

4253 Supporter

News

The 4253 Company is a
non-Profit, non-political organisation

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News Editors are Dave Farnham and Kelvin Williams

Email us at: gwr4253news@gmail.com

Slow and steady start – but back to work

HAVING submitted the necessary risk assessments to the K&ESR management, a small 4253 workforce returned to Rolvenden a couple of weeks ago for a tentative Tuesday morning start.

It was a slow and steady beginning with numbers kept low on a carefully controlled roster system. On a weekly basis, volunteers can put their name down for the usual Sundays, Tuesdays, or Fridays, with work concentrated on 5668 tanks while the 4253 boiler is away in Liverpool. Volunteers who initially come on site are asked to read a set of rules of do's and don'ts regarding the new methods of working to ensure their safety and that of their co-workers. Fortunately, a lot of the tank plate work can take place outside with much rivet hole drilling to be done, with some work in the boiler room on the main tank construction. This method of working allows for social distancing, with volunteers spread inside and outside the bunko booth. Our large gazebos have certainly come into their own on the odd rainy day!

On entry to the booth, volunteers sign in on our own sheets and then place their name tag on a hook outside the entrance to indicate they are in attendance.

A one-way system has been put in place with arrows painted on the workshop floor which will enable volunteers to move about and work in as safe an environment as possible. All necessary masks, hand gels, wipes, gloves etc., are in place just inside for their use. Because we need to be self-contained and cannot use the Rolvenden mess room, a tea making area has been designated in the bunko booth for those all-important socially distanced tea breaks! Volunteers are told to bring in (and take away) their own mug and, together with hot water, disinfectant sprays and additional chairs spaced out around the workshop, all makes for a safe cuppa on the days we can't sit outside on the socially distanced log seats.

Colin Edwards, together with two or three volunteers at a time, have also been working in the open-air oiling the boiler tubes, which are stored in one of our containers at the other end of the field. Not only did this allow for even further safer outside working, but also enabled each tube to be removed, checked over for any potential surface rust, then liberally applied with oil and returned to store, ready for when the boiler requires them. This is a long and laborious (not to mention very messy) task but is vital to keep the 235 tubes in perfect condition. The tubes will be checked periodically between now and fitting to the boiler.

So far, the '4253 back to work' system is working well with a designated supervisor on each day to ensure continued monitoring over the coming weeks and months. This will hopefully allow for steady progress to be made in a safe and secure environment.

Dave Farnham

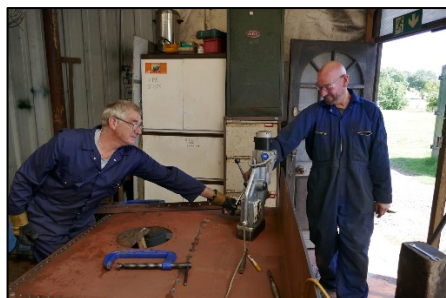
Social Distancing in action!



Neil, Graham and Dave oiling one of the 235 boiler tubes – socially distanced and in the open air.



Bryan and Dick - just checking!



Kelvin and Jerry on the mag drill.



Some silliness in the boiler room.

Covid-19 arrangements at Rolvenden and 4253 Visits

Rolvenden Station and Rolvenden Works are currently closed to the General Public under COVID-19 rules.

There is no public access at the moment.

If you wish to visit us at 4253, it is essential you please make prior arrangements with us by emailing: gwr4253@gmail.com

HBSS 4253 Boiler Progress Report

HBSS continue their progress on 4253's boiler with things now being riveted on!

As you can see in the pictures, the top section of the backhead has now been riveted in position (*bearing in mind the boiler is, as usual, upside down*). With the old top section off, it gave a rare opportunity for the firebox lap seam to be re-riveted, which you can see in the photos below.



The lap seam rivets seen here from the outside, before the new top section of the backhead was riveted on. Note the boiler and firebox stays that keep everything together when under 200 lbs pressure! The crown stays have been removed for renewal.

