



**60163 TORNADO**  
New Steam for the Main Line



**2007 PRINCE OF WALES**  
Building Britain's Most Powerful Steam Locomotive



**3403 HIGHLANDER**  
Recreating Gresley's last design

# THE COMMUNICATION CORD

No. 76 Autumn 2025

## STOCKTON & DARLINGTON BICENTENARY SPECIAL



Alistair Moulstone

Back where she belongs, doing what she does best, *Tornado* flattens Shap hauling 'The Northern Belle' at Greenholme on 7<sup>th</sup> June.

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EDITORIAL by Graham Langer



So much has happened in the last six months it is hard to know where to start! Firstly, I must apologise for the non-appearance of a summer *Communication Cord*, apart from some railtour news and progress with tracklaying at DLW, there was a slight dearth of stories and the decision was taken to hold over the next edition to cover the events of September and October, at a time when some of the key team members were not so pre-occupied with delivering the incredible results catalogued in this edition. So here it is, a bumper 40 page copy of *TCC* celebrating S&D 200 and the Trust's pivotal role in hosting the festivities in September.

I must pay tribute to our amazing support crew members, ably overseen by Jorge Gorman, who manned double the number of tours we originally signed up for with West Coast Railways. Owing to a shortage of Class 8 motive power, Carnforth asked us to cover for *Tangmere* as it underwent repair and in consequence *Tornado* suddenly found herself in charge of the prestigious 'Great Britain XVII' and 'Northern Belle' land cruise trains. The support crew worked some very long and anti-social hours to facilitate this and, although disappointed by West Coast's decision to dispense with our services, they must have welcomed a brief pause in activity before the maelstrom that was S&D 200, the Stockton & Darlington Railway bicentenary, occurred! For context, *Tornado* has now covered 9,684 miles since the completion of the overhaul.

The incredible effort made by the track-laying team, led by Terry Graham and Richard Snowdon, ensured that Darlington Locomotive Works (DLW) was connected to Network Rail in a timely fashion for S&D 200. The extensive layout allowed some of the locomotives attending the S&D 200 events to stretch their legs and gave the replica 1825 train a place to stable between movements on the main line. No sooner was the connection made than it saw movements by Class 66 and Class 60 diesels, *Tornado* coming 'home' by rail for the first time and LNER greats such as *Flying Scotsman* and *Sir Nigel Gresley* gracing the metals. Despite all the activity on this brand-new track I never heard a squeal or a groan from the permanent way, a tribute to the quality of the work and the care taken in finishing it.



**Tornado and her support coach arrive at Darlington Locomotive Works for the very first time.**

To conclude, it is fair to say that an enormous amount of time and energy has been expended in delivering the new works building and connecting it to the main line and whilst it may have had an impact on some other areas of Trust activity it is not difficult to quantify the difference it will make and the value it will add to our operations. It was a joy to see both *Tornado* and *Prince of Wales* safely housed in our own home for the first time, especially as storm 'Amy' raged during the day of the annual Convention! I hope you all enjoy a peaceful festive season and don't forget the Trust when thinking of Christmas presents! **TCC**

Aislinn Moulstone

FROM THE CHAIR by Steve Davies



The celebrations to mark the bicentenary of the Stockton and Darlington Railway are now well behind us, and I believe that the Trust (including you, our supporters) can be well pleased with the central role we played in its delivery. It was a tall order to complete the rail infrastructure and main line connection on time, but this was achieved with a decent margin, and our new yard played a pivotal role as the base for the various rail operations associated with the event, including the quite remarkable operation on the main line of the replica 1825 train (more of which later in this edition of *TCC*). We also hosted a variety of locomotives as part of the so-called 'Titans of Steam' display, and it was gratifying to have three LNER Pacifics on site at various times – tantalizingly just one short of the magical A1, A2, A3 and A4 line up we all want to see! Immediately following this excitement, *Tornado* enjoyed a wonderful visit to the Bluebell Railway to take her place alongside three other new-builds and then travelled home to Darlington via a guest appearance at the opening of the brand-new Beaulieu Park station, achieving a remarkable 395 miles in one day – virtually the equivalent of London to Edinburgh! Attention is now focused on our forthcoming main line run from Birmingham to York and back under the care and control of our very good friends at Vintage Trains.

Although we expected the P2's boiler to have arrived in Darlington by now, customs clearance and other red tape has

delayed its move slightly, but as I write it is being prepared for the move. By the time you read this it will definitely be 'home'. Work continues on *Prince of Wales* itself, including alterations to the tender body to enable the fitting of ETCS, a task made all the simpler by virtue of it being identical to that of the A1, and thus the drawings already exist. You will read elsewhere of further P2 progress, and of our plans to reinvigorate construction, so all that is left for me to say is to reassure you that the locomotive is commanding the attention of the whole Board, helped significantly by the arrival in post of our new Infrastructure and Workshop Manager, Richard Snowdon.

