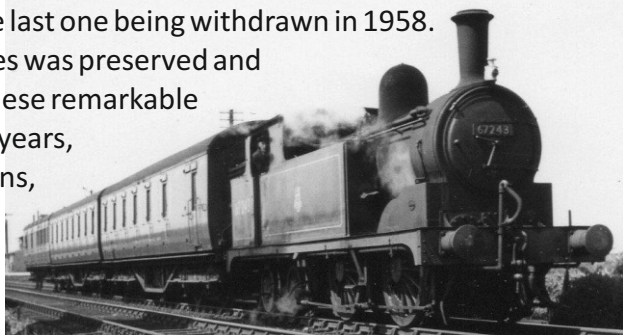


These superb locomotives were designed by Wilson Worsdell in 1893 and 110 of them were built between 1894 and 1901, at the North Road Works of the North Eastern Railway in Darlington. They became the standard passenger tank locomotive for the north of England. All but two of the locomotives survived into the 1950's, the last one being withdrawn in 1958.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 These remarkable locomotives ran for over 60 years, with only minor modifications, only to be withdrawn when replaced by the, then new, first-generation diesel multiple units.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. \_\_\_\_\_

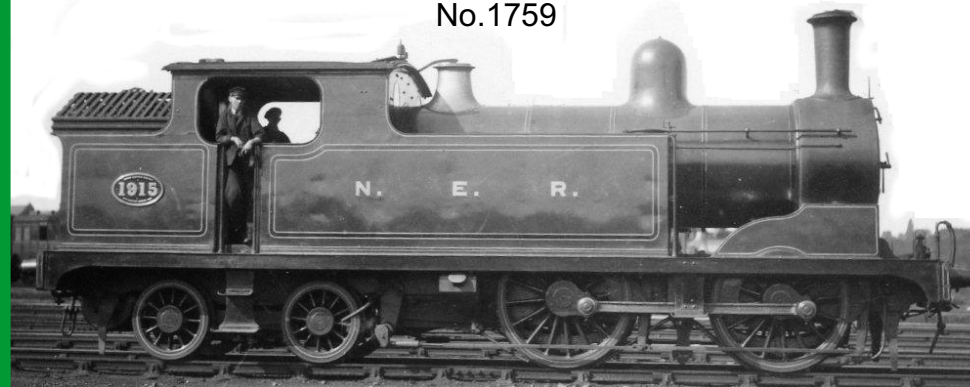
e-mail \_\_\_\_\_ Date \_\_\_\_\_

Please return to the Chairman Dr. M. R. D. Wood  
Rocklea, Front Street, Ingleton, Darlington, DL2 3HL,  
Tel. 01325 730 482 evenings, 07974 969 058  
or contact Mr R. Maughan 07764 304 210  
or email [g5locomotive@gmail.com](mailto:g5locomotive@gmail.com)

# THE G5 PROJECT

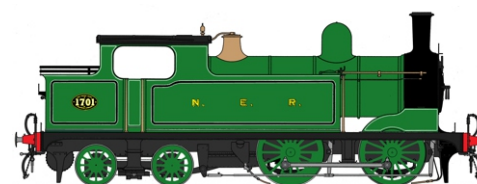
## Project Aim

The design, construction, promotion and operation of a Worsdell Class O, LNER Class G5 0-4-4 passenger tank locomotive  
No.1759



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.

**Come on board with the G5.  
Join a growing band of  
supporters building this  
new steam locomotive**

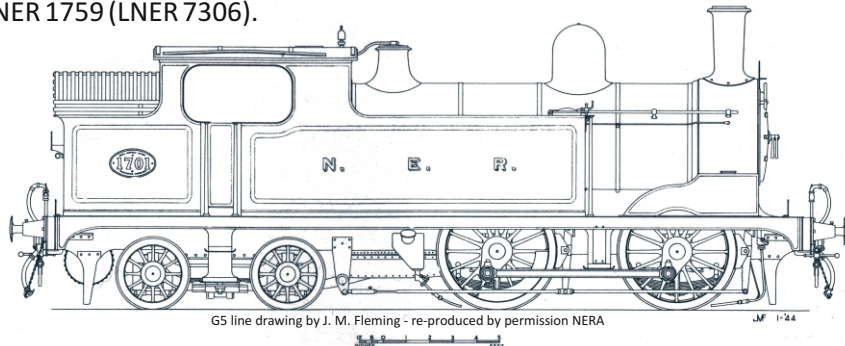


[www.g5loco.co.uk](http://www.g5loco.co.uk)

## CLASS G5 LOCOMOTIVE COMPANY LTD.

The Class G5 Locomotive Company Limited (CG5LCo) was founded in 2007 by a group of like-minded railway enthusiasts to build a full size North Eastern Railway Class 0 (LNER Class G5) 0-4-4 Passenger Tank Locomotive for use on preserved heritage railways. The CG5LCo has obtained copies of over 130 of the original sets of drawings for the locomotive which are being redesigned and updated, where appropriate, as construction progresses, e.g. all steel buffer beams instead of wood composition, rocking grate for the fire box to reduce labour etc.

The locomotive has an all welded boiler and is in full compliance with current pressure vessel regulations. The plans have been fully inspected, approved and registered at Lloyds for insurance purposes. The locomotive is being constructed so that the external appearance will be as near as possible to the original prototype. Numbering is to be NER 1759 (LNER 7306).



G5 line drawing by J. M. Fleming - re-produced by permission NERA

The locomotive is being constructed in distinct components and as each stage is reached it is costed and competitive tenders obtained for the work. It is being assembled in our own workshop at Hackworth Industrial Park in Shildon, Co. Durham, DL4 1HF.

When completed the locomotive will be certified for use on heritage railways and construction will be to standards required for operating on Network Rail track. However, in view of the costs for main line certification, this certification will be held over until there is an economic justification.

David Elliott, the Director of Engineering, of the Tornado and P2 project is acting as consultant for the G5 locomotive construction. Wherever possible components are being sourced and manufactured in the UK from companies with the necessary skills and experience. Use is being made of modern materials and construction methods to take advantage of any appropriate technical advances.

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.

## CURRENT STATUS

The frames are complete together with all the cylinder blocks and major castings. They are supported by the finished bogie.

The boiler; the largest steam engine boiler built in GB for the last 50 years is finished.

The rear cab and bunker is finished, the side and front plates are cut.

The leading wheelset is complete and the trailing wheelset is nearing completion.

The slide bars and motion bracket are fitted and the coupling rods, main springs, piano cover and sandboxes are finished

The smokebox + door and chimney are complete.

A rolling chassis should be achieved soon.

Many smaller components such as the Westinghouse pump and Wakefield lubricators have also been purchased.

