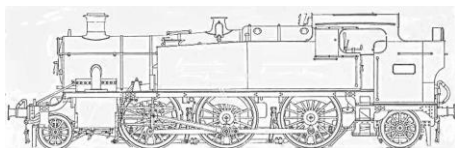


The 4150 Fund 2022 Newsletter CBS No. 8179



Chairman's Report – Peter Maddicks

Well, it is time for me to sit down and write my report again, and oh boy have we got a lot to tell you. At the end of April last year we moved the loco to Bridgnorth and immediately started to get it ready to go on the jacks so we could lift her off the wheels. On the 8th. of August she was lifted and the wheels rolled out. We then began to tackle the jobs we could not do at Bewdley, cleaning and painting the wheels, the frames both inside and out got the same treatment. By the end of January she was ready to come off the jacks and went out into the yard, Since then we have fitted the springs and all the brake rigging. Tony Howard will give you a more detailed report later. The boiler is now on the home straight, with the specialist welding nearing completion, we also have all the tubes and flue tubes in stock. Peter Dodson will give a more comprehensive update in his report. Thanks to all the team who have put in a vast amount of time and effort most are retired, except for a couple of the lads and they get the heavy jobs. Thanks also to all of the staff at Bridgnorth, both volunteer and paid staff who have been nothing but helpful, and willing to share advice, I think we have fitted in well and are now part of the team on the MPD. Money is coming in, but we are now spending it as fast as it is coming in. This is of course as we expected as we are now at the most expensive time in the overhaul. Steve Goodchild our Treasurer will give more details in his report. I would also like to thank all of my committee for their hard work, also their partners, thank you as well to all of people who help in any way to help get the day the loco steams closer. Not forgetting you, the shareholders, who make it all possible, you keep supporting us and that pays for all that we do, thank you. Hope to see you all at the AGM., at 14.00hrs. on Saturday the 10th September 2022.

Secretary's Report – Peter Willoughby

Firstly the time and date of this year's **AGM** is Saturday September 10th at 2.00pm. It will be held in the nursery building which is behind the museum on the right of the driveway that leads into the car park. The reason for this is that September is the art exhibition month and the big room is not available. As always the meeting agenda and last minutes are included within these pages.

Please be aware the SVR have introduced an automatic number plate recognition system in the car park, however if you go to the King & Castle you will be able to enter your vehicle details when buying a drink, so you won't have to pay.

Those of you that support the Fund by way of a monthly subscription should find your certificate in this Newsletter showing the share accrued over the last 12 months. Thanks to you all for this vital funding, it really does make a difference.

If, since last year you have acquired an email address welcome to the 21st century and please share it with us. It is also important we have your current postal address and are kept informed of any corrections needed. pww1946@gmail.com

As the restoration appears to be finally reaching its end now might be a good time to look back because behind every step your contributions and support have allowed us to make has been the working volunteers that have brought it all about. They are constantly being mentioned but never seen, so in this Newsletter it was decided to produce a profile gallery of some of the current workforce, along with a few photographs showing some of the challenges that had to be overcome on the way. There were others that have contributed over the years and have moved on for one season or another so it is only right our thanks also extends to them.

Our Working Members Profiles

Charles L. About six years ago I found myself working with a great bunch of guys intent on restoring a locomotive called 'Forty one Fifty'. At that point I'd had absolutely no railway or steam experience - a total novice. However, with a reasonably long mechanical background I looked forward to getting stuck in. First thing I noticed was that the nuts were, to say the least, a tad bigger than those on cars and bicycles - in fact everything is absolutely ginormous but that's part of the fun..... a whole new dimension to 'Iron Fighting'



Simon Br. I have been a shareholder since the fund was revitalised and got actively involved in 2017 with the start of the boiler work, drilling out stays at Bewdley and progressing to the boiler shop on a fairly regular basis, pre Covid. After 43 years in the Print trade, I am now enjoying retirement, as well as working on 4150 when I can. Also busy on other projects, coach 9581 rebuild and 2857 as well as being a SVR driver and footplate inspector. My like / dislike bit - Like: - Tea on arrival for working parties. Dislike: - Clutter of mess and junk in the Fruit D van!

