

These superb locomotives were designed by Wilson Worsdell in 1893 and 110 of them were built between 1894 and 1901, at the North Road Works of the North Eastern Railway in Darlington. They became the standard passenger tank locomotive for the north of England.

All but two of the locomotives survived into the 1950's, the last one being withdrawn in 1958.

Not one of these locomotives was preserved and the class became extinct. These remarkable locomotives ran for over 60 years, with only minor modifications, only to be



withdrawn when replaced by the, then new, first-generation diesel multiple units.

For a share application form and prospectus please fill in your details on the form below and return it to the Company Chairman

#### Contact Details

Name \_\_\_\_\_

Address \_\_\_\_\_

Post Code \_\_\_\_\_ Tel. No. \_\_\_\_\_

e-mail \_\_\_\_\_ Date \_\_\_\_\_

Please return to  
Dr. M. R. D. Wood, Low Waterhouse Farm,  
Esh Winning, Co Durham DH7 9NH  
chairman@g5loco.co.uk

Or contact  
Mr R Maughan on 07764 304 210  
Email g5locomotive@gmail.com

Thank you for your interest. Data Protection Acts: You are advised that the details on the membership application form may be held on a computer file.



# G5 PROJECT

New Build G5

[www.g5loco.co.uk](http://www.g5loco.co.uk)



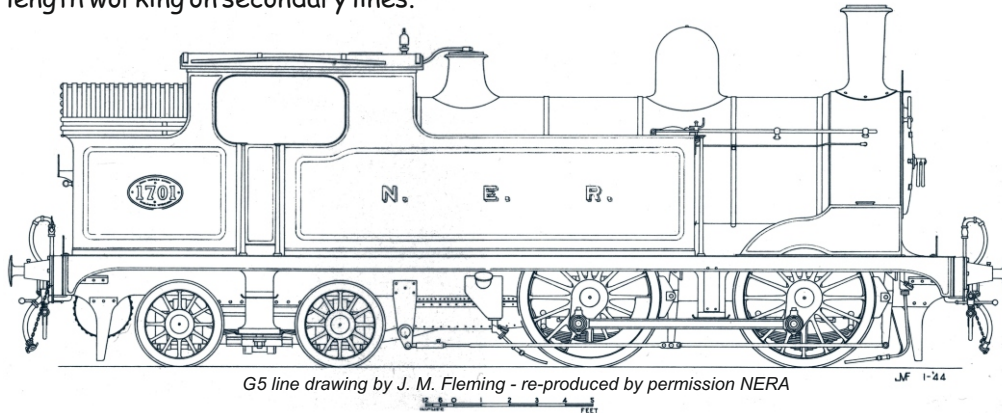
Come on board  
with a growing band of  
G5 supporters building  
this new steam locomotive

There is an increasing shortage of first class, working, steam locomotives of this size and capacity for use on Heritage railways. Most small to medium sized locomotives are over 60 years old with all of the problems associated with age. In addition, many of the preserved industrial-type locomotives are either too small or do not have the capacity to cope with longer, heavier, trains.



## Proposal

The 'Class G5 Locomotive Company Ltd' was formed to build the locomotive, from scratch, and operate it on Heritage railways. In February 2009 we took the major decision to build the locomotive to 'main-line' standards. With main-line certification, this locomotive will be capable of undertaking short to medium length working on secondary lines.



The locomotive is being built in distinct units, i.e. boiler, wheel sets, frames etc. Each unit is paid for on completion and will belong to the Company from the onset. We have amassed more than 130 of the original drawings for the locomotive which provides accuracy and authenticity to the project.

We have, however, had to make some compromises to comply with modern regulations, such as the use of an all-welded boiler rather than the traditional rivetted construction. These changes have been inspected, approved and are registered at Lloyds for insurance purposes. There are others, such as moving the Westinghouse pump from the cab to the front of the tank, modifications to the bogie and the replacement of wooden buffer beams by steel, which have been done for expediency. However, none of these changes will detract from the external appearance of such a beautiful piece of Victorian design.

