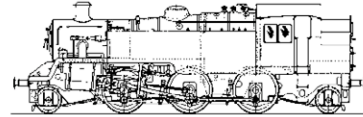




The 82045 Locomotive Fund
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NEWSLETTER NO.11 – AUGUST/SEPTEMBER 2009

Again, there is substantial progress to report as the 82045 project continues to gather speed. On the ground at Bridgnorth, painting of the frames will have been completed by the time you read this. This has been no mean task, with four surfaces, each over 37' long, to be given two coats of primer, two of undercoat and two of topcoat, and thanks are due to the sterling efforts of Colin Williams and his small team for completing the job despite the awful weather. The frames are now looking very smart in black and (on a section of the inside faces) red, and will hopefully prove eye-catching for visitors to the site.



In the workshops, the two pairs of buffers transported to Bridgnorth from Chris's garage in early May are now undergoing thorough refurbishment by a team of volunteers led by the SVR's Mechanical Foreman Mark Vrettos. Tony has been hard at work machining the buffer beam gusset brackets – these are now finished, drilled and ready for mounting – and the brake cylinder support bracket frame stretcher fabricated by Dave Hewson. We are, at the time of writing, awaiting the second consignment of a delivery of frame stretchers from Accurate Section Benders (see Newsletter No.10). Assembly of the buffer beam and frame stretcher components is expected to commence shortly.

We have received a quote from Dave Hewson for making the smokebox saddle, a very substantial piece of fabrication weighing approximately two and a half tons. The cost is £6,355-00, to include transportation of this item from Yorkshire to Bridgnorth. Once fitted between the frames, this will look quite spectacular, and we would be most grateful for any offers to sponsor this purchase. Anyone interested in helping with this is asked to contact Chris Proudfoot for a chat.



On the pattern front, Brian Oldford has completed the huge and complex kit of pattern and core-boxes for the horn block, and this is now safely in residence at one of the Fund's Cheshire sub-sheds. Also present and awaiting casting are the patterns and core-boxes for the horn guides (for the leading and trailing driving wheels) and those for the firebox support bracket, another hefty piece of the frame stretching assembly which is expected to be next in line for casting.

Although it is very tempting to press ahead with further components of the boiler and firebox, we think it more sensible to concentrate our efforts for the moment primarily on creating a complete frame assembly, which we hope to achieve within the next twelve months. We can then turn our attention to wheeling the assembly to create a rolling chassis – as readers will know, we already have Brian's driving wheel pattern (on display in The Engine House) as well as the patterns for the horn guides and horn block, so we are a good way down that particular path. The pattern for the BR Standard pony wheel is in existence away from the SVR, and enquiries have been made about borrowing this when the time is right to have the four pony wheels cast for 82045.

Tony is keen to hear from any machinists who would like to work with him on a voluntary basis: he does a lot of this work on his own as the skills required are not easy to come by these days. If you think you can help out here, please ring him on 01625 820584 and you will be very warmly welcomed!

Photo. Machining of brake cylinder support Stretcher.



Speaking of being warm, we hate to remind everyone that the nights are drawing in and the rain is getting colder! We are now able to offer extra warm winter fleeces and wind/waterproof jackets, all bearing our 82045 logo. Details are on our all new sales page but if you wish to know more, please call Barbara on 01625 820584 or email barbara.massau@ntlworld.com.

The Fund is moving ever closer to becoming a registered charity, as mentioned in the previous Newsletter. We are honoured to welcome SVR colleagues Alvin Barker and Mike Kneen, who have agreed to serve as Trustees of the new charity, and hope to achieve our new status by October. Once we have a firm date for this, our existing promotional literature will be updated to take account of the changes, and a major piece of publicity, coupled with a funding appeal, is planned for the latter end of this year.

David Williams, Editor of *SVR News*, continues to give us excellent coverage, and we are steadily gaining support from the SVR membership as well as starting to cast our net wider in search of new members. Standing Order income is growing steadily, and we now have a good income stream which enables us to plan ahead effectively, while avoiding the risk of indebtedness. We promise not to take you down that road!

On the subject of income, members contributing by Standing Order will be aware that the Fund was affected at the end of May/beginning of June by a serious mistake on the part of our bank, which resulted in many standing orders being rejected and a great deal of consternation amongst the members concerned, some of whom thought the Fund had folded.

Chris has had a very tough time fielding enquiries from worried members and trying to put things right, but, with the help of Barbara Massau, we hope that this unfortunate matter is now approaching a satisfactory conclusion. Almost all of the standing orders have been successfully reinstated, but there are still a few that remain outstanding. If anyone is still wondering what happened, let me assure you that (a) it was in no way our fault and (b) the Fund is in excellent shape! Please don't hesitate to ring either Chris (01928 787255) or Barbara (01625 820584) if your contribution has been affected.

Finally, please try and attend our Annual Meeting on Saturday September 19th at 2.30 p.m. in the upstairs meeting room (the Library) at Kidderminster Railway Museum. If you are planning to attend, suitable prizes (bottles, biscuits, chocolates etc.) will be most appreciated for Barbara's tombola which will be held the following weekend at the SVR Autumn Gala. We will be out in force at Bridgnorth with our exhibition and fundraising stands so if you plan to come along, do make yourself known to us.

Tony Massau

Chris Proudfoot