

# THE 82045 STEAM LOCOMOTIVE TRUST

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## NEWSLETTER No.13 August, 2010

The past six months have seen steady progress towards completing the frame structure of the new locomotive, and there has (touching wood!) been a most welcome absence of last year's gremlins, enabling us to concentrate on the job in hand, namely to get 82045 finished as soon as physically possible.

As Tony remarked in one of the recent monthly website updates, frame construction is not the most spectacular evidence of progress, but it is nevertheless a vital laying down of a firm, sound structure – both literally and figuratively – for the project. At the time of writing (mid-August), we are awaiting the return from South Yorkshire of the cast and machined horn guides and horn blocks, and also of the front and rear pony truck pivot centre frame stretchers after fabrication and machining. More of this under Tony's engineering notes below.



*Casting of horn block*

*Photo Tony Massau.*

These items should all arrive ready for temporary bolting straight into the frames pending riveting; and with this achieved, we want only the smokebox saddle to complete the frame kit. It is hoped to be able to place the order for this with Dave Hewson by mid-autumn if funds permit. SVR boilermaking contracts manager Duncan Ballard is waiting for us to give him a completion date so he can book 82045 into Bridgnorth Works for the frame assembly to be riveted.

We are already turning our concentrated attention to wheeling the chassis, and have some serious fund-raising to do in order to achieve this. We appreciate that it is hardly the best time to be appealing for funds, but must not relax our efforts. Total cost for the driving wheels to be cast, machined, tyred and pressed on to the axles will not be far short of £120,000. Sadly, it appears that tyres and axles will have to be imported. What a sad comment on the state of a country that was once (and not all that long ago) the engineering powerhouse of the world! We are fortunate that, despite this, most of the skills involved in building a steam locomotive can still be found (just) in Britain.



## **ENGINEERING** (Tony Massau)

The “Monday Gang”, primarily engineers Brian Butterworth, Richard Fraser, Peter Line and myself, aided by Colin Williams, Chris Proudfoot and Andrew Turner, are continuing to move slowly but surely towards the completion of 82045’s chassis.

We now have four horizontal stretchers, two vertical stretchers and the brake cylinder support stretcher bolted into the frames together with the stiffening channels for the inside faces of the buffer beams. The bunker support brackets are on the outside of the frames. In-house work continues on the two radial arm support stretchers and two brackets for the flexible frame stay above the centre axle. The firebox support bracket has been cast and awaits its turn for us to machine it. The buffers have been cleaned and painted and are now fitted. New internal springs will be required at a later date prior to their becoming fully serviceable.



The sharp edges of the cut-outs in the frames where the horn guides and horn blocks fit are being rounded off in preparation for the arrival of these items, which have now been cast by Trefoil Steel Co.Ltd of Tinsley, Yorkshire, and are being machined by PMT Engineering Services Ltd. The latter company are also machining the front and rear stretchers, fabricated by Dave Hewson., which fit close to the inside of the buffer beams and which support the pivot centres for the pony trucks. We have felt it necessary to contract out some of the machining due to in some cases the size of the component and the fact that we generally only work one day per week ourselves and even then the availability of the right machine in the machine shop at Bridgnorth cannot always be guaranteed to us.



On the pattern-making front, Brian Oldford has done us proud (yet again!) with patterns for spring brackets, brake hanger brackets and, most spectacularly, the two motion brackets, all awaiting casting or – to be more precise – additional funds to enable us to have this done!

*Brian’s motion bracket patterns and next page, Chris holding one in position against 82045. Photo’s Tony Massau*



### **TOMBOLA**

Once again, we will be attending the SVR Autumn Gala on 24/25/26 September with the sales/publicity stand and will be repeating the very popular and successful TOMBOLA. If you are able to give a suitable tombola prize it will be most welcome.

The engineering gang are usually at Bridgnorth on Mondays and will be happy to take delivery of your gifts. In addition, patternmaker Brian Oldford will also accept items at his pattern shop (behind the boiler shop in the container/workshop). Brian is at Bridgnorth most days.

Thank you in anticipation!

### **NEWSLETTERS**

Following our appeal in Newsletter number 12, many members contacted Barbara to say they were happy to accept a newsletter by email and hopefully this letter should arrive electronically to those members. Thank you all for helping to save our precious funds.

If, however, you have received a paper version of this letter it is because we do not have your email address. We appreciate that not everyone has this facility, and newsletters will continue to be sent by post to those members.

Maybe you have an email address and have not sent it to the Trust? If so, please send a short note to Barbara at [barbara.massau@ntlworld.com](mailto:barbara.massau@ntlworld.com) and we will add your details to the email address list.

### **SALES STAND**

Recently a member very generously donated many items of model engines, carriages and wagons. We have found that such items are immensely popular and sell quickly and easily raising some excellent funding for 82045. If you have similar items which you no longer require please will you consider donating them to the Trust? Once again, contact Barbara to arrange pick-up/delivery if you can help. Thank you!

## **WIN A FOOTPLATE RIDE! (82045 MEMBERS ONLY)**

As you may know, the 82045 Annual Raffle has for the past two years offered as first prize a round trip over the SVR on the footplate with Tony and Chris. This has proved to be an excellent fund-raiser, and will continue to be offered, though there is no restriction on those entering other than that they must be SVR members for the company's insurance purposes.

Barbara has decided to offer an additional chance to enjoy a footplate trip over the Valley, though this time we are limiting it to 82045 members, both existing and new.

Names will be put in a hat and a draw held in the spring in good time for Tony and Chris's week on the footplate.

In order to be eligible, members – both new and existing - must be paying a monthly standing order of at least £5-00, plus of course all Lifetime members who have paid £350-00 will qualify. Please tell your friends about this new incentive – and, if you are an existing standing order contributor but for less than £5-00 per month (please understand that we are grateful to all our supporters!), you might fancy upping it slightly in order to be eligible for entry into the new draw.



*Tony & Chris. Photo Mark Vrettos*

## **PUBLICITY**

The May issue of *Heritage Railway* magazine featured an excellent full-length article on the 82000 class engines by former Nine Elms fireman Dave Wilson, who worked on them in the 1960's. This was backed up by an article on the 82045 project written by Chris Proudfoot, and by a full-page appeal advertisement. This resulted in a number of new members for the Trust. An appeal insert has also been placed in the summer issue of *SVR News*, which is expected imminently to appear at the time of writing. Former editor of *Steam Railway* (and now freelance writer) Tony Streeter contacted both Tony and Chris in late July with a view to writing a piece about the project for the magazine, this article is in the current edition No 379.

Working on the premise that our greatest support is going to come from the SVR membership – the project is clearly and publicly identified with the Severn Valley – we are engaged in raising our physical presence on the Railway. Positive meetings have been held with staff of some of the stations on the line, and also with David Mee, manager of The Engine House and also at present doing the job of SVR Marketing Manager following the sad death of John Leach.

This process will take a while to complete, but when finished it should ensure that we are more firmly in the eye of visitors to the SVR than has hitherto been the case. At present, approximately 2% of the Railway's members belong to the Trust and we feel sure that we can, and should, be doing better than this, even allowing for the fact that some people are not happy about new locomotives despite the clear need for them.

Tony and Barbara Massau

Chris Proudfoot

*August 2010*