Tony H. I became a shareholder in the 4150 in 2013. I had recently retired after 50 years in the screw thread trade. I started volunteering regularly two years later, Saturdays and Mondays and any other days that working members were required, i.e., when the boiler was lifted off and more recently when 4150 was placed over the pit to check all nuts, bolts and split pins were all in place prior to the move to Bridgnorth. Over the past years I have been a member of St John Ambulance, a Scout leader. and a school- governor.

Bob L. I became a shareholder and active member about 3 years ago starting my 4150 journey at Bewdley joining the Monday working group. I was mainly involved with cleaning and painting a myriad of loco parts old and new. I followed the loco to Bridgnorth continuing with this work, spending time between the chassis degreasing, cleaning, and painting the frames, also numerous smaller items as the loco was dismantled. I have been a volunteer on the SVR since 2003, working at Kidderminster station involved in maintenance work, special events i.e., 40s/Christmas setting up /taking down and occasional platform duties. After 40 years of office work, life on the SVR is a refreshing change, especially at Bridgnorth where it's very much hands on. Aside from volunteering I have been collecting Hornby Dublo for 20 years and spend my time at toy fairs and collectors' events chasing those wonderful Meccano products.

Peter W:- My wife and I moved to Kidderminster in March 2004 having brought a B&B, later that year I enrolled as a SVR volunteer at Bewdley. My interests have always centred around classic cars, with little understanding of trains or railways. Life in semi-retirement was pleasant enough but what I needed was a new challenge and I was pointed in the direction of 4150. Standing very forlorn behind the paint shop exposed to the elements only partly covered by a sheet that had seen better days. With no idea what type of engine it was I only found out by looking it up on Google when I got home and like so many enthusiasts before me I was hooked. I became Secretary of the Fund after becoming a Shareholder in 2006.



Steve T (Aka - Monday Steve) I was a printer for 28 years, became redundant in 2004, and decided I had had enough so went self-employed, I worked with a builder for 7 years and also did farm work, during this time I retrained as a bridle and harness maker. I am a cleaner on Bewdley MPD and one day I decided to see what was under the large tent and signed up that day! and have been working on 4150 ever since. I am also a member of two shooting clubs and have two ex-military Land Rovers which I show, as well as being an incurable collector of anything interesting.

Dave M. My career was as a quantity surveyor, in private practice for 35 years, mostly based in Halesowen and Dudley. Highlight of that time was being professionally involved with the SVR Kidderminster Town station, Phases 1 and 2 and Bridgnorth Boiler Shop projects. I took early retirement in 2000. On the SVR I have been involved with the Carriage Dept since first set up in 1968, mostly Bewdley based and have worked on nearly all of the GWR and LNER carriages on the line and still do so on a regular basis. I have been involved with both the Great Western (SVR) Association and LNER (SVR) Coach Fund since inception and serve as treasurer to both Funds. I also have experience of several loco paint jobs and hope to complete the final painting of 4150, having so far done some preparation work and more recently helped with the work at Bridgnorth.

Peter D. My involvement with 4150 started with a SVR 'Behind the Scenes Day' at Bewdley, on the 19 July 2014. My path crossed with that of John Whitcomb and his infectious enthusiasm and me having a spare Monday, I became involved. Now that was at Bewdley and for the last 4 years I have been involved with the boiler. That work started at Bewdley and for the last 3 years at Bridgnorth. What did I do before I joined 4150, I worked for a utility company in a Mechanical & Electrical Department involved in capital works, and that lasted 30 years. I retired almost 22 years ago



Pete M. I am a retired electrician. Worked in the industrial battery sector for 40 years. Ran my own business for 35 years. Joined the fund from the very beginning at the age of 17. I was one of the team that got the loco out of Barry, first to Park End, DFR. and then on to the SVR. I had a spell as Chairman in the 80's, but then left to raise a family and run my business. I have been a volunteer since 1975. When Peter W. came up with the idea to revitalise the fund he asked if I would stand as the Chairman, so there we are now up to date. As you can see by the photo, I make friends very easily.