Our finances continue to be tight but the significant degree of control we are exercising is paying dividends, exemplified by the pace at which we are repaying the Covid-related CBILS loan. This £700,000 facility now has an outstanding balance of just circa £86,000 which will be completely paid back by May 2026. We all look forward to that last instalment!! It is thanks to you all, and many others, that we have been able to service this loan in such a reliable and disciplined way, and I thank you all for keeping the faith. We of course seek to optimize income streams across the full breadth of activity, and to keep a tight grip on expenditure. We will of course keep you all informed of interim progress across the full range of Trust activity, and it falls to me to make the obvious point that this will be the last edition of *TCC* before the Christmas break. May I therefore take this opportunity to wish you all a wonderful Christmas and to us all a peaceful and prosperous 2026. **TCC**



**Tornado and Prince of Wales stand together outside for the first time.**

Jack Bossett

2025 CONVENTION



For the first time Covenantors were able to pose in front of both locomotives for the annual group photo.

At the recent Annual Convention, held at The Dolphin Centre, Chairman Steve Davies MBE welcomed nearly 200 supporters to Darlington. Trustees and Board members were able to cover the period since last everyone gathered, and plans through to Autumn 2026. Steve issued a call for volunteers to come forward and paid tribute to his fellow Board members.

Proceedings began with our President David Champion making the first presentation and showing how far the Trust has come in 35 years. From his initial idea for fund raising, getting us an A1 for the price of a pint, through the early year at Tyseley, the move to the carriage works in Darlington and now the step change in facilities in place at the new works with its main line connection. David presented the Trust with the green flag that had been used to wave off the inaugural 'Tees-Tyne Pullman', hauled by a Peppercorn A1. We were also privileged to hear from former long serving Trustee and Company Secretary, David Burgess, all the way from Guernsey, who reflected on matters since the year 2000 and the optimism and progress now being shown.

Finance Director Martin Welsh, making his convention debut, took attendees through the financial picture with the positive news that we have almost paid back the CBILS loan and that overall, we raised more than £1m of income in the last 12 months with over £800,000 being from donations and covenants (excluding legacies) and over £175,000 of commercial income.

This provides the foundation to kick on with the P2 project and Graeme Bunker-James (standing in for Trustee Richard Courteney-Harris) was able to talk through plans for the next twelve months. This includes detailed planning for the trial installation of the monobloc before Christmas and then actual



assembly between New Year and Easter. It was confirmed that Rileys and Sons have agreed to support us in this task. With the boiler in the UK it will be steam tested in the New Year so that once the monobloc is fitted we can turn our attentions to installing the pipework. Ben McDonald elaborated on some of the issues that had affected the A1 overhaul.

The Convention also heard that the impact of losing David Elliott had been greater than anticipated, despite significant planning. He really is irreplaceable. To enable the build of the P2 to develop the team have split matters into three areas. Area one is the activity in Darlington under Works and Infrastructure Manager Richard Snowden, this will include areas such as piping, component installation and similar. The second area is more in the design phase. This will be led by Alan Parkin and will cover the novel areas such as the valve gear. The final and third area is that which can be delivered by the supply chain. This might include

manufacturing of the new exhaust injector or other similar tasks. Whilst overseen by Richard and Alan, this will be work off-site.

Following a break for coffee, Rob Morland gave a presentation on the implementation of ETCS and Terry Graham and James Hodge reviewed the incredible progress made laying track at DLW, connecting the Works to the main line, thus allowing *Tornado* to be present for the Convention. Following lunch, vintage buses conveyed Covenantors to Darlington Locomotive Works where they could view *Tornado* and *Prince of Wales* side by side for the first time, giving a flavour of how this incredible facility will function in future. After the statutory group photograph, it was possible to brave the weather to visit the 1861 Whessoe Road engine shed, housing the Darlington Railway Preservation Society and the North Eastern Locomotive Group. In the evening, 80 of the assembled crowd re-grouped for a very pleasant dinner at The Bannatyne Hotel. **TCC**

DAVID ELLIOTT'S LAST JOURNEY ON *TORNADO* by Graham Nicholas

On 12<sup>th</sup> July, *Tornado* was scheduled to haul 'The White Rose' from King's Cross to York for the Railway Touring Company, her first departure from the capital since overhaul and her first run up the East Coast Main Line since David Elliott's sad passing. Graham Nicholas, our Professional Head of Engineering, picks up the story.

On 12<sup>th</sup> July we bade a final farewell to our long time Director of Engineering, David Elliott. His express wishes were that his ashes be committed to *Tornado's* firebox as she blazed up Stoke Bank, passing the Mallard 126 sign. Following *Tornado's* return to mainline service, the Rail Touring Company's London-York 'White Rose' rail tour provided the ideal opportunity.

An overnight hotel stay in London and a table for four aboard the train was organised for David's wife Dominique and their three sons, Paul, William and Tom. I boarded the train, along with Rob Morland, at Stevenage station on a glorious sunny day. At the Huntingdon watering stop, son William boarded the footplate with David's ashes and, shortly after passing through the site of Essendine station at speed, a prolonged, mournful whistle marked the moment that David parted company with No. 60163 *Tornado* for the last time.

In the support coach, there was an equally prolonged silence amongst us, no-one quite knowing what to say. Afterwards, I went through the train to find the Elliott party and showed them the piece of video I'd just taken of the whistle being sounded. There were smiles all round, David's final wish had been honoured.

