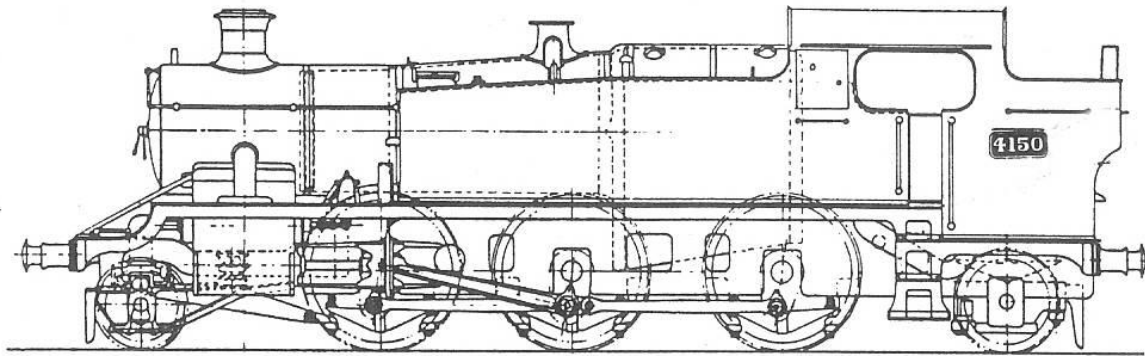


# The **4150** Fund



# Newsletter 2010

**Including notice of the A.G.M. on 27<sup>th</sup> February**

Chairman: Peter Maddicks

Treasurer: John Whitcomb

Secretary: Peter Willoughby

Committee: Derek Brixey-Mike Hutt

Dave Massey-Dave Insull-Frank Walker



4150 NEWTON ABBOTT 1961 (G.Rixon)



4150 WHERE & WHEN - ANY IDEAS?

## FROM THE CHAIR

Welcome to the New Look 4150 Newsletter

As you will see the following reports a lot has been happening, both on the engine and behind the scenes in the last 12 months or so. Also from the engineering report you will find a large amount of work has been carried out on the locomotive both below the frames and on the bunker.

Fund raising is now our priority and to this end we are organising our behind the scenes weekend, please support this event either as a paying visitor or by volunteering to be a steward, selling wristbands and don't forget to buy a mug.

I am looking forward to meeting many of you at the AGM on the 27<sup>th</sup> February and finally I would like to thank my committee and all those working on the locomotive for all their hard work and continuing support.



A MUG SHOT



4150 EXETER 1960

## SECRETARY'S REPORT:

Hope you do not mind the smaller scale Newsletter (there is more in it than last year) it keeps the cost of postage down – every penny spent is a penny less for our engine, as it is the cost is still 6/- in real money for each 2<sup>nd</sup> class stamp. The Newsletter and notice of the AGM could have gone out in November last year, but with an all out postal strike pending it was decided to change it to February which I believe to be a better time of the year. As you will see when you read the excellent engineering report things are moving on well, however a great deal of money is still needed to complete the project. That is why the planned open weekend is so important to us we will need help on the day to make it a success - even our Fund stand at Kidderminster Station will require someone to look after it over the weekend. If you do not feel you could be a guide then stewards will be required to keep our visitors safe. We now have 4150 printed mugs, these will be on sale at the AGM for £3 or direct from me for £5 including p&p. 4150 Fund, 8 Bewdley Hill Kidderminster DY11 6BS.



STEVE'S OILY RAG CONTINUES TO WORK  
IT'S MAGIC



THE NEW BUNKER FLOOR JUST DELIVERED

## ENGINEERING REPORT: By John Whitcomb

Progress has been made on a number of fronts since the last newsletter, as follows:-

1) Running Plates: We've bought several rectangles of 6mm (formerly 1/4 inch) steel plate accurately guillotined to size to replace a number of sections of running plate which were heavily corroded, notably below and in front of the smokebox, and on either side of the cab. Having put the new section over the buffer beam in position however, the two sections either side are now looking distinctly second rate by comparison, so we will probably end up replacing those as well, using off-cuts of 6mm plate we've already got. The new plates are drilled, painted and ready to go on, as are the two plates which will make up the new cab floor. The latter will form a base for the traditional tongue and groove wooden floor, so the crews won't get cold feet - typical Great Western concern for the welfare of their footplate staff!

