

= SR N15X class =

The SR N15X class or Remembrance class were a design of British 4 @-@ 6 @-@ 0 steam locomotives converted in 1934 by Richard Maunsell of the Southern Railway from the large LB & SCR L class 4 @-@ 6 @-@ 4 tank locomotives that had become redundant on the London ? Brighton line following electrification . It was hoped that further service could be obtained from these locomotives on the Southern 's Western Section , sharing the duties of the N15 class locomotives . The locomotives were named after famous Victorian engineers except for Remembrance , which was the LBSCR 's memorial locomotive for staff members who died in the First World War .

In their new form the locomotives were similar in outline to the N15 class , though suffered from the expectation amongst crews that they were an improved version of this type . Despite this , their ability to accelerate well was put to good use on cross @-@ country trains between main lines . The class saw service into nationalisation in 1948 . All had been withdrawn by 1957 , with none preserved .

= = Background = =

With the impending electrification of the Southern Railway 's Central Section (the former LB & SCR lines) , the question arose as to what to do with the relatively new and powerful LB & SCR designs . Maunsell looked at the possibility of converting the LBSCR ? Remembrance ? or LB & SCR L Class 4 @-@ 6 @-@ 4 tanks built by L. B. Billinton between 1914 and 1922 . These Baltics had proved to be capable machines on the Brighton line , although their relatively low boiler pressure (170 psi or 1 @.@ 17 MPa) , the excessive difference between " first valve " and " second valve " on the regulator , and more particularly their small (8 in or 203 mm) piston valves in relation to their large (21 in or 533 mm) cylinders were a significant limitation , precluding their use on any other part of the Southern system . The decision was taken to rebuild them into more conventional 4 @-@ 6 @-@ 0 tender locomotives .

= = Conversion = =

All seven of the Billinton L Class locomotives entered Eastleigh works in 1934 for rebuilding , each leaving the works the same year . Conversion into the 4 @-@ 6 @-@ 0 tender type , entailed removing the trailing bogie , water tanks , and bunker , shortening the mainframes and fitting new cabs ; these were of the side @-@ window variety already used on the Lord Nelson class . At the same time there was a revision of the locomotives ' front end arrangement incorporating a " King Arthur " N15 type of blast pipe and chimney ; boiler pressure was increased to 180 psi (1 @.@ 24 MPa) , whilst the piston diameter was marginally decreased from 22 in (559 mm) to 21 inches (533 mm) .

The class received 5 @,@ 000 imperial gallons (23 @,@ 000 l ; 6 @,@ 000 US gal) bogie tenders from Robert Urie 's S15 class and Southern @-@ type smoke deflectors on either side of the smokebox . The result was classified N15X , the suffix corresponding to the old LBSCR designation for a rebuilt / modified locomotive . The conversion process created a locomotive that was similar in appearance to the N15 " King Arthur " class as modified by Maunsell in the 1920s .

= = = Naming the locomotives = = =

Two of the locomotives retained their original names : number 2333 Remembrance and 2329 Stephenson , whilst the other members of the L class , were newly named after famous railway engineers . The new locomotive names were suggested by Maunsell 's assistant , Harry Holcroft , and were distributed as thus :

2327 Trevithick , 2328 Hackworth , 2329 Stephenson , 2330 Cudworth , 2331 Beattie , 2332 Stroudley , 2333 Remembrance

2333 Remembrance retained its name as it had been the LBSCR 's designated memorial to

employees lost in the First World War . However the original LBSCR nameplates were straight for water tank mounting , necessitating new rounded plates to fit over the central wheel splashes (see colour plate in infobox above) .

= = Operational details = =

The rebuilding caused a certain amount of controversy among footplate crews , with some maintaining that one could not make so many changes and have a reliable locomotive at the end of the process . The class suffered on the South Western section from the expectation that they were an improved version of the N15 " King Arthur " class . Once this misconception was overcome , the class came into their own on the Basingstoke services , where their ability to accelerate well was put to good use . However , the rebuilds gained a reputation for rough ? riding and relatively poor efficiency when compared to the N15s , and were dissimilar in performance to the original L class locomotives , making them unpopular with crews . Because of this , the class was used on secondary duties , cross ? country and inter ? regional trains around Basingstoke rather than the heavy London to Exeter expresses for which they were intended .

Several of the class were loaned to the Great Western Railway between 1942 and 1944 to assist in bolstering freight power , of which there was an acute shortage on that railway during the Second World War . The class saw use after nationalisation in 1948 , though with increasing numbers of Bulleid Pacifics able to take over their duties , the Remembrance class began to be withdrawn from service during the mid @-@ 1950s , starting with Hackworth in 1955 , and finally Beattie in 1957 . The early withdrawal of the class ensured that none were preserved .

No. 2332 Stroudley featured in the opening shots of the 1945 film Waterloo Road .

= = Accidents and incidents = =

On 23 December 1955 , locomotive No. 32327 Trevithick was hauling a passenger train that ran into the rear of another at Woking , Surrey . The locomotive was deemed beyond economic repair and was scrapped at Eastleigh Works , Hampshire .

= = Livery and numbering = =

= = = Southern = = =

Under Southern ownership , the " Remembrances " were originally painted in Maunsell 's Olive Green livery as seen above , with " Southern " and the locomotive 's number on the tender tank . Wartime service under the Southern saw the locomotives painted in black livery with " Sunshine Yellow " lettering . Numbers allocated to the locomotives were 2327 to 2333 . After the war , the locomotives were turned out in Bulleid 's Southern Railway Malachite Green livery with " Sunshine Yellow " lettering .

= = = British Railways = = =

After nationalisation in 1948 , the locomotives ' initial livery was a slightly modified Southern Malachite Green livery , where " British Railways " replaced " Southern " in " Sunshine Yellow " lettering on the tender sides . From 1949 , the class was turned out in British Railways mixed @-@ traffic black livery with red and cream lining . The British Railways crest was placed on the tender water tank sides . Numbering was in the 32xxx series , as numbers 32327 to 32333 .