Kevin S. I have had shares in the SVR for over 30 years and have been a member for the last 10 years. I became involved as a working member with 4150 group following a chance meeting with a couple of members one Saturday in 2018 in Bewdley buffet. I was given a tour of the loco and the rest as they say is history. I now spend every available Saturday at Bridgnorth working on 4150 with a great bunch of like-minded people. Away from the railway I work as a production planner at a laser profile cutting company in Dudley and enjoy a variety of interests including the inland waterways, being a member of the local canal society and also enjoy watching football.



Simon Be. I was bought a SVR membership for my 50th birthday in 2015. That led on to me becoming a shareholder & then a working member of the 4150 fund. It was supposed to take second place to canoeing but soon took over. The first job I was involved with was preparing the space for the bunker build in the goods shed. Highlights so far have been being involved in riveting the bunker, welding, boiler cladding, welding, and moving the boiler & then the frames to Bridgnorth. I am still in full time employment as a maintenance gardener for City of Wolverhampton.

Dave Mc. I have been a member of Severn Valley since about 1980 when I lived in Lancashire. I moved to the West Midlands in 1995 for work but remained an armchair supporter for some time. I later joined the MPD at Bewdley where I had got to know Dave Link and John Whitcomb. My shift work allowed me to join the then regular Monday gang which was usually all three of us, sometimes four! I am on the verge of retirement which has allowed me to put a bit more time in, although my skills are limited it's still possible to make a contribution. I have been responsible for organising our fund-raising trips which I hope to get back to as conditions improve. On the MPD side I have managed somehow to qualify as a fireman and I have learned so much about the complexities of what I so often hear people call "simple engineering" when stood admiring a simmering engine on the platform.



Steve M. I have been a volunteer on the SVR for over 40 years, starting in 1979 at the age of 14 with my father and I vividly remember 4150 arriving at Bewdley. My interest in the locomotive began in 1986 when I started to help in the very early days of the restoration. As these endeavours slowed, I continued to help protect it from the elements mainly painting and greasing up. I live and work in Worcester and rely on public transport which takes me 1hr. 30 minutes to get to Bewdley by train and bus and a further one hour bus journey to get to Bridgnorth. Working on a loco is not for the faint hearted.

So there you have it, a group of ordinary people doing extraordinary things with rusty metal, mostly out in the open using only basic tools. Below are a few photographs of just some of the challenges they faced along the way.



The side tanks having been dug out from the embankment opposite Bewdley Station



The bunker faithfully reproduced in new steel



The base being laid for the first of two new side tanks and salvaged parts to be used as patterns



And this is where most of the magic happened

My first trip on a 41XX by Colin Astbury.

I am in the fortunate position to be able to take annual leave to do footplate work on the SVR at Bewdley.

In April 2001 I had a week firing to Driver Hancock, we had LMS Class 5 45110 Monday to Thursday but on Friday were rostered 4144. This loco was on loan from Didcot, recently out-shopped so was in wonderful condition. I had not worked on a 41XX before and there were rumours that some crews had difficulty with the loco. SVR resident 5164 had been out of service for many years and I had heard that this loco was not popular with some crews.

4144 was a pleasure to prepare, everything was in good condition and very original, the smokebox layout was in as built condition. Steam was raised easily and we had a smooth light engine trip to Kidder to fill up with water and heat our 8 coach train. It is standard practice on the SVR to fill tank engines at each end of the line. In order to get the maximum amount of water, the boiler is filled first and then the tanks topped up especially in the steam heat season.

The loco easily handled the 8 coach load, always sure footed, riding very smoothly and operating economically. A thin bright fire, deeper at the back produced all the steam needed. The loco could easily produce steam against the feed and the regulator. This means the boiler could produce enough steam to haul the train, heat 8 coaches and work the injector to refill the boiler from the tanks, a sure sign the loco is in good order.