Terry Howes is currently tackling the two large sections of plate which sit above the cylinders. On large Prairies these have distinctive raised curved sections which fit around the steam pipes and are made of thinner gauge steel and therefore more prone to corrosion. Much of these are having to be rebuilt, along with removable sections located behind the steam pipe which enable the plate to be removed for access, if needed, without having to disturb the all-important steam-tight joints. This is a feature not evident on 5164, so we can claim that 4150 will have the benefit of being more 'workshop friendly' for the Bridgnorth fitters. Work on the running plate therefore is well on the way to completion, except of course for the large gap where the tank bases go - we will order these when the bunker is complete.

2) Bunker: Pete Simpson has been working out a strategy for construction of the bunker, involving some complicated logistics. We recently took delivery of two extremely large steel sheets, again in 6mm plate, guillotined precisely to size to form the base and front of the bunker. The larger one (the base) measured no less than 8'8" by 5'10" and weighed over 4 hundredweight, so was not an easy prospect to offload and get into position next to the loco, which for those who haven't seen it is tucked away at the very far end of the Bewdley site. This involved getting it through an awkward 5'8" gap, so there was no alternative but to turn it vertically onto its edge and slide it through the gap on rail chairs - not an experience we will have to repeat thankfully! We are grateful to the Erlestoke Manor Fund for providing the necessary labour force for this manoeuvre - it wouldn't have been feasible without them.

The heavy angles which go round the outside of the bottom of the bunker will have to be riveted to this plate before it can be positioned on the loco (since the rivets have to be countersunk and perfectly flush with the bunker base in order for it to sit properly on the frames), so when we come to get it onto the engine it will be very heavy indeed - more like 5 hundredweight. At least we'll be able to keep it more or less horizontal at that stage! The plate is now securely set up on its own level trestle, and protected by a 'roof' made up of spare corrugated sheets left over from the recent re-cladding of Bridgnorth shed (similar spare sheets are protecting our upturned cab roof). 9/16" diameter holes for riveting on the exterior angles (these are in good condition and can be re-used, whereas the equivalent angles inside the water space are heavily corroded and cannot), and 13/16" holes for bolting the base to the loco frames have all been drilled, and the angles have been securely bolted, temporarily, to the base. The plate will now have to be turned over (!) so that the smaller holes can be countersunk and the angles flush-riveted on permanently. After a second turning over, the base can then be winched onto the loco frames, where it should remain for several decades. A crane would be useful for all this, but in reality the location restricts us to using manpower - another call on EMF I suspect!

In addition to the base and front, we have also bought new steel sheet for the two bunker sides, and thanks are again due to EMF volunteers for drilling the holes in one of them for the many rivets it will require, using the old bunker side as a pattern.

3) Steam Heat Pipework: Alan Atkinson and Paul Mason from the 1501 Group are fabricating new steam heat pipework for the loco, requiring all new pipe and flanges, new drip valves, and a number of new brackets, plus modifications and adaptations to various related fittings. Most of this work goes on relatively unseen on Thursdays, but it's very encouraging to see the results of their midweek pipe-bending, welding and machining at the weekend. Alan has been providing us with a lot of welcome advice in a number of areas, as well as fabricating other components for the loco, like new base plates for the sandboxes, and some of the sections of running plate already mentioned.

4) Cab Window Frames: Castings for these have been purchased, thanks to a very generous donation. In all there are 12 brass castings, three for each window - two heavy frames, one fixed to the spectacle plate (cabfront) or bunker front, one hinged and opening, plus a third lighter one to secure the glass to the opening frame. These are now being machined by Keith Lucas; using the experience he gained doing the same job for Erlestoke Manor. If the end result is equally good, we'll be very happy!

