

SIDE ROD MANUFACTURING PROCESS



Above left: Rod billet forging in progress.

Opposite: Water-jet cutting to shape.

Above: Rod being machined.

Below: Rods in situ on the locomotive for propelled motion test.



THEY SAID IT COULDN'T BE DONE!

After spending in excess of £600,000, 4253 has undergone unimaginable refurbishment, with the boiler now reunited with the frames at Rolvenden. To date we find ourselves in the final stages of assembly and ultimate steam testing, leading to commissioning and entering into traffic.

The current plan is to coincide the launch of 4253 with the commencement of services to Robertsbridge Junction.

The Rother Valley Railway Limited, who have been reconstructing this section of railway from Bodiam, have now received their Transport & Works Order. Work has now commenced on groundwork, fencing, bridge repairs, ballasting and tracklaying.

Simultaneously, with regard to 4253, the progress we have made over the last 14 years, has been beyond our wildest dreams. An amazing achievement considering that 90% of the work has been carried by a dedicated band of volunteers.

Whether in the workshop or part of our fundraising team, they have been the mainstay of our restoration effort. We must also pay tribute to our myriad armchair supporters who have purchased shares or made generous donations.

However, we're not quite there yet! We still have to undertake snagging work, painting, testing and commissioning.

Additionally, to secure the long-term future of 4253, we of course require further funding - we invite you to participate!

1. Become a shareholder.

Visit www.4253.co.uk/how-to-help/
Shares cost £250 each but you can pay by instalments of £10 per month!

2. Make a donation.

Simply scan the QR code.



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

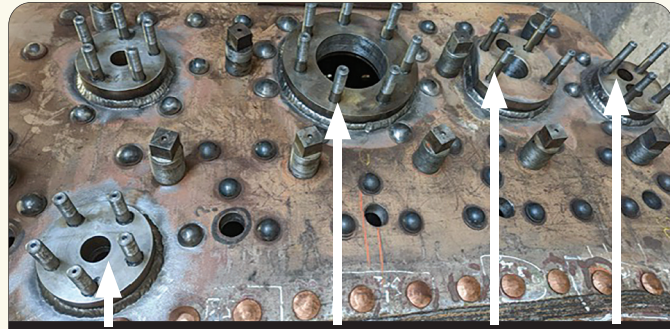
4253 Locomotive Company Limited



RODS ON FAVOURITE

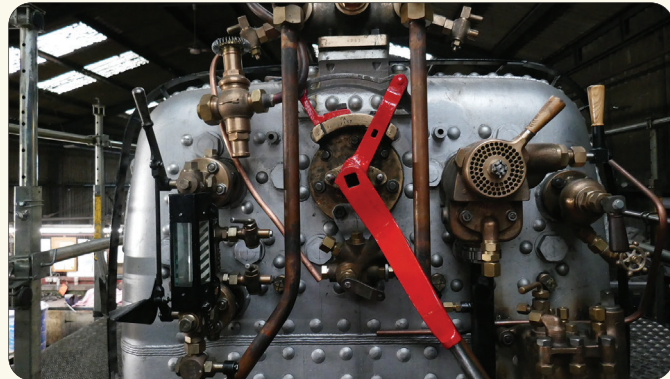
www.4253.co.uk

BACKHEAD TRANSITION

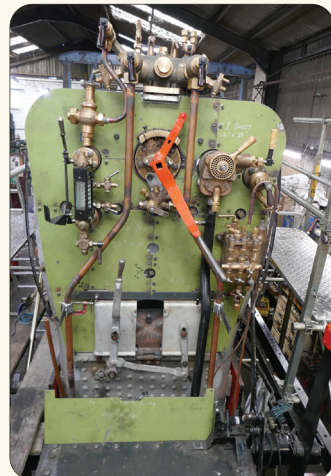


Gauge frame pads Regulator Brake ejector Blower

Upper back head - cab fittings bosses indicated.



6 months on and back head fittings and pipework in place.



Back head cladding constructed and trial fitted.

4523's JOURNEY FROM FERROUS EXILE TO WORKING LOCO IS ALMOST COMPLETE



Early 70s at Barry scrapyard.



Rust taking hold - Barry 1981.



On a mountain at Blaenavon - ready for the move to Rolvenden.



Back from our contractors, the boiler is lifted back into the frames.



Boiler cladding approaching completion.



The vision materialises! - light at the end of the tunnel...