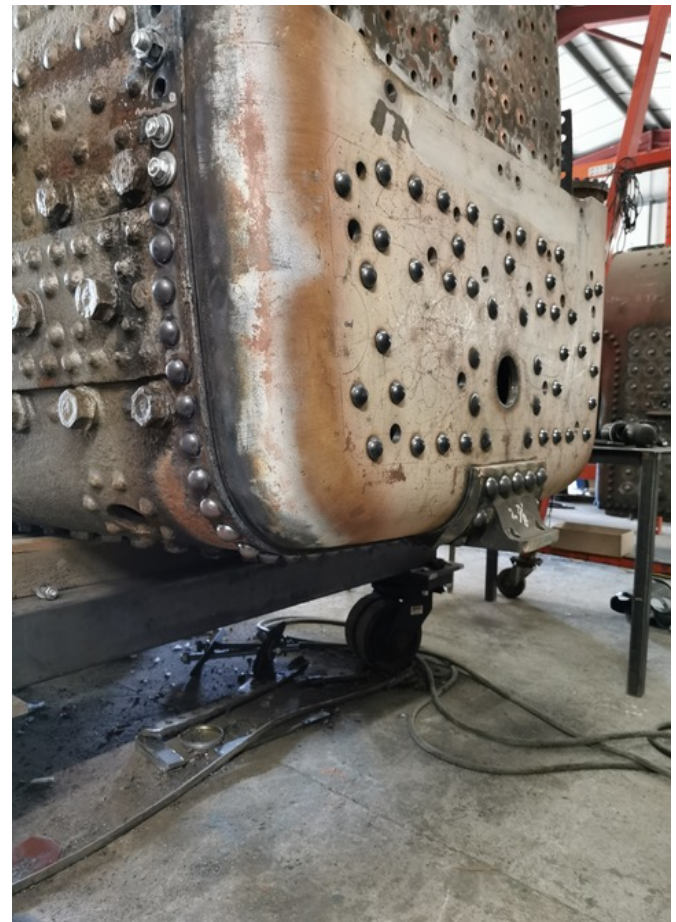


A nice new row of lap seam rivets seen from the inside of the firebox. The holes in the lower part of the picture are where the new crown stays will be bolted.

Our chief engineer Henry Mowforth, who is overseeing the whole project, took the long trip up to Huyton in Liverpool on 10 July to check on progress at HBSS and to see first-hand the work that has been completed so far. It also gave him an opportunity to discuss with Rob and Andrew about



This picture shows the top section of the backhead positioned and bolted up ready for riveting. Note the steam manifold mounting pad, bottom centre, which has now been riveted in position. This mounting plate carries steam to all gauges and controls in the cab.



The top section of the backhead, together with its internal strengthening doubling plate, is now riveted in position. The remaining temporary fixing bolts at the top are awaiting the lower backhead section and boiler side wrappers to be positioned and drilled, before further riveting takes place.

Boiler Progress - *continued*

the schedules of work moving forward. He was extremely pleased not only with the progress, but with the quality of work undertaken so far. Although 4253 have every confidence in HBSS, both with their quality of work and schedules, it is always better to see things with your own eyes and talk face to face (albeit at 2m distance) with the people that are doing the job, rather than over the phone.

As you can see, HBSS have been sending regular update pictures to us together with progress discussions over the phone, but this was the first visit by one of our team since the boiler left its home in Rolvenden, back in January. All the other planned visits were postponed because of the lockdown.

Hopefully, in the next edition, we will be able to show further great progress with the backhead sections.

Dave Farnham



The lower backhead section in position for marking and final fit adjustments. The firebox hole will also be drilled and riveted around its circumference to correspond with the existing holes in the firebox. These rivet holes can be seen in the top of the picture (bottom left), on the previous page.



Locomotive Company Limited



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ON LINE FROM THE 4253 LOCOMOTIVE COMPANY LTD**

What Have You Been Doing?

Well, here we are! Finally, back to work at 4253

. . . but what have you been doing during lockdown? We did a report on this in May, but we thought it a good idea to show more photos from those who submitted them after the last report was published.

by Kelvin Williams



Dave Stubbs has been preparing the 'poser' shelves for 4253 cab tank tops and varnishing the K&ESR Railcar droplights and window frames.

Is that 4253's chimney being used as a planter in the background, I wonder?



Dick Dickson has been busy building a signal for his train set and sitting in the garden pretending to read a book.

It's obvious from his pooch that he is hiding a sausage somewhere!



Henry Mowforth has been busy chopping wood for winter.
Let's face it, why use a chain saw or axe when you have this!



Phil Wiles has been kept busy spraying original 4253 boiler tube clock cases, ready to receive the clock mechanisms. These clocks always sell well and help fund the restoration.

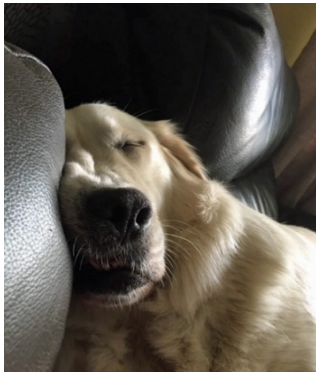
If you are interested in buying one of our original 4253 boiler tube clocks, please see the advert on Page 3



Pete Hubbard has been busy finishing a cast station bench sign in memory of the late Dave Dee, who had been an active shareholder for many years. Pete also found time to do a restoration on the 4253 Gauge Frame Protector.



Charlie has been cultivating his garden, but alas, the £1 coins he planted did not germinate, so he was stuck with vegetables only!



I think Charlie's dog Ada epitomises the way we all felt during lockdown!



And finally!

I have redesigned the 4253 'tea room' to conform to social distancing for the coming weeks and months.

We're hoping for good weather!

GWR 5668 Water Tank Progress Report

JUST a brief mention this time, of our 'fill-in job' constructing new tanks, which is moving forward in earnest.

Hundreds of holes have already been drilled, with our mag drills working overtime and the driver's side cab end is already taking shape.

Constructing a water tank basically entails marking out, drilling, putting together, bolting, marking out, unbolting, taking apart, drilling, bolting together again . . . well, you get the picture. And it's all "very" heavy!

An update next time, when hopefully there will be more to show.



The Final Push Appeal

**Regardless of Covid-19 our aim remains the same . . .
to get YOUR loco boiler finished by the end of the year!**

We still need your help

Please buy another share - either a one-off payment of £250 per share or by standing order of £25 per month.

Your help will make all the difference!

Please go to this address for more information and how to pay:

www.4253.co.uk/Become_A_Shareholder

or contact Charlie: 07747 545720 email: fog49@live.co.uk