5) Boiler and Firebox Cladding: We need to have this fabricated and test-fitted before the boiler it can be tackled, so that once the boiler has its certificate, there is a simple re-assembly job to be done, with minimum time taken. This applies particularly to the time-consuming awkwardly-shaped bits, of which GWR taper boilers have more than their fair share. Dave Link has made a start by making the cladding for the back corners of the firebox, which seem to have curves in every conceivable direction. Swindon would have had a heavy press to fashion these in seconds, but making them individually by hand requires a great deal of cutting, bending and welding, until eventually the correct shape emerges. Next on the list are the front firebox corners, very large and complex works of art commonly referred to as 'elephant's ears'. To assist in this process, we've set up a small welding bay under the 'Alstom tunnel' which protects the loco from the elements, complete with screens and metal-topped table, and we now have a contract for supply of the gas required for Dave's MIG welder. This was previously used on classic cars, but he has kindly brought it to Bewdley for use on 4150.

An important element of the cladding process will be construction of 'crinolines' around the boiler and firebox. These are a framework made up from flat steel bar (25mm by 6mm) which will have spacers welded to it so that it stands a couple of inches off the boiler/firebox surface and provides both a firm base and the correct circumference for attaching the cladding sheets. In GW and BR days, the firm base was provided by the heavy asbestos lagging then used on boilers and fireboxes, but we certainly have no intention of following that aspect of Swindon practice. Modern lagging is a 'sandwich' of fibreglass between foil sheets, very efficient but not really rigid enough to support cladding. Fourteen 6 metre lengths of bar were delivered to Bewdley recently, and construction should begin shortly.

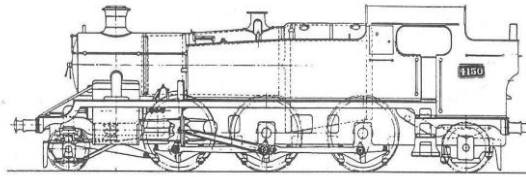
6) Cab Fittings: Dave Insull has been busy at Bewdley machining the castings for the brake valve - a complex job to say the least, but now almost complete. There are plans to make progress on the machining of the remaining cab fittings during the winter months when outdoor work is somewhat restricted, probably involving some late night sessions in Bewdley's machine shop. There are still one or two fittings we haven't yet got, either complete or in the form of castings to be machined, notably the jockey valve/combining valve. We have the option to buy one of these, fully machined and ready to go, for approximately £500, so if anyone would like to offer to sponsor it, the Editor would be very pleased to hear from you.

The two water valves and the lance cock (located on the right side of the smokebox door) have been overhauled by Gerald Peacock in his workshop at home in Bristol - thanks Gerald, there's more homework in the pipeline!

7) Sandboxes: These were an unexpected job which has diverted Dave Link away from the cladding in recent weeks. When the front sandboxes were removed from the loco (after an epic struggle involving partial dismantling of the motion, but that's another story!) in order to gain access to the back of the cylinder casting for it to be needle-gunned and protected with heat-resistant paint and new steel cladding, the effects of many years sitting in the rain were immediately apparent. Daylight could be seen through a number of holes at the bottom of both boxes once the considerable build-up of scale had been removed, so there was no alternative but to cut out a number of rectangular panels and replace them with new metal. These were cut to shape and welded in, and the boxes are currently being repainted. The sand delivery valves were anything but free-running, and have also been freed up and overhauled.

8) Other Work: Steve, Patricia,, Tony and Bernard have been getting stuck into the unglamorous but essential tasks of stripping down and repainting various parts of the loco like the cab doors and sliding cab window shutters, sander and drain cock operating rods, and the many other things which make up the kit of parts which is steadily building up in our container - if we had the space, we could do with another one. In the last couple of weeks Kian Steed has been a welcome addition to the workforce between his SVR firing turns, finishing off the needle-gunning of the cylinder castings. If he hasn't been too put off, we'll find him a slightly less dirty job to do next time round!

# The **4150** Fund



**The aim of the Fund is to restore the steam locomotive to full working order to run on the S.V.R.**

**Secretary:**

Peter Willoughby  
8 Bewdley Hill  
Kidderminster  
DY11 6BS

4150@bewdleyhillhouse.co.uk

I hereby give notice that the Annual General Meeting of the 4150 Fund will take place on Saturday 27<sup>th</sup> February 2010 at 2.00pm for 2.15 at the Museum Kidderminster Station.

