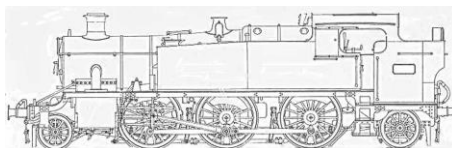


The 4150 Fund 2020 Newsletter CBS No. 8179



There will be no certificates in this Newsletter – but will go out with the AGM update later in the year

Please Note Due to the changing situation regarding COVID 19 and Government advice surrounding gatherings, it is with regret we feel it is both necessary and sensible to postpone our AGM and book it later in the year.

Chairman's Report – Peter Maddicks

I am sure you all know by now that John Whitcomb, our treasurer, passed away just before Christmas. I must say a few words about John. I first met him in 1975, when I became a volunteer on the railway. At that time, you would see him with a bucket, squeegee and a well worn piece of wire wool, cleaning as many coach windows as possible, as the loco ran round the train. When the railway extended to Kidderminster John would catch the first train from Bewdley and spend the day cleaning windows, catching the last train from Kidderminster at the end of the day. When the fund was relaunched, he was asked if he would become the treasurer, he readily agreed and has been a fundamental member of the fund ever since. I feel there is one thing about John that all his friends would agree and that is his sense of time! I remember one occasion in the early days. The Monmouthshire Railway Society had organised a rail tour from Newport to Shrewsbury. The loco was Castle Class Earl of Bathurst. John asked if I could get him a ticket. The day of the trip arrived, and the train was standing in platform 1. The time for departure arrived, no John, the Guard was on the platform, flag in his hand, looking at his watch. At that moment John came running onto the platform, a carrier bag in each hand and dived through the Guards door. As you see he was on time! and he also had his trademark bag. John rest in peace, your friends in the Fund and on the railway will miss you. To his sister, Brenda and all the family our deepest condolences.

We also lost another great supporter of the Fund in 2019, Pete Simpson. Pete was the go-to man for anything steam, and especially Great Western. He had an encyclopaedic knowledge of the inner workings of a locomotive. If you asked him a question, there would be a pause, so he could compose his answer, then you would get a full answer and advice on how best to do the job. Pete will be missed by all the people on and off the railway that are restoring a loco, or building a new one.

I would like to start my report on the Fund's year with a thank you to all of my committee and working volunteers for all of their support and hard work over the last year. But all this would not be possible without the support of you and your continued financial input, thank you all.

First, the boiler team working at Bridgnorth. Work is now coming to the final stages, with the hydraulic test imminent. We have been lucky with our boiler, as it has been said it is one of the best in preservation and the cost of overhaul is very low compared to some out there. Peter Dodson will give you a full report on the boiler later in the newsletter.

Work on the chassis at Bewdley has also been progressing, the cladding around the cylinders is now complete and all the running plates are on. The new frame stretcher is bolted in and will be riveted in on arrival at Bridgnorth. The bunker is back in place. Pipe work is progressing, with all steel now complete. Copper pipe is being made up, but because of security it cannot be left on the loco until the loco is at Bridgnorth. The window frames are away being machined and will be back soon. Steel for the ash pan has been ordered and will come back ready cut, bent and only require welding together. The cab floor is being fitted and the ATC conduit has been put on. The movement of the loco to Bridgnorth is booked for April, so by the time you read this she may be there. If the loco is at Bridgnorth, we will have a stand there, for the gala, if not we will be at Bewdley.

Secretary's Report – Peter Willoughby

I would like to start by thanking Steve Goodchild for stepping forward to take on the role of Fund Treasurer, I and my fellow Trustees look forward to working with him in the future.

As most of you are aware we are now a Community Benefit Society (CBS) and as a group need to adhere to the approved FCA rules, hence the need to change the date of our AGM as we need to hold it and submit a financial report within 7 months of the end of our financial year which is at the end February. We also need to issue Membership Share Certificates that meet a certain criterion, hence you will find your replacement certificate with this Newsletter, all the shares that have been accrued over the years up to the 29th February 2020 have now been collated on a single certificate. I am aware that since the Fund was formed over 40 years ago the Shareholdings have been recorded in numerous ways from a small notebook, a duplicated typed list, original floppy disc and windows 4.0 & 7.0 documents before finally arriving at the Excel Spreadsheet we use today. Inevitably errors have crept into the system along the way so if any of the information on the new certificate is incorrect please let me know so a replacement can be issued and records updated. You will notice the shares are now transferable on death and as a Charitable CBS we are now able to claim gift aid. The rules we now use replace the old constitution and cover 20 pages, a copy is available by email on request.

