

LNWR GEORGE THE FIFTH STEAM LOCOMOTIVE TRUST

NEWSLETTER NUMBER THREE FROM THE LNWR GEORGE THE FIFTH STEAM LOCOMOTIVE TRUST

The October newsletter is a detailed update on progress since our last newsletter. Progress has been exciting and we hope that you enjoy reading about it and continue to support the project.

The Newsletter will contain:

- LNWRs 40th Anniversary meeting at Kidderminster Railway Museum
- Fabrication and Engineering update
- An exciting funding update
- A Registered Charity
- Laying out clear medium term objectives
- Miscellaneous news

LNWRs 40th Anniversary Meeting at Kidderminster Railway Museum

From the outset of it must be made clear the Kidderminster event was our most successful event to date this will be made clear later. The event itself was an eclectic mix of people, dioramas, models, nameplates; through to the coal tank and our new build display stand. The event featured a broad and interesting set of themes capturing much of what the London North Western Railway was (and the L&NWR Society still is) all about. By being able to talk to the members we gained much; important information on Schmidt superheaters; engineering opinions on various LNWR matters; old correspondence from Crewe; donated drawings, pictures, money and other offers of help. It truly showed the support we are beginning to fully garner from one of our closest support groups the LNWRs, a Society willing and able to help support our project in so many different ways and for this we are very grateful.

Tom Mainprize and Paul Hibberd gave a 45 minute talk based firstly around the George's history pictorially displayed and described, then on setting out the Trust's current position and how we plan to grow from the base we have built thus far. The final 15 minutes was dedicated to a question and answer session with various points being debated and discussed with present L&NWRs members, the diversity and depth of knowledge of the discussions lead to a very interesting and pleasurable finale to our day.



- * Top left is Paul Hibberd talking at Kidderminster doing our presentation on the project.
- * 2nd picture down on the left. Peter Stanton (centre) - our 'Competent Independent Person' for main line approvals. A professional railwayman and until recently chairman of the LNWR Society.
- * 3rd picture down on the left is Mrs. Muriel Higgs, widow of a fireman. She was displaying a number of historical objects pertaining to the LNWR.
- * 4th down on left is a number of LNWR nameplates from different classes on display at Kidderminster.
- * Tom Mainprize talking with a photo of Coronation on the screen.
- * Second down on right - Sirocco was the last survivor of the Precursors re-built to the George specification. It was the last surviving LNWR 4-4-0 and withdrawn in October 1949. Our trustee Bruce Nixon took a notable picture of it at Chester just prior to withdrawal.
- * Directly above is a nameplate from 'Coronation' - one of the Georges.

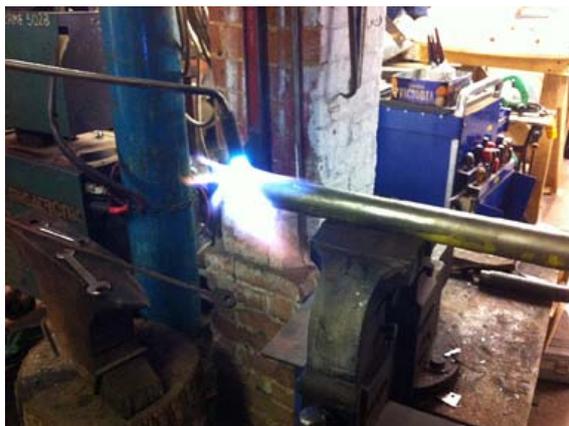
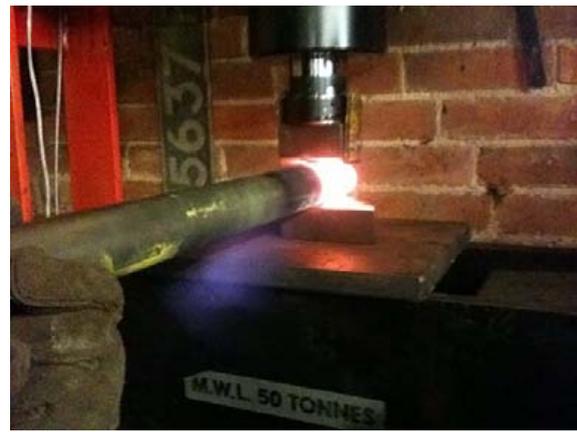


"Euston Departure. London & North Western Railway' No 2663 'GEORGE THE FIFTH' departs Euston, London, with the West Coast 'Corridor" Painted by John Wigston.

FABRICATION AND ENGINEERING UPDATE

The Smokebox Door - We have made significant inroads in to completing the smokebox door, the first LNWR door to be fabricated for at least 60 years. Jamie Keyte Ltd. is undertaking the work and is currently working through stage 2 of the 3 part contract. Stage two is essentially the fabrication of all the door components; dart, dart handle, the classic LNWR wheel, and dart collar; once this is complete we move into Stage three, which is the assembly stage. We are very much at the 'sharp' end and very close to completion! See the below pictures describing the work being undertaken and the physical product to our work, all the work is compliant with modern mainline requirements (subject to VAB clearance) even to the point where the drawings are metric-cated!