## Agenda

1. Apologies for Absence
2. Minutes of the GM November 2008
3. Matters Arising
4. Election of Officers
5. Election of Committee members
6. Chairman's Report
7. Treasurer's Report
8. Secretary's Report
9. Fund Raising
10. Any other business

### Election of Committee:

All shareholders are entitled to serve as Officers or on the Committee of the Fund you can nominate yourself or a fellow shareholder (be sure to obtain his or her permission first) Nominations need to be placed in writing with the Secretary by February 20<sup>th</sup> 2010.



## Minutes for The General Meeting held on Sunday 15<sup>th</sup> November 2008

The meeting was opened by the Chairman Peter Maddicks **Attendance:** 23 Shareholders

**Apologies received from:** Anthony Smith, Peter Carr, K.Bayley, Keith Doyle, G.Field, Peter Oakden, Terry Howes, Terry Jenkins, Colin Astbury, Martin Wood, Gerald Peacock, John Hancock, Paul Fathers, Mick Yarker, Mick Osborne entered the meeting at 3.10.

1. Minutes of the GM held on the 12<sup>th</sup> November 2006 were signed as a true record
2. There were no matters arising.
3. The question of Fund Spares was raised and the meeting was informed that a few have been recovered by the Trustees, but there are still some unaccounted for. The first task of the Committee in the New Year is to clear the fruit van and conduct a full audit before considering further action regarding this matter. Any duplicate parts could be sold or exchanged.
4. Two Shareholders put their names forward to join the Committee and these appointments will be considered by the Trustees at the next Committee Meeting.
5. The referendum returns showed a unanimous result in favour of adopting the new Constitution which will come into effect on 1<sup>st</sup> January 2009. 48% of Shareholders voted and there was one spoiled paper.
6. The long awaited boiler report provided good news the overall condition was described as good with no nasty shocks. The firebox appears to be in excellent condition and may well have been replaced just before the engine went out of service. The smokebox is sound but will require a front ring and chimney.
7. The accounts for years ending February 2007 & 2008 have been audited and signed off. The Fund has approximately £37,000 in the bank £15,000 of this is ring fenced for boiler work. The figure was described as encouraging considering all the other demands currently being made on peoples ever tighter budgets. Fund raising will need to be a high priority over the next couple of years and the need to break new ground is essential.
8. With the Fund finally re-established the second major undertaking will be the organising of work parties. The first jobs will include emptying and repairing the fruit van and the stripping down of the tanks and bunker.
9. AOB. A request was made to have two newsletters each year, the Committee agreed it would benefit the Fund and Shareholders and hope to issue an update halfway through the year. The question of obtaining charitable status was raised, however the meeting was informed that it could require a possible constitutional change and restrictions and red tape can often outweigh any benefits. The situation will be reviewed in the future.

The meeting closed at 3.25

## TREASURER'S REPORT 2008 – 2009 ACCOUNTS

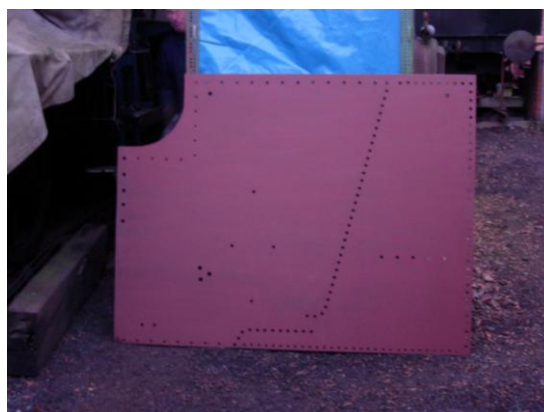
2008/9 saw a continued solid improvement in the Fund's finances, with an increase in the overall net worth of the Fund from £32k to £39k. Income during the year more than kept pace with expenditure, so we were able to increase our bank balances from £17,459 to £19,849 by the year end. In addition to this of course we still have £15,000 or so available to spend on the boiler following last year's raffle; this money is held on our behalf by SVRA and is therefore not included directly in our accounts.