When difficulties are experienced the first thing to be shut off is the steam heat. If difficulties continue then sometimes feeding in more water to the boiler may be postponed until the regulator is shut and the loco is coasting. 4144 had no such problems and operated easily and economically all day.

At the end of the day despite the loco being in original condition (not having rocking grate or hopper ashpan) disposal was easy and quick, a testament to the simple layout. The smokebox contained very little char which I thought was due to the original draughting layout.

All in all it was a wonderful loco and a pleasure to work on and I hope to have the same experience on 4150 when it comes in to traffic.



Engineering Report – Tony Howard

March 2021, despite Covid restrictions, small groups were allowed to work on the loco at Bewdley. This work was to get it ready to be shunted out of the tent it had been in for a long time.

The plan was to get the loco and the Fruit D Van fit to run for its transfer to Bridgnorth.

The Fruit D, our tool van was passed fit to run and the shunt was planned for the first week of April.

Then a setback, the track on the siding alongside the car park was condemned by the P/W Department, but within a week new track and concrete sleepers were laid. The loco and Fruit D were shunted out into the yard and all the parts that we would need at Bridgnorth had to be loaded.

The heavy items like firebars, superheater elements were secured on the engine and the smoke box door was secured on the smoke box saddle. The short sections of crinolines, boiler bands were put in the bunker and the cladding was put in the Fruit D. The long regulator rod was fixed to the cab roof and to the semi-circular brace at the end of the tanks. A tarpaulin was placed over the tanks and tied down.



Final check before the lift John Titlow



First set in position John Titlow

During the last week of April the loco and Fruit D was shunted over the pit for a final check, we then had a good look for any loose nuts and bolts and missing split pins. On the day of the move Dave Fulcher-Insull did a final 'fit to move' check. A few minor items needed some attention mainly on the radial truck, but was quickly sorted out. We got to Bridgnorth with only one hot axle box on the Fruit D which was quickly dealt with.

Apart from putting all the items we had brought with us into secure storage there was not a lot we could do in June and July, but in August things started to move at a great pace. Firstly the cab roof was

removed, then the bunker was taken off and placed on its back ready for the reinforcing plates for the balance pipes to be welded on.

A group of ex BR fitters volunteered their services and started to remove the connecting rods and by lunchtime they were all off, by the following day all the brake rigging and pipework had been removed. Everything was marked up where required and placed on pallets ready to be moved out of the way.

The following day the loco was shunted onto the jacks. The horn ties were taken off and two days later the loco was lifted high enough to get the driving wheels out. Firstly the pony truck, then the driving wheels, lastly the radial truck. The loco was lowered and the horn ties were put back on to prevent the frames spreading.

The next four months were spent cleaning, painting, and carrying out modifications where necessary. The axle boxes were taken off and thoroughly cleaned and inspected, most of the oilways were partially or completely blocked. The worst one

was the bottom sliding block on the pony truck. Despite pouring oil into the front oil pot during all the years she stood at Bewdley it was not getting to where it should go to, this meant that we had to get six new steel plates made.

All the wheels needed scraping, wire brushing and needle gunning. This was a very slow labour-intensive job, but by December all the wheels were painted to top coat. All the frames are painted with black gloss and motion between the frames was painted in Venetian Red. The modification that has been made is to make it easier to oil up the axle boxes and drain any water that collects in the under keep, this work was done by a member of the full-

time staff. New Oilers were fitted to the inside of the under keep and drain plugs fitted to the underside. Grease nipples have been fitted to all the brake arms and also to the radial truck. Cover plates have also been made for the radial truck. February 2022, parts started being put back on the loco. The axle boxes were fitted on the wheels except the pony truck. Then a few days later the loco was back on its wheels except the pony as we are waiting for the dampers which are being made at Tyseley. With the coupling rods fitted; he loco was shunted into the yard where the connecting rods were fitted all with new felt pads. The loco was then shunted over the pit and new brake blocks were fitted along with all the large leaf springs. The brake rigging was next to be put back, we are having new spring hanger bolts made, but have not yet been delivered. We used the old ones to keep all the cups, rubber, and steel dampers together. All the nuts on the horn ties and brake rigging have been flogged up and half nuts and split pins fitted. The rear balance pipes have been put back

on and temporarily secured for safety. The vacuum, steam heat, and water pipework are in the process of being installed.

