

Is it finished yet?

Is 4253 finished yet? No, not yet!

... here's what's left to do



4253 out in the sunshine earlier this year.

After months of measuring, cutting, more measuring, more cutting, and a lot of 'choice' words, the cladding was added to the boiler and firebox. We then trial fitted the water tanks and cab roof to ensure everything fitted nicely.

Now don't be deceived, the photo above shows what appears to be a complete locomotive. In truth, it is 90% (+/-) complete. There is still a lot of pipe work to be installed together with the ashpan, and the 'elephants' ears' (cladding that goes between the boiler barrel and the firebox).

Once we are happy with how it all fits together, it will be completely taken apart again, to allow the boiler to be removed for its steam pressure test. On passing this, the ashpan will be fitted and the boiler repositioned within the frame. We will then rebuild the locomotive for

Is it finished yet? *continued*

the final time. By doing it this way, we reduce the time lost on the 'ticket'.

So, 4253 will not be ready anytime soon.

Once reassembled, there will be testing and no doubt 'snagging' that will need to be addressed. ***However, on a good note, the light at the end of the tunnel is getting brighter and nearer!***

Our next newsletter will contain lots of photos of the work being carried out while 4253 is stripped down and put back together again. Here is a brief rundown of what is yet to be done!

Smokebox:

Fitting of superheater and superheater elements; main steam pipes and covers, blast pipe and jumper ring along with the blower ring, plus the petticoat pipe, deflector plate and spark arrester ring. Finally, concreting the floor and fitting of hand rails. Final external painting, in heat resistant black.

In fact we have decided that, due to how much equipment is fitted in what some people believe is, 'just the smoke box', we shall do a separate article on the smoke box, in a later newsletter.

Crinoline cage:

Take to pieces, clean, repaint and re-fit.

Insulation:

Cover the entire boiler and firebox within the crinoline cage using modern ceramic insulation, which hopefully will lessen thermal stress to the boiler.

Cladding sheets and bands:

Fit elephant's ears, remove for final trim and re-fit to cover the insulation, final repaint in green.

Cab Roof:

Remove, clean and prepare, with final repaint inside and out.

Water tanks:

Remove, address any rust spots, clean down, prepare with final repaint in green.

Bunker:

Address any rust spots, clean, prepare, fit hand rails and final repaint in green.

Cab:

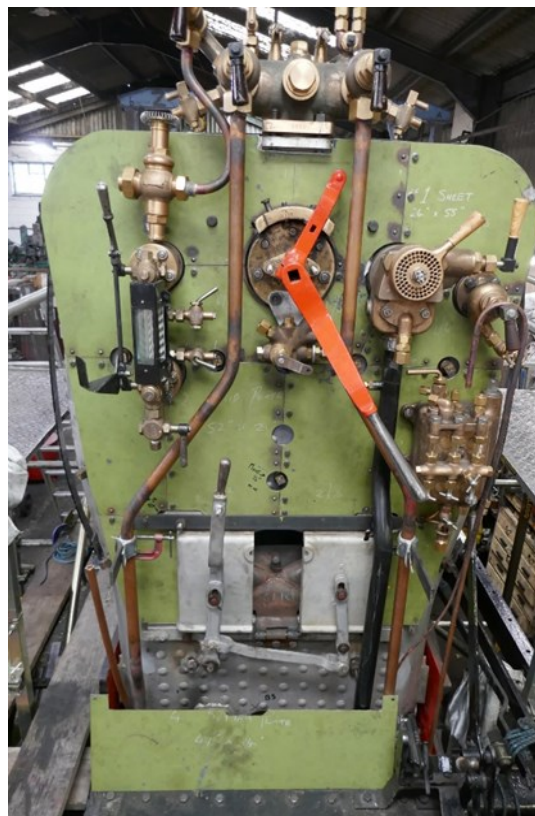
Install all operating equipment, gauges, tank water level indicator, wooden floor etc. Blowdown valve and operating linkage. Together with four framed glass windows, reverser lever, ashpan door operating handles etc.

Is it finished yet? *continued*

Another major item in the cab is the complicated back plate 'cleating' that goes behind the controls. This took many hours to measure, cut and reconnect, using a combination of rivets and bolts to allow the many sections to be slotted behind the controls and to allow for removal if necessary when the loco is in service.



This will all need to be taken apart and removed before the steam test and then insulation wrapped around the fire box. It will then all need painting and reassembly before any controls or gauges can be put back on. Trial fitting of the back plate cleating components is shown on the right.



First fitting trial, with many more pipes, gauges and controls to go.

As you can see from the long list above, we have a lot of work to do between now and the first steaming day, but we are confident that things will move forward at pace, with all volunteers working on the project as quickly as possible.