



ABOVE: **No.30772 *Sir Percivale*** makes a move away from Farnborough in 1960. The 'King Arthurs', if not sleekly handsome, were certainly purposeful in appearance. The large 5,000-gallon double bogie tender enhances the suggestion of size and strength. (Colour-Rail.com 340082)

BELOW: **No.30454 *Queen Guinevere*** briskly works an up South Western main line stopping train, consisting of five Bulleid vehicles in carmine and cream, past Bramshot in February 1957. No.30454 was from the first order for the Southern Railway N15s which were built at Eastleigh Works in 1925. (Trevor Owen/Colour-Rail.com BRS1973)

'KNIGHTS' OF THE SOUTHERN LANDS

The N15 'King Arthur' Class was the express version of Mr. Urie's two-cylinder 4-6-0 designs for the London & South Western Railway on which they were introduced in 1918. After the formation of the Southern Railway at the 1923 grouping, the new Chief Mechanical Engineer Richard Maunsell improved the original design in 1925 and added another 54 to make a total of 74. The legendary King Arthur and his knights, ladies and associated places became the naming theme for the class (see *BT 22/10* for more details) and fine locomotives they were.





ABOVE: A very agreeable portrait of No.30805 *Sir Constantine* during an 'R and R' break in front of the coaling stage at Ashford shed on 23rd July 1953. *Sir Harry* was from the final order for N15s delivered from Eastleigh in 1926/7. They were intended for use on the Central Section of the SR (the Brighton lines) for which they were given smaller 3,500-gallon six-wheel tenders due to weight restrictions.
(I. Davidson/Colour-Rail.com 308812)

BELOW: The signal is 'off' for No.30773 *Sir Lavaine* to depart from Eastleigh station with a service for Portsmouth on the evening of 15th August 1961. The 30 engines ordered in 1925 were constructed by the North British Locomotive Company in Glasgow and became known as 'Scotch Arthurs'.
(Gavin Morrison)





ABOVE: The 'once and future king' himself – No.30453 *King Arthur* undergoing overhaul in Eastleigh Works on 6th July 1958. The Arthurian naming theme was proposed by John Elliott, the SR's Public Relations Assistant to the General Manager. (Trevor Owen/Colour.Rail.com 392684)

BELOW: No.30804 *Sir Cadof Cornwall* speeds the down 'Kentish Belle' through Bromley in August 1958; two Pullman cars betwixt the carmine and creams with a green one at the back for variety. (Derek Cross/Colour-Rail.com BRS242)





TOP: Autumn colours help to set off No.30795 *Sir Dinadan* (with six-wheel tender) as it heads the 12.35pm Victoria-Ramsgate near Shortlands on 22nd October 1957.

MIDDLE: No.30794 *Sir Ector de Maris* makes a rather smoky departure from Ravensbourne with a Ramsgate train, splitting distant signals at the ready, on 21st July 1957.

BOTTOM: No.30796 *Sir Dodinas le Savage* has steam to spare as it drops down Sole Street bank with a Victoria-Ramsgate train in August 1958. (All by Ken Wightman from the David Clark Collection, by courtesy of Rodney Lissenden)





ABOVE: Looking sharp is No.30750 *Morgan le Fay*, photographed in the yard at Eastleigh on 24th September 1955; the small version of the early BR emblem looks rather lost on the large tender, though! This was one of the LSWR N15s, from a batch of ten ordered at the end of 1920 and entering traffic in October 1922. With changing motive power requirements on the Southern Region the Urie 'Arthurs' were the first to go; apart from an early scrapping in 1953, withdrawal began at the end of 1955 and was completed in 1958. (Trevor Owen/Colour-Rail.com 392642)

BELOW: No.30770 *Sir Prianus* has clean paintwork and polished metalwork to show while being coaled by crane and skip at Eastleigh shed. The plentiful stock of SR Bulleid Light Pacifics followed by the BR Standard Class 5s had reduced the front-line role of the 'King Arthurs', a situation hastened further following the Kent Coast electrification. As mentioned, the LSWR engines had been cleared out by 1958 and 1962 was to be the final year of the Maunsell ones, with *Sir Prianus* being the last to leave the scene that November. (Ken Wightman from the David Clark Collection, by courtesy of Rodney Lissenden)

