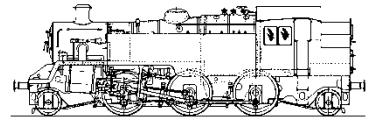




The 82045 Locomotive Fund
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MEMBERS' NEWSLETTER NO.10 APRIL 2009

We are delighted to be able to report rapid progress on all fronts since the last Newsletter (November 2008).

On the engineering front, readers of *SVR News* will know that the drilled frame plates were delivered safely to Bridgnorth on November 25th and immediately given a protective coating of oil before being sheeted over for protection against the looming winter. This was surely the longest and harshest one that most of us have experienced in recent years, and meant that physical progress at our site was limited, though a great deal of work has been going on throughout the season.

Front and rear buffer beams were ordered from Corus in January, quickly drilled at Boro' Foundry and delivered to Bridgnorth in February. Mention was made in the last newsletter of the delivery of SVR patterns for horn stays, pony truck centres and buffer beam gussets to Trefoil Steel Co. at Tinsley. The castings from these were produced at the beginning of the year, and are now – along with the buffer beams – safely under cover in Bridgnorth shed, where we have been allotted some racking space for storage of parts. No shortage of machining work to catch up on!



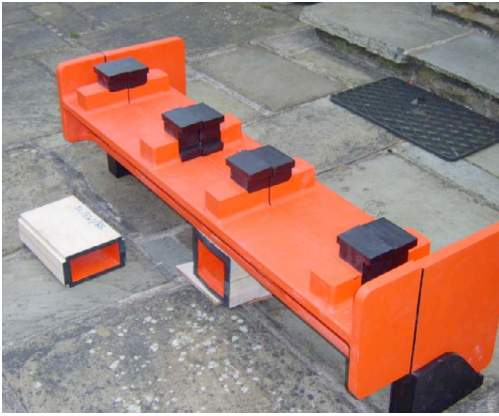
Sheffield-based engineer Dave Hewson, who works on a freelance basis for the NRM, has fabricated for us a beautifully-made driver's pedestal for the locomotive's cab. The pedestal is also under cover at Bridgnorth and, although it may not be needed for a month or two yet (!), it makes an eye-catching display for the 82045 sales stand. Dave has, at the time of writing, virtually completed his next job for us: the substantial brake cylinder support stretcher, due to be delivered to Bridgnorth during April for machining.

A contract has been awarded to Stourbridge specialist firm Accurate Section Benders for the supply and radial bending of further items of the loco's frame stretching assemblies: front and rear radial arm support stretchers, front and rear buffer beam brackets and the first of the distinctive horizontal frame stretchers (they resemble a St Andrew's Cross in outline). These should

also be delivered to Bridgnorth in the next few weeks as the first consignment of a larger order from Accurate Section Benders.

We have some steel in stock at Bridgnorth for Tony and Lloyd's coded welder Phil Harvey to start manufacturing some of the more mundane brackets and strengthening features on the frame assembly.

Following a meeting with Engine House Manager David Mee in February, we were very pleased with his enthusiastic support for 82045. He has authorised a small display about the project, which features Brian Oldford's eye-catching driving wheel pattern at its centre. Chris supplied a brief text to accompany the display, and our webmaster, Paul Bennett, has designed a temporary promotional leaflet for interested visitors to take away with them and hopefully, to act upon!



Brian continues to make remarkable progress with his pattern-making, and has since completed the patterns and coreboxes for the firebox support bracket and frame stretcher (this carries the rear of the boiler, and so is a substantial piece of kit), as well as those for the horn guides for the front and rear driving wheels. He is at present awaiting the ex-BR drawings which he needs in order to tackle the complex horn block for the centre drivers.

It is impossible to overstate the value of Brian's contribution to 82045: without him, the speed of the progress we have been able to make would be drastically reduced. Thanks, Brian!

Barbara Massau's attractive sales stand was again put to good use over the two gala weekends during March, at both of which we had a substantial presence. Barbara set up a raffle to raise funds, First

Prize being a 32-mile return footplate trip over the SVR. This was won by John Shaw of Birmingham, who will hopefully be accompanying Tony and Chris on a round trip during their footplate week in early May. Permission was given by the SVR's General Manager, Nick Ralls, for us to hand out a promotional letter on some of the services during Members and Shareholders Weekend. This also featured a standing order application form. Many thanks to members Brian Butterworth and John Gupwell for undertaking the job of going on the trains.

The Fund's merchandise continues to sell well, and we are very happy with the reaction to our "cabside" logo, which is proving to be a real eye-catcher. For further details about merchandise, see our website or give Barbara a ring (01625 820584).

Chris's letter to the SVR membership is attached to this Newsletter for your information. As you will see, it emphasises the importance of the Standing Order as an income source, and it is perfectly true that 10,000 people contributing just £5 a month over two years in this way would see the job done (and, as more than one person has suggested, enable us to get on and build 77020!). Seems easy, doesn't it, when you put it like that?

We know that you can alienate people by being too pushy, and also know that some of you have been extremely generous in your support for 82045 to date, so please don't be offended by what we are about to say because it doesn't apply to you: if each of our members (114 at the latest count, and growing rapidly) would support us with a standing order for £5 (more if you could manage it!), it would guarantee a healthy monthly income of at least £500, which we will make every effort to increase over the next twelve months or so. A reliable income stream enables us to predict how much we will have in the kitty at any one time, and to plan our expenditure accordingly – we have a horror of debt, and there is no intention of allowing the Fund to go down the path of indebtedness.

Finally, Tony and Chris signed the Memorandum and Articles of Association of the new company in late March. We are to become a company limited by guarantee, a necessary development both to secure ourselves and our members and as a pre-requisite for our forthcoming application for charitable status. This, we hope, will be achieved by the autumn, and will involve a change of name for the Fund, but does not affect the project in any other way. More on this in the next Newsletter.

Postscript:

1. The **82045** Locomotive Fund Annual Meeting will be held in the upstairs Board Room at Kidderminster Railway Museum on Saturday **19th September at 2.30pm**. Please try to attend, as this should be an interesting meeting with a great deal to discuss.
2. Barbara is planning to run a tombola again during the SVR. Autumn Gala weekend (the week after our Annual Meeting). If you are able to attend the meeting and have suitable prize-books, chocolates, bottles, tins of biscuits etc. which you are willing to donate, please bring it along to the meeting.

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www.82045.org.uk