



# The Friends of the National Railway Museum

Briefing 14

## South of England Group

Vice President - Captain Bill Smith VRD, RNR; Alan Pegler

March 1999

### South of England Group AGM 11th January 1999

Here are a few additional points to complement the brief report in the Review.

In addition to the 20 members in attendance, we had seven guests and apologies from John Dixon, Alan Pegler and Richard Hardy. George Rutter's overview of last year's activities noted that we achieved a sales turnover of some £2200, despite having only 6 outings over 11 days; this yielded a profit of around £1000. A museum engine on the road produces much better results and we look forward to this year's work in support of Green Arrow (see separate item). As usual, we will be at "Steam on the Met" and are widening our activities to cover attendance at Model Railway Exhibitions.

At the meeting, we made a further presentation of £850 to the Eastleigh Railway Preservation Society to support the restoration of Lord Nelson. Jessy Moody, Vice President of EPRS gave us an update. The engine is now fully stripped, and most of the motion has been overhauled, much of it being in good condition. None of the tyres need turning which is a welcome surprise since they were never touched during its last 14 years of service. The tender is in less good condition, much of the inside plating being mainly filler. All the sides and the coal chutes have had to be renewed, the drag box needs renewal as do the tank tops. However, the tender bogies are in good condition, just one wheelset needing turning. The boiler was lifted from the frames on 22nd November and sent to Roger Pridhams for renovation, which was expected to be

relatively straight forward. However when it arrived and was subject to detailed inspection, it was discovered that the firebox has been badly eroded. This means that all the stays will need removal, even though they are in good condition, and the foundation ring will need attention. The Group still awaits an estimate for the work and then they will need NRM approval. This means that the restoration will take more effort and money than expected. On the positive side, two replica nameplates have been cast (each with EPRS cast in back to prevent confusion), a whistle has been donated, and a company has offered to sponsor the repaint of the locomotive. It is still the aim to have the job finished for the end of 2000. Some organisations are already talking to EPRS about the use of the loco when complete.

Keith Horne, the financial officer for EPRS, explained that when they agreed to take on Lord Nelson it was intended that it be a stand alone, self-financing project. However, No 828 has raised a good deal of money since restoration and, after setting aside sufficient money to cover its servicing and overhaul, the remainder will be put towards Lord Nelson. In addition the group has its own sales stand, selling relevant items such as miniature replicas of Lord Nelson name and number plates, plus cards of Lord Nelson and 828 at Portsmouth Harbour. Membership of the group has increased to around 200 as a result of Lord Nelson's arrival. Once estimates are available for the boiler and the remainder of the work, the group will put in a bid for lottery funding. Carol Breakwell, the group archivist, said a display of Lord Nelson memorabilia is being established at Eastleigh Museum. The original nameplate will go into the museum, subject to clearance from the Science Museum. Advertisements have been placed in local papers seeking additional items associated with Lord Nelson operations. Any memorabilia will be well received.

### Green Arrow Comes South

Green Arrow is now in the South of England and, on 13 March, was on display at Marylebone Station to celebrate the centenary of the station. The stand was there to support the locomotive. Despite the appearance of the photograph, below, there was a considerable amount of interest.

The Lord Mayor of Westminster came to cut the ceremonial birthday cake - and have a tour of the footplate of 60800. Also on display was EWS loco 66057 and Chiltern Railways' new Class 168. Green Arrow headed two well-loaded special returns to High Wycombe on Sunday 14th March.