
LNWR GEORGE THE FIFTH STEAM LOCOMOTIVE TRUST

JUNE 2012

Building a New George the Fifth

Dear Friends and Supporters,

This is to inform you about our project and the progress we have made. I am now delighted to tell you about the following exciting developments:

1. **LNWR Society AGM**, Camden, Saturday 26th May <http://www.lnwrs.org.uk/Events/index.php> I gave a short update on the progress we have made and recruited more members for our e-mail list. Afterwards we went on a tour of the Camden Railway Heritage Trail, led by two architectural historians. <http://www.crht1837.org/trail>. This gave a fascinating insight into the ambition and complexity of this visionary enterprise: including trains initially hauled up the Camden Incline from Euston by endless ropes driven by stationary winding engines; the roundhouse engine shed now a theatre; extensive warehousing and the stabling one thousand horses, recycling their excrement as manure; shipping it out to market gardens and back as vegetables. The stables and horse hospital are now part of the complex of clothing, music and food stalls at Camden lock, a huge tourist attraction.
2. **The NRM Railfest** presented a unique and high profile opportunity to promote our project from Friday 8 June through to Sunday 10 June. We had a prominent presence there thanks to the generosity of Brian Hall of the B17 new build project who generously shared their stand with us. <http://www.nrm.org.uk/PlanaVisit/Events/railfest2012.aspx>. We talked with many members of the public of all ages many of whom were enthusiastic about our project. We created a substantial e-mail list and recruited covenanters (regular subscribers); several people gave us donations. Our display included a full size photograph of the George the Fifth *Coronation* name plate thanks to one of the owners who kindly supplied us with a photograph. The Stevenson Locomotive Society kindly put on a short video showing the construction of *Coronation* and its emergence in from Crewe Works steam in shiny lined black gloss. The Webb Jumbo *Hardwicke* and the Coal Tank were there. We acquired our first bit of hardware – an LNWR whistle! It was presented to us by Robin Dean in the cab of *Hardwicke*. Robin told us he was given the whistle by someone at Wolverton carriage works some sixty years ago. He said it was from one of the two LNWR 0-6-2 tanks there which had just gone up to Crewe to be scrapped. He had hoped to save one of them and the whistle gift was in consolation!
3. **Website**. Following the launch of the Trust's website, we've now established a dedicated news-blog, which can be found here: <http://blog.lnwrgeorgetrust.org.uk/> and a twitter feed: <https://twitter.com/#!/LNWRGeorgeFifth>
4. **Publicity** We think our project has real traction because more and more people realise the importance of engineering to the future of a successful British economy. Many young people are interested in jobs in this sector. This locomotive and the LNWR represent the great engineering heritage that we need to rebuild.

We have sent a version of this newsletter to railway journals that have supported us in the past - *Steam Rail, Heritage Rail, Railway Magazine* - and *Rail*. The name of the locomotive will be important. Possibly a name with royal associations, such as *Coronation* mentioned above, might have considerable appeal. We welcome suggestions.

5. **Much more to do** Right now we need practical help such as book keeping, clerical/secretarial work, and people with campaigning and practical engineering skills. Offers of such help will be most welcome. We are seeking more people to fill key roles in our team such as engineering, money raising and finance. We need more backers. Later we'll need an auditor. We'll be interested in hearing from heritage lines that would be interested in using this superb locomotive. In due course we'll need a base for the construction of the locomotive. We invite exciting ideas for making this project a huge success.

Please contact us at georgevtrust@gmail.com

Best wishes,

Bruce Nixon

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