Sadly, this is the first Newsletter since 2004 that does not contain John's annual Engineering Report, always a very informed and interesting read. However some of our working members have washed their oily hands and put pen to paper to explain what they have been up to and it is not all about standing round and drinking tea.

Report from Bewdley – Tony Howard

In early December the new frame stretcher plate was returned from Bridgnorth after having the angles riveted on and machined to the correct width.

The rivet heads were cleaned up and painted and the frame stretcher was hoisted into position and clamped up. Once we were satisfied it was upright and level we started to use the drilling fixtures that had been made previously to find the centre of the holes that will be needed in the angles to fix to the frames. The stretcher was then removed so we could drill the final size holes before the Christmas and New Year break. In January the drilling was finished and the frame stretcher was replaced between the frames and bolted in position. The bunker was then pulled back into position and bolted down along with the balance pipes. The cylinder cladding is being put on as and when it is painted, likewise the backhead cladding, suspended from the Spectacle Plate.

We have found that we need about 60 dome headed bolts. These types of bolts are no longer available to buy off the shelf, so we have cooperated with other groups in the same situation to have them made. It looks like we will be able to obtain them and buying together in bulk it will be cheaper.

Another Surprise – Peter Maddicks

At the end of September, we were working on the loco as usual when one of the lads discovered what was thought could be asbestos, we stopped working immediately and covered the loco up. I phoned the local specialist asbestos removal company, who happen to be based in Kidderminster. I spoke to the boss of Hinton's and he came out to have a look and confirmed it was asbestos, we were right. Even with a discount, as the railway is a good customer, it was still a four figure sum. Work started in the middle of November and it was quite an operation. The first job was to build a tent over the front of the locomotive, with a filtration system. The company also brought to site a special trailer with clean and dirty ends for the staff to clean up at the end of the day. The good news is that we have had the all clear, got our certificate and work has resumed.

Boiler Update – Peter Dodson

The last time I put pen to paper I was talking about the replacement of side stays in the firebox which is now complete, except for 5 copper and for nuts on the stays inside the firebox.

So what has happened since. The old crown stays have been removed apart from 3. It should have been 5 but too much enthusiasm resulted in 2 being accidentally removed. Like the side stays a pilot hole has been drilled in each stay and they were then burnt out. Then it has been a case of reaming each hole and tapping the hole. The tapping has not been started yet as we are awaiting the supply of new crown stays. These stays could start coming through in late March as there is a queue in the manufacturing process. The picture shows the top of the firebox with the old crown stays removed waiting for the tapping to start.

The firebox patch rivets were considered to be in poor condition and 75% have been burnt out and new copper screws have been inserted. Now that seems easy to say but after you have burnt out the old steel rivet, then you have to tap the inner copper sheet and hand counter sink the outer sheet. When the holes line up great, but if they don't, it is a case of hand grinding the outer sheet, so that the new patch screws can be fitted at right angles. I have not been trusted with this hand grinding work as you need a very steady hand. The boiler is on its side so the remaining rivets that have to be replaced are on the underside of the face. So, these will be replaced when the boiler is turned over. This is the work of Phil but mainly apprentice Jack. The picture shows the new patch screws and side stays.

Dave Mcfall has needle gunned the inside the boiler and established that the surface is sound and without any corrosion. The old steam pipe that was lying in the bottom of the boiler has been extracted. A non-destructive test has been carried out to establish the thickness of the copper tube. The tube is satisfactory and just requires a new end section to be brazed on, as is standard. The water troughs inside the boiler were in poor condition and one of the team has made a super new set. They are ready to be installed. Half of the outside of the boiler has been needle gunned (not the underside as that will be done when the boiler is turned over). The smoke box has also been treated in the same way and a primer paint applied.

