

New Headboards for Southern Region Trains

By D. E. BARNES



Down "Bournemouth Belle" approaching Surbiton, showing the new type of headboard attached to a "Merchant Navy" class locomotive

UNTIL recently, headboards of varying styles have been carried by named trains on the Southern Region of British Railways. They were designed primarily to suit "Merchant Navy" and "West Country" class engines and were attached to the locomotives by means of lamp irons, bolts and wing nuts.

With these locomotives it is not practicable to employ the standard type of headboard in use on other Regions. Conversely, it is not as a rule possible to transfer these boards to classes of engines other than that for which the boards were designed in the first place.

To save labour in removal and change a new type of board has now been designed which takes the form of a rectangular plate cast in light alloy and with radiused corners. It is now standard on all named trains running in the Southern Region except the "Golden Arrow" and "Night Ferry," which will continue

to use their existing and distinctive headboards. The plate engages the existing lamp irons placed at either side of the smokebox door at approximately boiler centre level. They can be attached at a moment's notice to practically any class of Southern Region locomotive or other types including the standard British Railways locomotives, which are fitted with additional lamp irons for this Region.

An interesting development is the production of locomotive headboards with accompanying roofboards designed by the Southern Region Public Relations & Publicity Department for each of the principal shipping companies. These headboards, which are in cast metal, are in the colours of the steamship company concerned, and bear a reproduction of the company's houseflag. The roofboards, which are additional to the normal Ocean Liner and Waterloo-Southampton Express boards carried



New boat train headboard carried by a "Lord Nelson" class locomotive, and the circular board still used by the "Golden Arrow" and "Night Ferry"

under standard practice, are produced with the customary cream lettering on red background. Barrier boards reconcile with the headboards borne by the locomotive. At present roofboards only are in use for the Holland-America Line, but it is expected that

head- and barrier-boards for this company will be introduced in due course.

The combination of a rapid means of identification with attractive appearance should prove to be a helpful and popular feature with both home and Continental passengers.



Roofboards on a Pullman car of the United States Lines "Statesman" boat train at Southampton Docks