

Mission Statement

4253, when restored, is intended as an addition to the Kent & East Sussex Railway's heritage locomotive fleet to support the plan to extend services to Robertsbridge.

After nearly 50 years deteriorating in the sea air at Barry Docks and exposed to the elements in the Brecon Hills awaiting restoration, work is now proceeding rapidly.

Come and see for yourself!

What Can You Do To Help?

Become a Shareholder in 4253 by completing the enclosed Share Application form, or simply sponsor a specific component. For full details of this scheme visit www.4253.co.uk/how_you_can_help

Help us finish the job by joining our team.

As a Shareholder You Can

- Choose to involve yourself as little or as much as you wish - you will receive regular updates on progress
- Participate in the restoration at our regular working parties, even if unskilled. Full training is given in a variety of tasks
- Assist with administration, fundraising or just lend a pair of hands
- Attend meetings and help make decisions about the future of 4253
- Assist the Sales Team out and about at various events



Throatplate - fettling to barrel



Throatplate - marking out



Throatplate - drilling



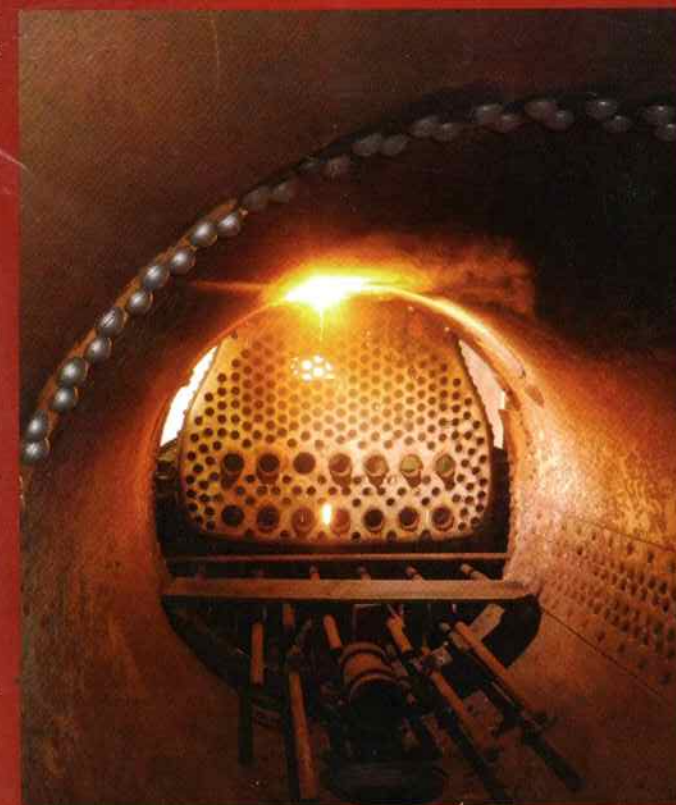
Throatplate - trimming to size

4253

Locomotive Company Limited

STEADY PROGRESS 2019

Valve chests bored, throat plate drilled and fettled, slide bars fitted, all inside motion assembled, brake gear erected, injectors and all associated pipework installed, ashpan fabricated.



www.4253.co.uk

4253 Ltd – arguably the UK's most innovative steam locomotive restoration group. Join us and become involved in one of railway preservation's most exciting projects.

STEADY PROGRESS DURING 2019

For some time now, we have had in stock all the platework necessary to undertake our boiler refurbishment, but many thousands of pounds are still needed to fund various internal components and the cost of specialist welding.

There have already been preliminary works carried out on the boiler barrel and internal firebox, lapseam and general riveting. The foundation ring has been refitted after removal for examination and repair. This has facilitated the commencement of ashpan construction.

Other extensive work completed includes all the lubrication, water feed and ancillary pipework. Most missing components have been replaced, re-manufactured, or are on order.

Additionally, to date we have assembled the inside valve motion including eccentrics, rods and expansion links. The slide bars have been fitted, valve chests have been re-bored and piston heads fitted to piston rods. In the meantime the crossheads are being fitted to the piston rods and new gudgeon pins manufactured.

Our major boiler barrel repair has now been carried out with the fitting of a new section of platework. A coded welder was employed in this area to satisfy our boiler inspector's requirements. The weld was subject to NDT to comply with quality assurance regulations.

The boiler throat plate has been fettled and drilled ready for riveting into position. The new palm stays have been trial-fitted, requiring final fettling before riveting. All the stay holes in the firebox have been re-tapped according to our stay dimensions.

We are on target to have our locomotive in traffic on schedule.

Boiler Tube Products



Egg Timers
Choice of
coloured sand

**Pressure
Gauge
Clock**



**All products
are made from
recycled 4253
boiler materials
and are available
online at
www.4253.co.uk**

Visit www.4253.co.uk or our Facebook page for weekly restoration updates and promotional products.



Fitting slide bars



Tapping out firebox stay holes



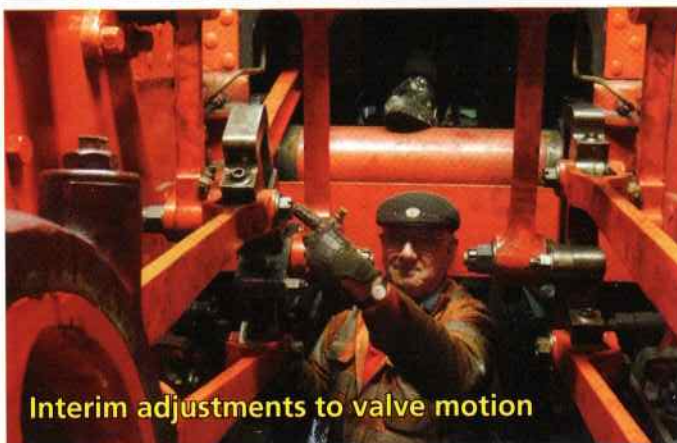
STOP PRESS... Moff finally completes and fits dart bar!



Injectors proudly fitted to frames



Forming injector pipework



Interim adjustments to valve motion