

**4253**  
Supporter

# Newsletter

**Keeping Shareholders Informed**



**Issue 7**

**Summer 2020**

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## Forging Ahead!

**VOLUNTEERS** have been working flat out over the last few weeks to catch up on the many jobs and time that has been lost over the past few months.

The Covid safety and hygiene requirements put in place by 4253 seem to be working well, with no issues to date (fingers crossed).

Each working day sees a hive of activity with all sorts of jobs being done, not only on loco work but on our usual improvements to the Bunko Booth. Changes are always ongoing and recently we decided it was necessary to move our main forge from one end of the workshop to the other. With the 5668 water tanks now taking shape, the day when the hot riveting begins, gets ever closer.

As you can appreciate, a glowing red hot rivet needs to be manoeuvred quickly from the forge into the rivet hole, not only to maintain its heat but also to minimize distance carried for safety reasons.

It will soon be in heavy use when the 10,000,000-odd red hot rivets are required - well, not quite that many, but it's certainly a lot of rivets! Further details and pictures can be seen in Kelvin's report on page 3.

*Dave Farnham*



A nice shot of our locomotive at Newport Ebbw Junction in 1961. Ebbw Junction steam shed closed just four years later on October 4th 1965.

## All the shiny bits arrive



APART from one more valve, we now have a complete set of cab backhead boiler fittings. Thanks must go to John Hancock, his son Will, and Joseph Rosagro, all of the Gloucester and Warwickshire Railway, for producing this superb collection. The cab will certainly be brightened up by these fittings! The whole lot has now been stored off site, in a couple of secure locations, ready for the day when they are fitted to the boiler - which hopefully, if all goes according to plan, will be next year. Let's hope so.



# 4253

Locomotive Company Limited



[www.4253.co.uk](http://www.4253.co.uk)

HELP TO RESTORE OUR ENGINE BY BUYING GIFTS  
ON LINE FROM THE 4253 LOCOMOTIVE COMPANY LTD

## 4253 Face Masks

**We are pleased to announce the availability of our  
4253 specially commissioned Face Masks.**



These can be used as general face coverings for dust/allergies and also to aid in complying with current Government social distancing measures.

Made to last from triple layered cotton for easy care and hand-made in Kent.

Available in: **4253 Red**, **4253 Black**, **Centenary Blue** and **Centenary Green**

*All individually packed. Availability subject to stock.*

**Priced at £5.25 plus 75p postage each.**

**Order yours today from our online shop at [www.4253.co.uk](http://www.4253.co.uk)**

*Colours may appear slightly different from images above, due to photographic limitations.*



## 4253 The Forge *by Kelvin Williams*

WE decided, after 8 years, to relocate the forge within the bunko booth. Its original siting was ideal for the riveting of the coal bunker and the water tanks of 4253.

However, when rivets need carrying the length of the workshop to the boiler, it was problematic to say the least. Now the boiler has been sent to HBSS, the 'boiler room' is now the 'water tank construction room' for 5668, so the forge has been relocated there also.



Martin, contemplating how to remove the flue.



Paul, Martin and Kelvin - resited in the boiler room.



A pair of Daves removing the water tank and blower unit.

Removing the canopy.  
As you can see from the sparks, it wasn't going to give up without a fight!



Bob de-rusting the canopy with social distancing and a mask!



Chris welding in a new tank top with Dave and Kevin cleaning the back plate.

## 4253 The Forge *continued*



Jerry and Dick fit the canopy - with metric bolts, aghh!



Ready to go - it won't stay like that for long . . .

*And finally - a little bit of history:* Two forges along with tools, steel bar and sheet steel were given to 4253 Locomotive Company by Swindon College in 2012, as they were destined for the skip. This model of forge was manufactured from about 1976 onwards, according to David from the company who made them, Glendale Forges, based in Thaxted, Essex. So, it is a fairly 'new' piece of equipment, held together by *metric* bolts – aghh!