We received over £5,000 in share applications during the year, which is very encouraging and shows that a lot of people are keen to see 4150 back in action! An extremely generous donation was much appreciated and enabled us to buy the castings for our missing cab window frames. Sales revenue hadn't really got off the ground in 2008/9, a situation we need to improve on for the future.

On the expenditure side, the approach is to spend money on raw materials and do as much as possible of the work ourselves - we're not really in a position to get a lot done as contract work! To enable this to happen, we have had to invest in some 'infrastructure' items, notably £1600 on purchasing and fitting out a container, which has made a huge difference to our ability to store bits off the loco safely and securely, and £350 on tools, primarily 110 volt power tools and welding-related equipment. The £3,000 spent on loco restoration covers steel for the running plates and bunker, non-ferrous material for manufacture of cab fittings, paint and other consumables, and acquisition of various fittings we needed.

One technical item in this year's accounts is the write-off from the balance sheet of the rolling stock movement costs which were incurred many years ago. This was agreed at last year's AGM and is really only a self-balancing 'paper' transaction, having no effect on either cash flow or the net worth of the fund.

In conclusion, thanks all those who bought shares or donated to the Fund in 2008/9 - progress on the loco depends on it!



OUT WITH THE OLD AND IN WITH THE NEWLY DRILLED BUNKER SIDE



RUNNING PLATES FOR BOTH SIDES OF THE FOOTPLATE AREA NOTE CUT-OUTS FOR THE HANDBRAKE AND, REVERSING & SANDING LEVERS. IN THE BACKGROUND PHIL AND TERRY DRILLING THE NEW BUNKER FLOOR



OLD TANKS BEING STRIPPED DOWN FOR USABLE FITTINGS & PATTERNS

If you thought colour was just something to be found on a Dulux paint chart - Committee Member Dave Massey will make you think again

## 4150 LIVERY OPTIONS

Consideration will soon need to be given to a livery choice for 4150. As yet no decision has been taken although green undercoat has been applied to some off-loco parts. That does not preclude the final choice being black which is the only other colour option for a historically correct livery. A review of the liveries actually carried by large prairie tanks in the active lifespan of 4150 (1947 – 1965) may help the selection process.

As a mid 1947 built loco only one Great Western livery can be carried by 4150, being GW loco green with GWR initials 9 inches high as lettering and no lining. (Ignoring wartime black still in use).

Several BR livery options, however, can be considered which were variously applied in the period from nationalisation (1948) to the demise of Western Region steam (mid 1960s)

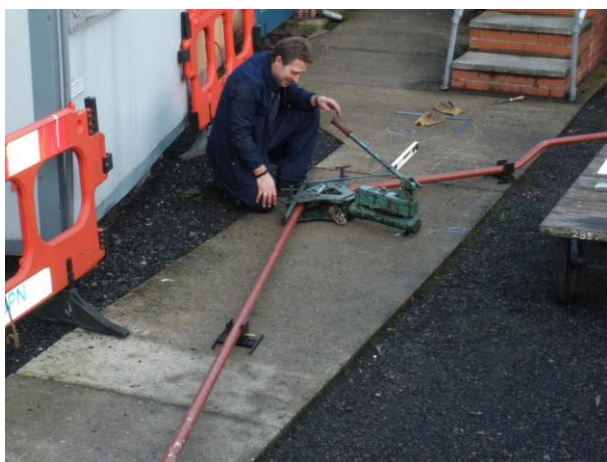
The BR era began with BRITISH RAILWAYS branding in 5 inch high lettering applied. At the changeover 41XX class members still being built were turned out in GW green but with the new lettering. Locomotives under repair were similarly treated before black became standard (1948/49) Also at the start of this period for a very short time only a 'W' suffix was added below the cabside numberplates whilst smokebox numberplates soon replaced the painted members previously applied to front and rear bufferbeams.

