist in raising funds. This includes the sale of various "*Lord Nelson*" mementos, including mugs and badges which are available from the sales stand. If you want to make a donation towards the project contact George Rutter (address overleaf) who will be pleased either to take your donation to add to the SoE Group contribution, or give you the contact details of ERPS.

George Rutter (right) presents the cheque to Malcolm Thomlin, Chief Mechanical Engineer of the Eastleigh Railway Preservation Society in front of "*Lord Nelson*"

FNRM SoE party admire a model N.E. 2-6-0 loco at Hardwick Central

SUMMER OUTING - GREAT COCKCROW RAILWAY

The Summer Outing took place on Sunday 28th June to the Great Cockcrow Railway near Chertsey. The railway, which is owned by the publisher Ian Allan, is an extensive 7¼ inch gauge line. There is a large collection of locomotives, owned by members of the railway's support group. One engine, a model of a WD 2-10-0, is on loan from the NRM.

Perhaps the main claim to fame of the railway is its fully proto-typical signalling using a mixture of miniature semaphore and coloured light signals. These are controlled from 3 separate boxes, each sunk partly into the ground so they appear more in scale with the railway when viewed outside. Two of these have fully interlocked electrical lever

frames recovered from Crewe South and South Croydon; the third is a manual frame from Purfleet. Original bell instruments have been supplemented by a Westinghouse computer-based train describer.

Our group of 22 members and friends were taken on a special guided tour of the locomotive works and sheds, and a look behind the scenes in all three signal boxes and the associated relay locking rooms. Our tour culminated in a special 7 coach, double-headed train around the full line. Our trip took some 45 minutes, such is the extent of the railway and, despite the maximum grade of 1 in 50, made good speed. For once this summer, the rain held off, so we enjoyed the trip in comfort.