At the moment the loco is an 0-6-2. The pony truck is now complete and will be installed using the wheel drop as and when it is available.

The new stretcher plate that was fitted at Bewdley and temporary bolted up was riveted in place by a team of full-time staff and volunteers, an excellent team effort completed in a day.



Safely down John Titlow



The Lift

On Monday 11th April we made another step forward in the restoration with lifting the tanks from the frames ready to be taken to the Boiler Shop for riveting. Firstly we needed to remove the bolts that held the semi-circular brace at the front of the tanks and lift it clear.

Lifting straps were then fitted onto the lifting eyes, the bolts removed and each tank was lifted clear in turn and placed onto the flatbed wagon where it was made secure.

The new tanks were hand built at Bewdley over a period of many months and because of noise restraints the riveting needs to be done in the Boiler Shop at Bridgnorth. To keep the tanks in one piece they were bolted together using every other rivet hole much like a giant Meccano. Rivets will first be put in using the holes between the bolts, after which the bolts can be removed and the riveting completed.



A Kit of Parts – Steve Morgan

As I am sure many of you are aware GWR locomotives comprised many standard parts that are interchangeable with other loco types. At regular overhauls many recycled parts would be fitted and each time the current loco number stamped into the metal. Below is a sample of some of the loco numbers on parts acquired by 4150.



1018 County of Leicester, 4161, 5101, 4335, 4928 Gatacre Hall, 4967 Shirenewton Hall, 4985 Allesley Hall, 4997 Elton Hall, 5012 Berry Pomeroy Castle, 5033 Broughton Castle, 5054 Earl of Ducie, 5966 Ashford Hall, 5970 Hengrave Hall, 5975 Winslow Hall, 6103, 5984 Linden Hall, 6900 Alney Hall, 6907 Davenham Hall, 6929 Whorlton Hall and 7027 Thornbury Castle.

The oldest component on the loco is from 5012, built 1927 and the newest from 7027, built 1949, both Castles. This just gives you a idea of how parts moved around from engine to engine. So far we have not found a part off 111 The Great Bear, as most of the locos in preservation seems to have, but we will keep looking!



Boiler Report – Peter Dodson

As last year Covid 19 has continued to cause delays in the overhaul of the boiler. Having said that, some progress has been made over the last 12 months.



The repairs to the barrel and firebox, in the areas of most corrosion, have been completed on one side. The boiler has been turned over and preparations are being made for the welding by the coded welder. Working at height has stopped work on the two areas on the firebox. This work will be completed when the boiler is put the 'right way up'. The 6 badly corroded rivets in the barrel have been replaced and work has started repairing the mud hole door openings. The new smoke and flue tubes have been delivered.

The ends of the smoke tubes have been annealed and will just require cleaning on the ends before they are assembled in the boiler.

The ash pan is now finished apart from final fitting. The drop grate is complete in the firebox with the new fire bars having been delivered. The spray bar has still to be added to the ash pan.



Trial fitting of the newly built ashpan

Three old friends - David Massey

Kidderminster MPD saw many ex GWR 5700 class pannier tanks allocated since their introduction to service in 1929. Three were particularly noteworthy for long service sharing local duties alike and became old friends and a familiar sight to local enthusiasts. Local duties generally for panniers comprised yard shunting at Kidderminster, Stourport including Canal Basin and Hartlebury as well as trip freights to those locations plus Foley Park in connection with the annual sugar beet

A Loco Retires

In 1930 Messrs. Kerr Stuart and Co., Ltd., of Stoke-on-Trent, built for the then Great Western Railway Locomotive No. 4435, now British Railways No. 7700.