In late 1949 the first BR crest appeared both in small (16 inch diameter) and large (28 inch diameter) versions. The latter was generally applied to large prairies and in the period 1949 – 1956 the usual livery was plain black although occasionally lined versions were turned out. Red painted backgrounds to cabside numberplates were also introduced until reverting to black by early 1952. Towards the end of this period, in 1956 BR green was more commonly applied to the smaller passenger loco's for the first time and lining soon became standard.

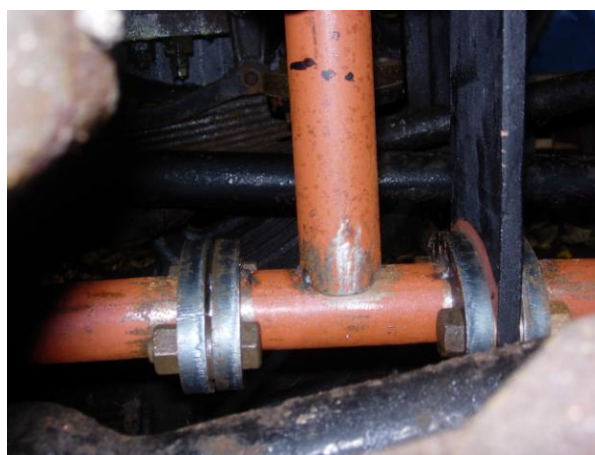
By the time the second BR crest was introduced in early 1957 fully lined BR green was established for all passenger and mixed traffic loco's. However economies forced another change and any tank loco's lucky enough to receive a full repaint after 1960 were again plain green without lining. This was the final livery option for large prairie tanks that survived to the very end of steam, although 4150 carried lined livery, albeit somewhat grimy, to withdrawal.

One further issue of relevance is the differing shades of green used. Great Western green was officially stated to be middle chrome green whereas BR green had by comparison a slightly bluer hue and is usually referred to as Brunswick green.

The jury is still out on this one but a decision will need to be made at some point so if you have a particularly strong view the committee would very much like to hear from you.



BENDING STEAM HEAT PIPE



NEW STEAM HEAT PIPEWORK UNDER CONSTRUCTION. THE VERTICAL PIPE LEADS UP TO THE STEAM HEAT VALVE IN THE CAB



## Application if you wish to purchase more shares or join the Subscription Scheme

Name: \_\_\_\_\_ Tel: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_ Post Code: \_\_\_\_\_

Email: \_\_\_\_\_

I hereby apply for \_\_\_\_\_ Shares in the **4150 Fund** and enclose a cheque payable to the **4150 Fund** to the value of £ \_\_\_\_\_ in payment, for which I will receive a certificate.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

N.B. If you are already a Shareholder please tick this box:

### SHARE SUBSCRIPTION SCHEME

Why not spread the cost by participating in the **4150 Fund** share subscription scheme using the Bank Standing Order below you can make a small monthly payment into the Fund which will be converted in to shares.

BANKERS ORDER To: \_\_\_\_\_ (Your Bank)

Branch: \_\_\_\_\_ Sort Code: \_\_\_\_ - \_\_\_\_ - \_\_\_\_

A/c. Title: \_\_\_\_\_ A/c. No. \_\_\_\_\_

Please pay £ \_\_\_\_ on the 1<sup>st</sup> of each month until further notice commencing on the 1<sup>st</sup> \_\_\_\_\_ 20\_\_\_\_ to:

To Lloyds TSB plc, 42 Commercial Street Newport (Mon)

Sort Code: 30-96-00

The 4150 Fund - Account Number: 2332676

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this completed form to:

The Treasurer 4150 Fund. 1 Millers Close Staines TW18 1TB



# *A Peep Behind the Scenes*

**August 7<sup>th</sup> & 8<sup>th</sup> 2010**

**THE SEVERN VALLEY RAILWAY**

in conjunction with the 4150 Locomotive Fund invite you to a look behind the scenes of this wonderful railway to see firsthand the dedication and skill that goes into preserving our heritage.

For a small additional charge this weekend between 10.00am & 4.30pm you can access locations from Kidderminster to Bridgnorth and other attractions not normally open to the public.

**£5** Adults

Concessions **£3**