You will have noticed that to date I have not mentioned the external corrosion on the boiler. Now that is for a very good reason. The gentleman who was due to carry out the work was not certified to weld the boiler sheet as the Insurance Company who insure all SVR's boilers decided to make it a class 9 material. The welder has had to get himself 'coded' to carry out this work which has rather delayed progress. Now subject to approval of the procedure and acceptance of his coding, the work should be started in March.

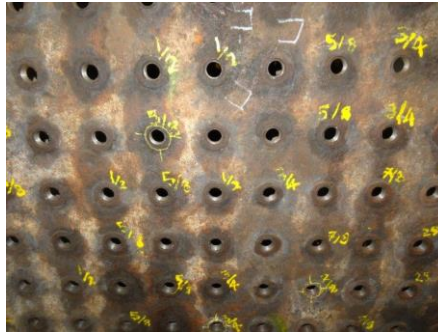
To fill my time in I have been removing 40 years of corrosion from the mating surface of the saddle on the boiler. This is a slow business with plenty of 'engineers blue', lifting of a heavy plate and grinding off the high spots. Somebody should have put some protecting grease on the face when the cover was removed. Never mind, a couple of more weeks and I should be getting there.

It has been decided to fit a drop gate in the grate in the firebox. Now we have had a lot of information from the West Somerset Railway who have fitted a drop gate in a corresponding engine. Material has started to arrive for this modification and a number of hours checking to see what patterns SVR hold for the grate bars and what standard items can be utilised to complete the work. It all seems to be coming along very well.

The pictures on the right shows the stretcher plate returned from Bridgnorth having had the angles riveted on and machined to fit – then drilled and temporarily bolted to the frames. It will be riveted when the engine is at Bridgnorth.



The picture on the left shows asbestos removal under way



The old Crown Stays have been removed and the holes reamed, once we have the new stays each hole needs to be tapped. Due to slight distortion between the inner and outer firebox they will vary slightly so each hole is measured and marked as the stays are made to the different lengths required. The picture above shows a burnt out Crown Stay, they are about 24 inches in length and there are 160 of them. Each hole is tapped and the stay inserted before moving to the next hole, this is to prevent any possible movement between the plates if all the threads were tapped first.



The pictures to the left show the replacing all 160 rivets in the firebox with copper patch screws. The corroded rivets have to be drilled out and the hole then tapered and tapped ready for the patch screws to be inserted, a very time consuming job. The Patch Screws are made in house with a square drive to screw them in, the drive is designed to break off and the top dressed giving a rivet like finish to the head.



The photo on the right is of the new splash trays – and is an example of collaboration between our highly skilled engineers at Bewdley and we, metal bashers at Bridgnorth. They will fit along the top inside the boiler and ensures when water is introduced, rather than gushing in just one place, it is evenly distributed along the entire length of the boiler.

On the Move

As of the beginning of March we are getting ready for the move to Bridgnorth. As the loco has not moved since the boiler lift in 2017, we are putting as many parts on as possible as this is the easiest way to get the parts to Bridgnorth. We will also jack up each wheel set and oil each of the journals as they would have dried out over the last three years. We will then move her forward slowly to make sure that all is okay, making sure that the vacuum pump is clear at both ends. We will also check the valves and pistons for foreign bodies as one nut or bolt could do irreparable damage, we can learn from the mistakes of others.

After all the preparation work is complete we will have to shunt the locomotive out which is not an easy job. First the back road has to be cleared out. (for those of you who know Bewdley, this is the siding that runs right into the car park). All the vehicles in front of the loco have to be removed and then the loco will be pulled out. After all has been put back, the loco will go on the inspection pit to make sure all is secure underneath and we can oil up all of the moving parts that are difficult to get at without one. As for the movement we will need a loco to pull the train, a barrier vehicle next to the loco and a brake van at the rear. The movement to Bridgnorth will be subject to several restrictions, with many stops to make sure everything is okay.



Charitable Status and Gift Aid

The 4150 Fund registered as a Charitable Community Benefit Society on 2nd September 2019.

A Gift Aid Declaration is included on our new Share Application forms for both one-off donations and standing order subscriptions.

