

A black and white photograph of a steam locomotive, number 4561, on railway tracks. The locomotive is positioned in front of a large, light-colored building with a corrugated metal roof and arched windows. The scene is set outdoors under a cloudy sky. The locomotive has the number '4561' visible on its side. The overall image has a faded, semi-transparent appearance.

Locomotive 4561

**Progress since AGM 2016
and Future Locomotive Strategy**

Planning

- Detail plan of all outstanding work completed
- Cost estimated to be £210,000
- Thanks must go to:
 - Andy Forster
 - Ray Waldron

For supporting the effort required to formulate this plan.

Boiler

- There are some dimensional concerns about the boiler that could effect both it's completion and longevity in service.
- We are in touch with the contractor over this matter and are seeking to agree a remedial work plan.
- We have undertaken significant metrology work at Williton to understand the problem.

Boiler (continued)

- The metrology is both time consuming and difficult to undertake but is essential to enable meaningful dialogue.
- It has taken several months to complete and a large measure of ingenuity on the part of those involved to devise methodology to allow some of the required measurements to be made to the required degree of accuracy.

Boiler pictures

In the first picture you can see there is a slight mis-alignment between the firebox and the outer wrapper. The picture taken looking towards the throat plate.



In this picture you can see the slight misalignment between a flue tube we offered up and the rear plate of the firebox.



Boiler (continued)

- Thanks must go to the following people:
 - Jeff price for spotting the original problem
 - Ray Waldron and Ryan Pope for making the measurements
 - Andy Forster for assisting in developing the methodologies and for compiling the report
 - Mike Johns for reviewing the report and for his wise council.

Moving forward

- Agreed plan for the boiler
- Building up sufficient funds to restart the restoration work.
- Making a full condition assessment of 4110 and 7821 to allow a first pass plan to be formulated for each loco.
- Reports to the membership (probably via the Journal)