A correspondent writes: 'For years she has worked hard, in the shunting yards of Kidderminster, as well as on freight duties, and local passenger work on the Severn Valley line. Regularly every year she has moved tons and tons of sugar beet to the local factory, returning with the equivalent empties encountering a steep gradient en route. Right up until the 4th of this month she was still in steam, but alas, on that dreaded day, her services were terminated — her boiler needs replacing — and that is too much to expect in these days of diesel and electric traction.

"One consolation is that, whilst she was the first of the series to be delivered, she is not the first to go by any means, and indeed, may not reach the 'melting pot' if some kind person would come along with a few hundred pounds and say 'I'll buy it.'

"She will be missed by the men of the Kidderminster Motive Power Depot, who regard her as being the best locomotive to work, and really, one feels, the place will not be the same without her! However, whilst there is little hope of any form of preservation, she stands at this very moment motionless — alongside the depot—a fitting tribute to steam locomotion and to her builders."

processing season. Venturing further onto the Wyre Forest and Severn Valley branches duties would also include the regular goods trips to Tenbury and Buildwas as well as passenger turns to Tenbury and Bridgnorth.

Although of GWR Swindon design the three referred to here were built by private contractors, each by different companies during 1930/31.

First built was 7700, Swindon Lot No. 263 and built by Kerr Stuart, works no. 4435 in January 1930 although it did not come to Kidderminster, from Gloucester, until October 1944. It stayed until withdrawn from service, being despatched to Swindon for cutting up 30th May 1961. A former Kidderminster fireman in the 1945-49 period, writing of footplate memories under the pseudonym 'Asleft' in his book 'No Steam Without Fire' devoted a chapter to this loco titled 'Fast Pannier'. He states "at Kidderminster there was an exceptional pannier tank locomotive no.7700. All the engines of this type were good and capable of hard work in relation to their size but 7700 was a little wonder". He states that in his time at Kidderminster 7700 was spared from mere shunting duties and kept in good condition, being used by the Top Link men as a spare when their own loco's, generally large prairies, were out for maintenance or repair. He even saw it used on the shed's star turn, the Birmingham — Malvern late afternoon express passenger which ran to a tight schedule. My memories of 7700 were confined to later years when perhaps its condition was not so good and shunting duties were more the norm. However I have kept a cutting from one of the Kidderminster newspapers of a letter written by a local enthusiast to record the loco's retirement from service.

Next of the trio built was 8727, Swindon Lot No. 272, by W G Bagnall, works no. 2424 in December 1930. It came to Kidderminster from Worcester 23rd October 1934 and stayed for nearly 23 years before moving to Gloucester 1st April 1957. In January 1945 a top feed boiler was fitted at Wolverhampton Works.

I remember it as the first loco I noted down on my very first train spotting visit to the 'Wooden Bridge' which spanned Kidderminster yard. A good photo of it at this location adorns the front cover of Adrian Turley's book 'The Railways at Kidderminster in the 1940's.' Sadly the only photo I have is of it being cut up in a Wigan scrapyard but at least I often get to see a cabside numberplate that now resides in my brother's house.



7700 Kidderminster MPD (Paul Dorney Collection)

The last of the trio built was 8718, Swindon Lot No. 273 by Beyer Peacock, works no.6698 in March 1931 and it came to Kidderminster from Worcester 17th July 1934 and remained until the shed closed on 8th August 1964, having given 30 years of service. It was not finished yet, moving to Stourbridge depot where it continued to be well used for another two years.



8718 Kidderminster MPD (Paul Dorney Collection)

By June 1966 it was the oldest ex GWR loco still operating with British Railways. Apart from the few surviving panniers sold off to London Transport or industrial use only a single figure number from a class of 863 strong lingered on in active BR service into summer 1966 and 8718 was the last of the old cab version among them. Stourbridge MPD closed mid July and although most transferred to Tyseley 8718 went very briefly to Shrewsbury where it was withdrawn 23rd July 1966. Final disposal was to Cohen's scrapyard, Kettering in

November. A large photo of 8718 sat in the parcels dock at Kidderminster station is displayed in Kidderminster Railway Museum together with cabside and smokebox numberplates and a Beyer Peacock builder's plate. A fitting and lasting tribute to a remarkable old friend.