If you are an existing subscriber by either of the above means and wish The 4150 Fund to claim back Gift Aid on your donations since 2nd September 2019 please use the following declaration:-

GIFT AID DECLARATION

Please treat all gifts of money that I make, now, since 2nd September 2019, and in the future as Gift Aid donations to the 4150 Fund.

I am a UK taxpayer and understand that if I pay less Income Tax and/or Capital Gains tax than the amount of Gift Aid claimed on all my donations in that tax year, it is my responsibility to pay any difference.

Please notify the 4150 Fund if you want to: cancel this declaration, change your address or no longer pay enough tax on your income or capital gains.

SIGNATURE: _____ DATE: _____

TITLE: _____ FULL NAME: _____

ADDRESS: _____

Post Code: _____

**Please return this completed form to The 4150 Fund Membership Secretary
Peter Willoughby, 22 Broomfield Road, Kidderminster, Worcs. DY11 5PB**

From the Archives – How little seems to have changed in the last 42 years

THE 4150 LOCOMOTIVE FUND – From a Newsletter (Circa 1979)

Chairman's Report By Peter Maddicks (Yes, the very same one only younger with more hair)

On January 19th, 1978 4150 finally arrived on the Severn Valley Railway, after a very cold but uneventful journey from Gloucester.

By the following week things had started to happen, Dave H. our Treasurer received a telephone call from Michael O. to say that the 30 ton steam crane would be coming up from Bridgnorth the next weekend to swap bogies on some of the G.W.R. coaches to get the set up to main line standard, and would we like to have our cab and side tanks removed at the same time, if not it might be some time, until the crane would be available again.

So, it was all hands to the job, and after a bit of a panic, we did manage to get it done late Sunday night. We have got the tanks shot blasted and painted, the cladding and asbestos lagging has been removed from the boiler. Work is now proceeding in dismantling all the running gear, this has been undertaken by a small band of very hard working shareholders, and it would be very much appreciated if anyone could spare any time to help, they would be made most welcome, there is usually someone working at Bewdley on Saturdays and Sundays, hope to see you soon.

In the last few months new boiler policy has come into force which entails removal of all boiler and flue tubes to allow for internal examination, current estimated cost is around £3,000. So, we need all the money you can spare, if at all possible, please complete the enclosed share form and return to the Treasurer. In some respects, we are more fortunate than some funds, who have almost completed their restoration, and now have to remove boiler and flue tubes.

We are still carrying on our fund raising activities, and if you are on the SVR on Bank Holidays or enthusiasts weekend we have a sales stand on Bewdley Station, so please come and make your self known, we will be very pleased to have a chat.

By the way did you see the article by D.M.Rouse in February's "Railway World" about Newton Abbot's 51's in the 1950s it gave a good account of 4150, saying she stood head and shoulders above all the other 51s at Newton Abbot. Also, there was a photograph of her starting the ascent of Dainton Bank, not far from Aller Junction.

Early Severn Valley Memories - Dave Massey

I am lucky in that living locally I have had an association with the Severn Valley line extending from the last years of BR operation through the pioneering days of the preservation era to the now mature SVR that we currently enjoy. My use of the line dating back to the early 1960's was as a teenager on visits to Shrewsbury to observe and photograph the variety of Western and Midland Region motive power then in use.

One record that I have, dated Saturday 8th April 1961 is of travelling Kidderminster – Bewdley on ex GW railcar W23, Bewdley - Bridgnorth on W26 and changing again to a Bridgnorth – Shrewsbury service hauled by Stanier 2-6-2 tank 40205. The return was by W23 all the way to Kidderminster. If I recall correctly that was the occasion when, drifting down from Arley to the Victoria Bridge, we encountered a dense mist over the river which with the soft, quiet ride of those railcars briefly gave an impression of floating in the clouds, perhaps having swapped the train for a plane!

Two further visits were made in 1962. On 29th September I saw 6000 on a Talylyn Railway special and my return trip was



with Ivatt 2-6-2 tank 41202 (photo 1). On 27th October we travelled Kidderminster – Bridgnorth with pannier 3619 (photo 2, 22/9/62), Bridgnorth – Shrewsbury with standard 2-6-4 tank 80100 and returned by DMU. By this date principal expresses such as the Inter City and Cambrian Coast Express were worked from and to Paddington by Western diesels but at least the CCE still arrived from the



West with a Manor (photo 3).