Our forge is the backbone of our hot riveting process. The other forge went to Middleburg, Belgium where it was refurbished and is in constant use by David Melsens, a Master Farrier at Hoefsmederij DM (*which can be loosely translated as shoeing forge*).



Master Farrier David Melsens at work in Belgium on our forge's twin, making a horseshoe.

### **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](http://www.4253.co.uk/Become_A_Shareholder)**

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



## 4253 Boiler Report

**PROGRESS** continues at HBSS with the boiler side ‘wrappers’ now being measured, cut and positioned against the boiler.

When the side wrappers were originally made for us, it was necessary to make them much larger than the finished size so as to obtain the correct shape through the rolling machine.

You may be able to spot in the pictures that they are not only curved, but are curved running down the sheet, slightly diagonally from front to back, which makes for a fairly complicated sheet of very heavy metal. This shape has already been ‘tweaked’ a bit by HBSS to get it to fit exactly to the shape of our boiler. Although the shape of the wrapper is a standard one, it can’t allow for slight variations from boiler to boiler.



First side sheet goes up for measuring.

As you can see from the pictures, the wrappers have been measured, marked and then trimmed to size with a cutting torch.

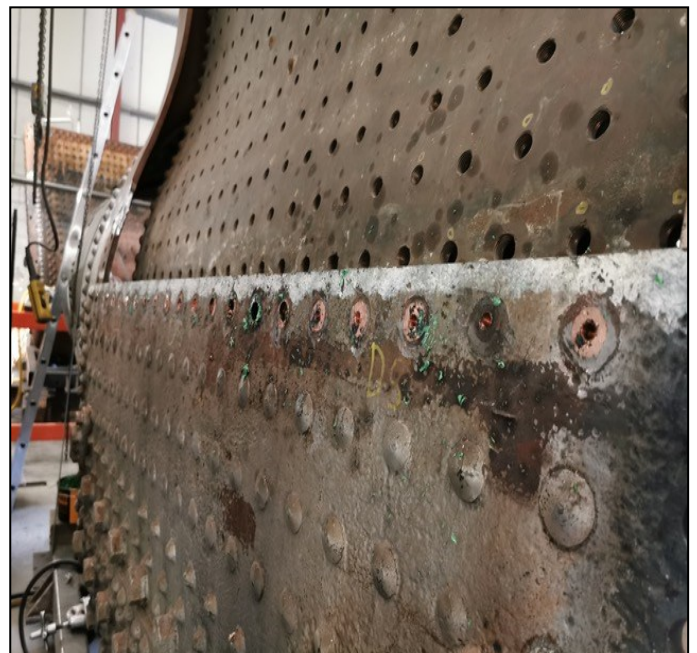
Although we have a gantry and electric hoist at 4253, one of the reasons why we didn’t attempt to do this part of the boiler refurbishment ourselves is that you need a lot of space to lay the wrappers flat



Cutting a sheet to size.

and then be able to move them around and hoist them up and down into position for checking. We suspect HBSS will have them up and down a number of times before they are exactly the right shape to weld into position.

Before the wrappers are welded along their lower horizontal edge, it will be necessary for the first row of copper stays to be removed from the boiler. This is because the heat that’s generated from the weld could possible damage or affect them. New ones will be fitted along with all the others on the wrappers.



The line where the wrapper will be welded, with the first row of copper stays burnt through ready for removal.



## 4253 Boiler Report *continued*



The first trimmed wrapper on the boiler, held up by clamps and temporary supports.

These photos show the most recent progress with the wrappers, now cut to size and shape, and although some work is still left to do before they are finally fitted, they're already looking good!



## 4253 Cross Heads

THE crossheads, which attach to the piston rods at one end and the connecting rods at the other end, are now complete apart from machining the white metal on the top and bottom slipper blocks.

They are now awaiting machining and will then be ready to fit on to the loco. With these in place, the 19 inch pistons can then be fitted into the cylinders, which will be a major step forward and another piece fitted into the 4253 jigsaw.



### **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](mailto:gwr4253@gmail.com)