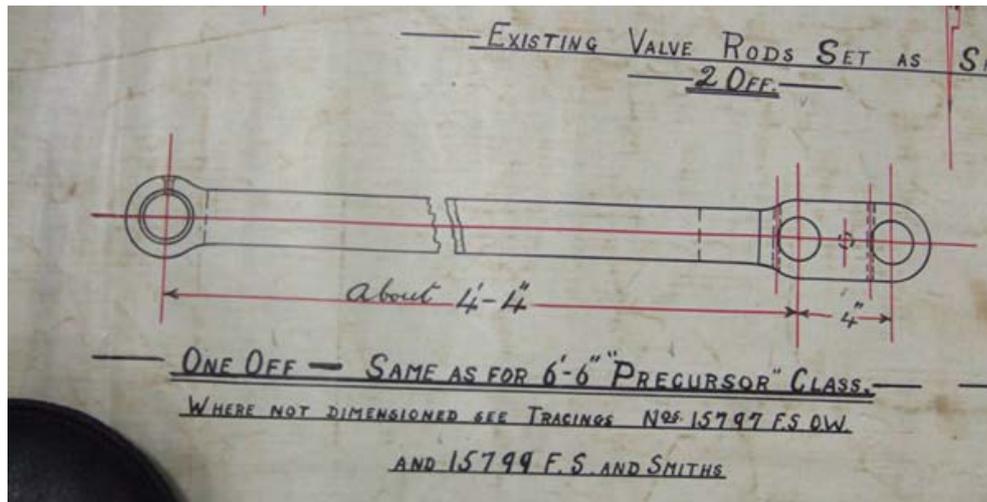




The Frame Plates - This is our main focus currently, with engineering discussion and consultation ongoing. The issues left to resolve revolve around the strength of the main frame plates. Georges originally had 1 inch thick frame plates with strengthened areas around the axleboxes/hornguides, and where the two sections of the frames were spliced together giving a thickness of +2 inch around the cylinder block. The issue is Tata only cut in frame plates in a uniform thickness so we are looking to increase the thickness uniformly by 1/16th to 1/8th whilst the use of modern materials will give us greater strength than the originals complying with our mainline requirements.

The frames will be done in two sections as per the original and then spliced together. We are thus creating strengthened frames whilst reducing the risk of fractures at the area where fractures became a problem in Georges later years. The area most at risk was where the strengthened section around the axleboxes/ hornguides met the 1 inch thick frame plate in front of the leading driving wheels. Uniform thickness will help reduce the areas vulnerability as a 'weaker spot' will not exist and stresses transmitted and dissipated equally over the frame surfaces.

Joy Valve gear - We have tasked Richard Coleby (ex-Derby technical centre) to evaluate valve gear events of the Georges so we could locate inaccuracies and correct them as necessary. It may surprise you that the Georges valve gear was inaccurate, in the sense there were mistakes from the drawing board that were never corrected! For example the valve rod was always ambiguous size (see the picture over) on the drawings and this inaccuracy then produced on the Works floor. This was due to the LNWR giving full licence to the Schmidt Superheater Company not only to design the superheater, but to design the valve gear as well. This is classic British policy, reduce liability and then blame the third party for any mistakes, in this case the Germans! The inaccuracy was known about by 1914 but due to World War I intervening Anglo- German relations and dialogue



with Schmidt became somewhat impossible! The valve gear was left as built as it did not detract from performance seriously or add any extraordinary cost to maintenance per annum. The consequence was the Georges were left with two heavy beats followed by two light beats. Our reasoning for looking into the issue is to minimise its impact on maintenance over the life span of the locomotive, thus reducing cost and wear too.

FUNDING UPDATE

Partly due to the event at Kidderminster and other generous donations we have met our obligations to release the first tranche of matching funds, this means we have now raised £10,000+. We are now very close to the second instalment and any contribution is most welcome! More information can be found on our website. This is the most significant and exciting development in the sense it enables the group to activate the medium-term objectives.

A REGISTERED CHARITY

The Trust applied successfully to the Charity Commission to become a registered Charity, the higher status means we achieve a higher profile and are subject to a more rigorous operating regime supervised by the Charities Commission. In short this should help give the public confidence in the way the charity conducts its affairs and it may help the Trust to access grants from elsewhere. Only about half the charities in the UK are scrutinised solely by HMRC, the top half in terms of income have the additional prestige of being assessed by the Charities Commission.

MEDIUM TERM OBJECTIVES

Unlocking the next instalment of matching funds - We are only £2,000-£3,000 away from unlocking the next instalment of matching funds. You'll find forms at the end of this newsletter and other online methods of donation on our website. Your help is greatly appreciated!