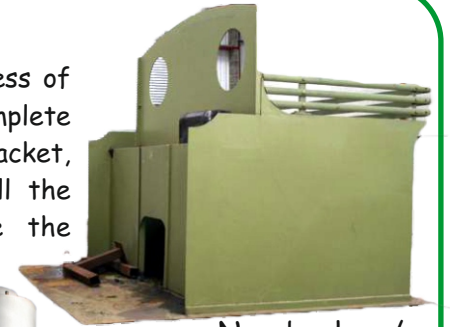
## Operational & Long Term Plans

Once the locomotive is complete, we anticipate the trails and running-in will be done on a Heritage railway based in the north east of England so we can monitor progress. When complete, the locomotive will be available for hire by any Heritage Railway. In the process of building the G5 we have built up a large number of patterns which; with sufficient interest and finance could be used to construct another G5, or a closely related Worsdell designed locomotive such as an N8/9/10.

# CLASS G5 LOCOMOTIVE COMPANY LTD.

## Current Status

The leading axle/wheel-set is in the process of being assembled. The frames are almost complete and only require the fitting of the motion bracket, which needs machining before fitting. All the driving wheels are cast and we have the Westinghouse pump. The crank axle is the last major component required to build this loco and allow it to roll on its own chassis.

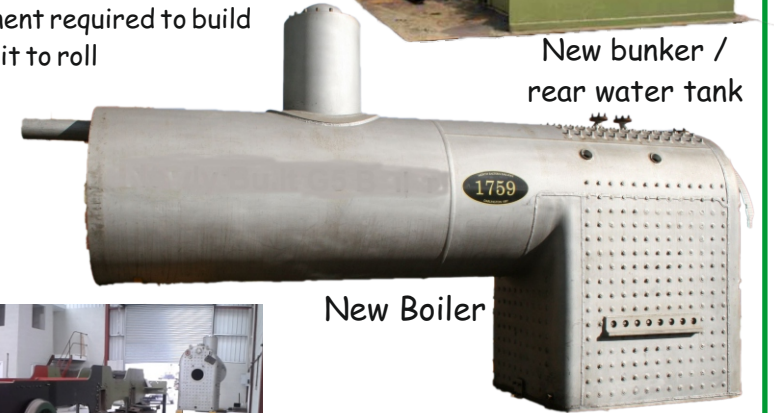


New bunker / rear water tank

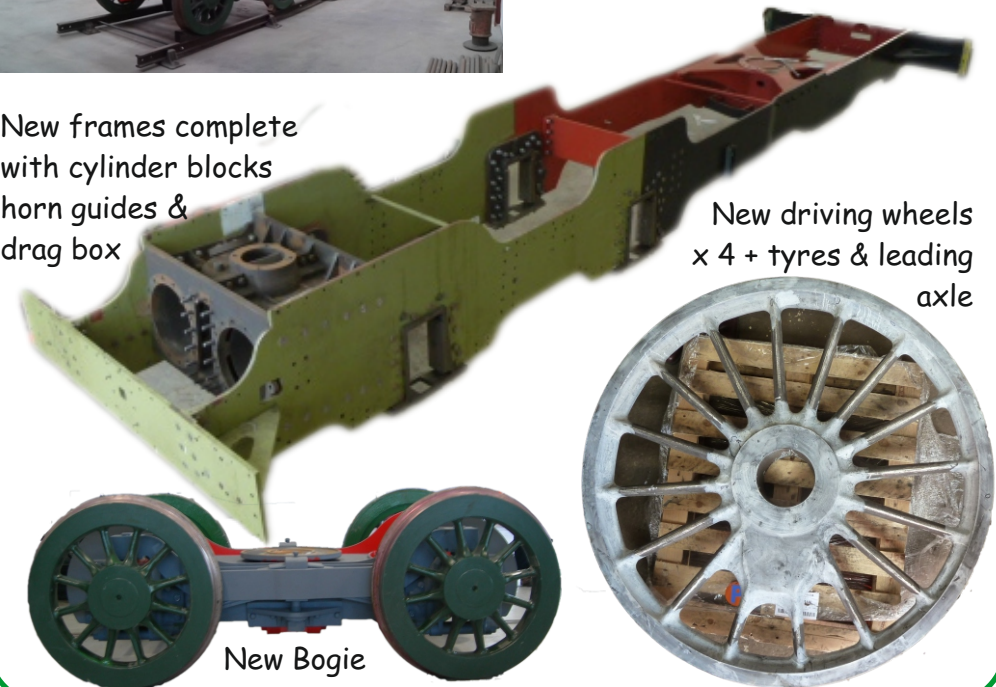
## New Home of the G5



New Boiler



New frames complete with cylinder blocks horn guides & drag box



New driving wheels x 4 + tyres & leading axle

New Bogie