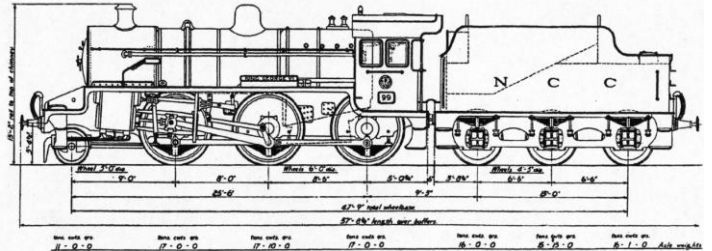




**RAILWAY
PRESERVATION
SOCIETY OF
IRELAND**

LMS(NCC) LOCO APPEAL

This appeal is for funds to complete the return of locomotives No.4 and No.103, back to mainline service.



LMS NCC WT class 2-6-4T No.4 last steamed in 2020 and is the next locomotive to be restored to mainline service. Work is continuing alongside the reconstitution of LMS NCC W class 2-6-0 No.103 at our workshops at Whitehead.

There were 15 W class Moguls, built between 1933 and 1942 and they were the mainstay of NCC mainline services until supplanted by diesel traction in the 1950's and 60s.

There were 18 Ivatt WT class (tank engine versions of the W class), built between 1946 and 1950. They were the most modern steam locomotives in Ireland and also one of the most useful, nicknamed the 'Jeeps' by Belfast's York Road Works because of their 'go anywhere' capability, just like the army Jeeps common in post WW2 times. The WT class were operational until the end of steam trains in the British Isles, indeed, No.4 is likely to have been the last mainline steam locomotive in operational use anywhere in the British Isles, closing the steam era in 1971.

Both the Mogul and the later 'Jeeps' (like RPSI No.4) were based on the very successful LMS 2300 class tank engines, which provided the design of the working parts and boiler. All of the essential drawings have been located either in the RPSI's possession or from other sources.

Both locomotives, being of the same basic design, share many interchangeable components. A substantial quantity of original parts is fortunately available for both locomotives. The boiler for the Mogul will also fit No.4. Both locomotives are being restored side-by-side in the Dunleath Workshop at Whitehead.

Our gratitude is expressed to all who have contributed to the projects so far, not only in monetary terms but by donating vital parts – this includes a chimney and several valve gear components. Although progress has been considerable on both locomotives, much remains to do and the value of small components (the less obvious items like springs, axle bearings, pipe fittings, superheater elements and so on) bear a hefty price tag which like everything else is always increasing.

Please help us with this exciting & unique engineering project.



In October 2024, No.4 was shunted by resident 0-4-0ST 3BG for removal of the side tanks. These are now stored on a wagon awaiting refurbishment and return to the locomotive. The boiler was lifted from the frames in November 2024 (AP Lohoff)

On the 13th July 2025, in the Dunleath workshop at RPSI Whitehead, the inner firebox is lifted into the outer firebox of the Mogul boiler, for a trial fit. The rebuilding of boiler G8.24 is at an advanced stage. The outer shell is nearly complete and shortly to have the inner firebox fitted. The boiler (LMS designation G8 AS), with minor adjustments, can be used in either Mogul or Jeep. Both Jeep and Mogul boilers are being worked on side, by side, at Whitehead. (N Lawrence)



As of mid-2025, the Mogul frames are seen in the Dunleath Workshop. The saddle and stretchers are in position. Riveting of the frames is to commence soon. Both the Mogul and the later 'Jeeps' (like RPSI No.4) were based on the LMS 2300 class tank engines, which provided the design of the working parts and boiler. (N Lawrence)

A significant amount of work is required to return both locomotives to the main line including:

- We've been fortunate to receive a grant from the Heritage Council, to assist with the machining and fitting of valve liners for No.4
- Completion of boiler work (renewal/fitting of hundreds of side stays, crown stays and re-tubing)
- Refurbishment of motion, suspension and drawgear with associated reassembly, testing and commissioning
- Replacement of the pony-truck axleboxes on 4. Re-metalling and machining of all axleboxes on 4 and 103
- New ashpans, firebars and new/refurbished rocking grate mechanism
- New/refurbishment and re-commissioning of AWS-TPWS, electric lights and train radio equipment
- One thing we do not need to do is replace the locomotives tyres on either locomotive. Tyres for both locomotives were acquired together in 2018 and will last many decades before needing replaced again



Why we are asking you to donate to this appeal:

- We are working towards a return to the mainline railways of Northern Ireland, and we need to ensure that these restorations are completed, to provide locomotives for both Belfast and Dublin operations.
- We are incredibly fortunate to have engineering facilities in the Dunleath Workshop at Whitehead, where work is carried out by skilled staff and volunteers (as appropriate). By donating, you are maximising the use of this resource. Specialised and heavy work is carried out, where necessary, by contractors.
- We have enjoyed having GNR(I) locomotives in traffic in recent years. LMS NCC locomotives will bring variety and a welcome return of consistent performers and crew favourites.

Please consider donating generously towards these exciting projects.

Keep up to date with the progress of the restoration at steamtrainsireland.com



facebook.com/steamtrainsireland
[@RPSItrains](https://twitter.com/RPSItrains)

How you can help:

Your name: _____

Your address: _____

Your postcode: _____ Your Email Address: _____

Gift Aid

I am a United Kingdom taxpayer and wish to Gift Aid my donation – please tick: ☐

Option 1 – Standing Order

An effective way to help with minimal impact to you. Does your employer operate a give-as-you-earn service from which you could donate to the RPSI? Please remember to email us and tell us if you set this up, so we can link your donation to the Locomotive Appeal. To the Manager:

Name of your bank: _____

Branch address: _____

Sort Code: _____ Account: _____

Please pay €/£* on the (date) _____ of each month to the account of the Railway Preservation Society of Ireland (*please delete as appropriate):

Sterling only to Bank of Ireland, Glengormley (Account 90-23-89 / 49087661 / IBAN: GB05 BOFI 9023 8949 0876 61)

Euro only to Bank of Ireland, Ranelagh (Account 90-01-72 / 17529453 / IBAN: IE81 BOFI 9001 9917 5294 53)

From: ____/____/20__ (date of first payment) until (delete as appropriate) further notice or ____/____/20__ (date of last payment)

I confirm that my account will contain adequate funds to cover payments on due dates.

Signed: _____

To receiving bank: Please quote ref “Loco Appeal” on all payments.

Option 2 – a one-off bank transfer.

Using your online banking, make your donation to:

Sterling only to Bank of Ireland, Glengormley (Account 90-23-89 / 49087661 / IBAN: GB05 BOFI 9023 8949 0876 61)

Euro only to Bank of Ireland, Ranelagh (Account 90-01-72 / 17529453 / IBAN: IE81 BOFI 9001 9917 5294 53)

In the reference section please state “NCC” and then your surname and initials. We would appreciate if you could email us at info@steamtrainsireland.com to let us know that you’ve made a donation.

Option 3 – a one-off postal donation

I wish to donate the sum of €/£_____ to the Loco Appeal.

I enclose a Cheque/Bank Draft/Postal order made out to “The RPSI”.

(Please note, this must be “The RPSI”, and **not** anything else.

THANK YOU.

Please post your completed form to:

RPSI – Loco Appeal, Castleview Road, Whitehead, Co. Antrim, BT38 9NA