

***Want to see this
again?***



RAILWAY PRESERVATION SOCIETY OF IRELAND

HELP TO PRESERVE AN EXAMPLE of the ONLY FOWLER DESIGN STILL IN RAILWAY SERVICE

Henry Fowler's 5 ft. 9 in. 2.6.4Ts of 1927 with their long valve travel were surely his most successful achievement. One of them has been timed at 92 mph on an up Watford local, while speeds of 80 mph were regular with them.

Thus when the N.C.C.—the L.M.S.'s Irish subsidiary—needed new EXPRESS engines in 1932, the type chosen was a mogul—based on the Fowler 2.6.4Ts but with 6 ft. 0 in. wheels.

The success of these led to a tank (2.6.4T) version which first appeared in 1946. The Irish 2.6.4Ts proved just as capable as their prototype of eighties on suburban trains—this speed being attained even on a run as short as the 6.7 miles from Greenisland to Belfast, start-to-stop.

In 1958 they showed themselves able to keep time on the accelerated schedules introduced on the former N.C.C. for diesels—involving mile-a-minute averages over distances as short as 12.2 miles between stops.

At the other end of the traffic scale they have been known to tackle as much as 850 tons up a 1 in 97 grade on a "Stone" train.

Transferred to the G.N.R. section, some of them had to be given the status of first rank express engines as the G.N.R. 4.4.0.s were withdrawn. One engine actually managed a run of 112.6 miles non-stop, and when fitted with bunker extensions, increasing their coal capacity to five tons, they proved able to work 225 miles between coalings. On shorter trips they sometimes approached, though

with lighter loads, the famous G.N.R. 1932 times—a remarkable feat in modern conditions. Another exploit was the haulage of eleven bogies from Belfast to Dundalk involving a climb of nearly nine miles mostly at 1/100.

No. 4 of the class recently set up another record for a tank engine by working an eight-coach train over a continuous run of 169 miles on an RPSI Railtour.

As these engines are now nominally maintained only to a standard suitable for the "Stone" trains (which run at goods train speeds) 4 could not be allowed to show her paces ; for the same reason we shall not again be able to borrow one of these engines for a Railtour.

THE ONLY ANSWER IS TO ACQUIRE A 2.6.4T AND HAVE HER OVERHAULED—we are assured of N.I.R. co-operation in such a project.

A second express engine would enhance our long-distance Railtours considerably and is indeed almost a necessity for them.

The 2.6.4T, besides forming an attractive contrast and foil to the classic lines of 171, is an ideal engine for practical preservation, being rugged, easy to maintain and independent of turntables, while a rocking grate and comfortable footplate will appeal to enginemen and shed staff.

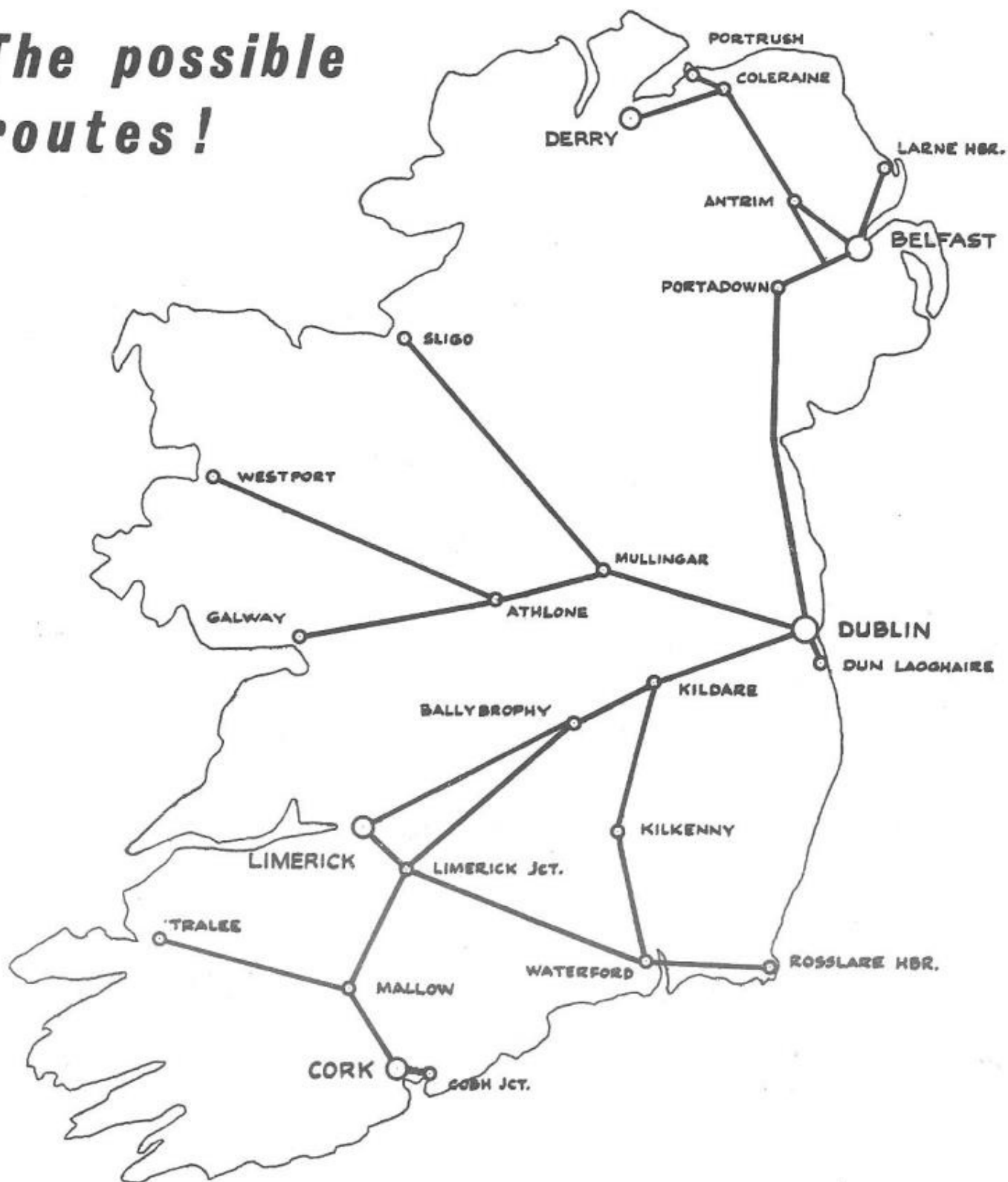
These Engines will be withdrawn from active service early in 1970

AT LEAST £5,000 IS NEEDED

Save an example of the last working steam class in the British Isles

You are not buying an engine to sit in a shed or trundle up and down a single figure branch line. Once we can guarantee the soundness of this engine, she will be able to run over hundreds of miles of main and secondary lines.

The possible routes!



COVER PHOTOGRAPH - C. CLENDINNING.