Firstly we aim to establish our home base and erecting shop around the Crewe area. There is no need to justify our choice on this point. Once our home base is agreed we will be able to order the frame plates; a substantial milestone in building any locomotive. We are actively seeking suitable Patrons. We are also seriously considering fabricating the nameplates if our preferred name is given clearance from the relevant body, a name highly suitable to an LNWR engine and able to reach an audience much like 5551 'The Unknown Warrior'.

MICELLANEOUS NEWS

Steam Railway correction and response - In Steam Railway's most recent magazine they printed an article on progress on the George, it to say the least is an extremely poor piece. Here is the article in full:

'George V' £50k pledge

The proposed new LNWR 'George the Fifth' 4-6-0 can really get off the starting blocks following the promise of £50,000 if its supporters can raise the same amount themselves. This is five times the sum originally offered by the anonymous benefactor, and paves the way for ordering of at least the main frames. Until now, progress has been limited to the smokebox door.

Response - As our readers are no doubt aware we are not building a 4-6-0 but a 4-4-0. Also there is a mistake with the the article implies our matching funds arrangement has suddenly appeared. We have in fact had the benefactor in place since announcing the Trusts existence to the media (Railfest 2012) and his offer was to match donations up to £50,000 from the outset. We have met the requirements to release the first instalment of matching funds, and as stated above we are very close to the second instalment. I hope this goes some way in correcting the errors in this article. These mistakes notwithstanding, we are glad to see the heritage rail media (not forgetting Heritage Hub) reporting on our project. We would of course like to see hope that there'll be fewer mistakes in the articles on us in Steam Railway articles and we kindly invite them to contact us to discuss the project in detail for any forthcoming article.

Another whistle - To our great surprise we have been donated another whistle, this time it is not a LNWR but a L&Y whistle. The whistle is off the last L&Y 4-6-0, and which the donor bought himself from Horwich Works in 1951, meaning it has significant historical importance. Our intention is to sell it to raise funds for the project, firstly we are trying to get the physical proof to prove that this is of the last 4-6-0. This is not to doubt the generous donation but for the purposes of accurately selling the item as stated above. We aim to offer it to suitable Locomotive groups and societies first with the last option being general sale or auction. If anyone has any information that may be of use in relation to the whistle we would be very grateful.

Many thanks from George's 'Mission Control'
PLEASE SUPPORT OUR GEORGE WHERE EVER POSSIBLE!



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Hertfordshire,
SG9 9AH.



Donations

I wish to make a Monthly Donation of £ _____

Please complete the Standing Order details below, the personal details on the right and the Gift Aid declaration if you are a UK taxpayer.

I wish to make a One-off Donation of £ _____

Please enclose payment in the form of cheque, postal order or bankers draft and complete the personal details to the right and the Gift Aid declaration if you are an UK taxpayer.

Please make your cheque, postal order or bankers draft payable to:

LNWR George the Fifth Steam Locomotive Trust

And send the completed form to:

Mr P Hibberd, 62 High Street, Buntingford, Herts, SG9 9AH, UK

CUT HERE

Standing Orders Mandate for Monthly Donations

Account Holders Name _____
 Bank/Building Society Name _____
 Branch Sort Code _____
 Branch Address _____

Please pay the amount of £ _____ from the account detailed in this instruction on the 15th of each month until ___/___/20___ or until further notice to the following account.

BANK: Barclays Bank SORT CODE: 20-73-26 ACCOUNT: 33862291
 ACCOUNT NAME: LNWR George the Fifth Steam Locomotive Trust

Signed _____ Date _____

You can cancel a standing order at any time by contacting your Bank or Building Society. Please detach this side of the form and send it to your Bank or Building Society. Remember to send us a copy at the address listed at the bottom of this form.

Title: Mr/Mrs/Ms/Miss/Dr/Prof/Other _____

First Name _____

Surname _____

Address _____

Postcode _____

Email Address _____

Telephone _____

I am making a donation & have completed the Donation and/or Standing order Mandate and Gift Aid details.

I am considering making the LNWR George the Fifth Steam Locomotive Trust a beneficiary of my Will. Please provide more information.

The LNWR George the Fifth Steam Locomotive Trust is already a beneficiary of my Will.

Gift Aid Declaration

You must pay an amount of Income Tax and / or Capital Gains Tax for each tax year that is at least equal to the amount of tax that the **LNWR George the Fifth Steam Locomotive Trust** reclaims on your gifts for that tax year. Note that VAT and Council Tax do not qualify.

Gift Aid cannot be claimed without your full name and address above and that you can cancel this declaration at any time. Please notify the Trust of any change in your name or address.

Your personal information will not be given or on sold to third parties.

Please tick if you would like all donations to be treated as Gift Aid. I enclose payment for £ _____

Signed _____ Date _____

Find Out More

We would be happy to discuss how your valuable gift can help the objectives of the Trust. Contact us by entering your contact details above and sending it to the address below. You can also email us at: GeorgeVtrust@gmail.com.

UK Charity 1153991

LNWR George the Fifth Steam Locomotive Trust, 62 High Street, Buntingford, Herts, SG9 9AH