The axe fell in September of the following year when passenger services were withdrawn between Bewdley and Shrewsbury and three months later when through freight traffic ceased. I did not witness the last train north from



Bridgnorth on Saturday 7th September 1963 but did travel the next day on the very last between Bridgnorth and Bewdley. A special train of 5 coaches hauled by panniers 9624 and 4665 replaced the normal DMU of the fisherman's train which ran Bridgnorth to Birmingham on a Sunday evening. My brother and I travelled from Kidderminster to Bridgnorth on this train and then back on what was to be the last ever. The journey to Bewdley took 39 minutes despite stopping at every station and was accompanied by much valedictory whistling. Just before departure we had

purchased a single ticket to Hampton Loade as a souvenir thinking it would be one of the last issued by Bridgnorth booking office. Little did we know what the future held and that within 4 years we would both begin a lifetime association with that same stretch of railway. By chance our attendance on that day is recorded in a photograph of the last train at Bridgnorth which appears in the SVR Timeline display at the Engine House, Highley (Sept 1963, LHS of photo).

Although aware of the scheme to reopen the line announced in 1965 we did not join up and take part until early 1967. Working first at Bridgnorth we then transferred to Bewdley to be part of the team that started a carriage restoration department in 1968 based in the Goods Shed whilst BR still operated passenger services to both Kidderminster and Stourport/Hartlebury. By September 1969 we had sent an exhibition train to Tyseley Open Day and carried off the cup for the best exhibit, being a repainted 3205 with 3 restored GW carriages. The loco and carriages formed part of the SVR re-opening train on 23rd May 1970 on which we travelled. Although only operating to Hampton Loade it was of course the dawn of a new era for the preserved SVR.

Now 50 years on and about to celebrate the anniversary of that momentous day it is easy to take for granted all that the now restored Bridgnorth – Kidderminster railway offers unless you have been involved from the start. I am now working daily at Bewdley for there is still much to achieve and I truly hope that the current new generation of SVR supporters will also be able to look back and celebrate with the same satisfaction I have of a Severn Valley Railway still operating in 2070.

The 4150 Fund Share Application
Registered Charitable Community Benefit Society – 8179

Title _____ Full Name _____

Address _____

Post Code _____ Email _____

I hereby apply for _____ one-pound shares (Min £25) and enclose a cheque payable to The 4150 Fund (or use bank transfer using the details below).

The 4150 Fund – Lloyds Bank plc Account No 02332676 - Sort Code 30-96-00

Share Subscription Scheme:

Why not spread the cost of participating by using the Bank Standing Order below, you can make a monthly payment from as little as £4.00.

Bankers order to _____ (Your bank)

Account No _____ Sort Code _____ - _____ - _____

Please pay £ _____ (£4.00 Min) each month Commencing on 01/_____/20____ until further notice (or until) 01/_____/20_____

The 4150 Fund – Lloyds Bank plc Account No 02332676 - Sort Code 30-96-00

Signature _____ Date _____

Boost your donation by 25p of Gift Aid for every £1 you donate

Gift Aid Declaration:

In order to Gift Aid your donation you must tick the box

I want to Gift Aid my donation of £_____ and any donations I make in the future. I am a UK taxpayer and understand that if I pay less Income Tax and/or Capital Gains Tax than the amount of Gift Aid claimed on all my donations in that tax year it is my responsibility to pay any difference.

Gift Aid Declaration Notes:

You must have paid enough UK Income Tax and/or Capital Gains Tax to cover all charitable donations that you make. Taxes such as Council Tax and VAT do not qualify.

Please notify The 4150 Fund if you

- 1 Want to cancel this declaration
- 2 Change your name or home address
- 3 No longer pay sufficient tax to qualify

giftaid it

Please return this completed form to The 4150 Fund Membership Secretary
Peter Willoughby, 22 Broomfield Road, Kidderminster, Worcs. DY11 5PB