On arrival at York, as always, there were smiling faces from the tour participants and other station passengers, crowds thronging around the locomotive. David, I'm sure, was equally smiling down on the scene.



Above left: The Elliott party at Huntingdon watering stop, wife Dominique (with David in the bag), sons Paul, William and Tom and right, William, with David, shortly before departure from Huntingdon.



*Tornado* stands at York after a blistering run up the East Coast Main Line.

EVENTS SURROUNDING S&D 200

PRINCES, PERSONALITIES AND POLITICIANS AT THE TRUST

As part of the 200<sup>th</sup> anniversary of the Stockton and Darlington Railway, HRH Prince Edward, the Duke of Edinburgh, visited the celebrations around Hopetown, including spending time at Darlington Locomotive Works (DLW).

The Duke was very interested in the developments with P2 No. 2007 *Prince of Wales*. Whilst remarking that it is now the title of his nephew, and discussions around *Tornado* hauling the Royal Train several times, his focus was on the engineering challenge. He was keen to learn about the Scottish links to Ayrshire and how modern techniques such as 3D CAD and computational flow dynamics had been used to optimise the design of the monobloc.

The Duke visited *Tornado*'s cab and was given a detailed explanation of how the ETCS equipment had been installed and its function by Rob Morland, taking a keen interest in the electrical and engineering challenges faced by the team in the process.

In addition to Prince Edward's tour of Darlington Locomotive Works, the bicentenary celebrations also saw numerous high-profile politicians and celebrities visit our facility, including TV personality Guy Martin who was making a programme about re-steaming the 1975 replica of *Locomotion No. 1*, Lord Hendy, Minister of State at the Department for Transport, and the Japanese Ambassador. His Excellency, Hiroshi Suzuki, sat in the driver's seat of *Tornado*, together with Paddington Bear! A great recognition of the locomotive's starring role in the movie Paddington 2.

1. HRH Prince Edward, the Duke of Edinburgh, talks to Graeme Bunker-James and Steve Davies beside No. 2007.

2. The Duke listens to Rob Morland explaining the ETCS equipment.

3. The Right Honourable Kemi Badenoch, MP for North West Essex, in *Tornado*'s cab at the opening of Beaulieu Park Station near Chelmsford, marking the completion of the first new station on the Great Eastern Main Line in over 100 years.

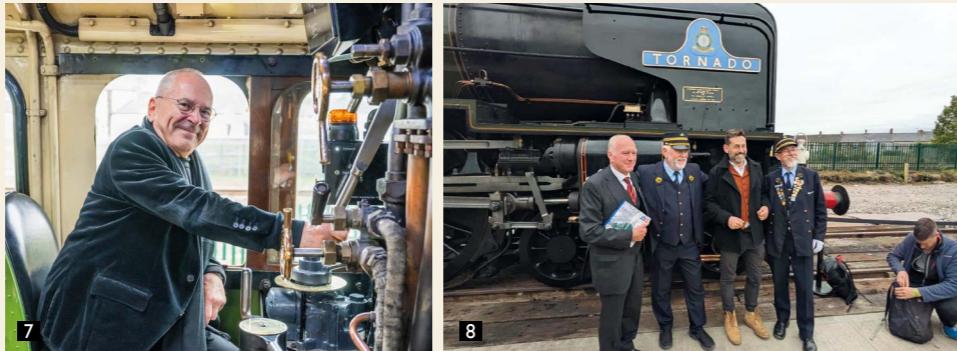
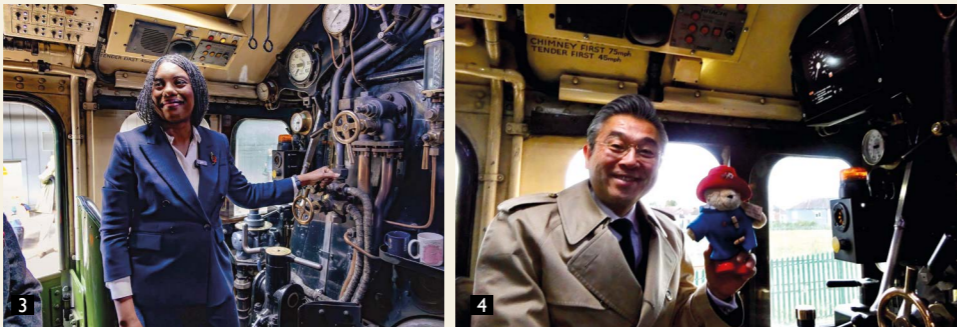
4. The Japanese Ambassador, His Excellency, Hiroshi Suzuki and Paddington Bear in *Tornado*'s cab.

5. Change of command! Captain Will Blackett hands command of HMS *Prince of Wales* over to Captain Ben Power. We look forward to seeing Captain Power at DLW in due course.

6. TV presenter Guy Martin on *Locomotion No. 1* at DLW.

7. Lord Peter Hendy, Minister of State at the Department for Transport, gets to grips with ETCS!

8. Graham Langer with our Belgian friends, Gyula Fekete and Jan van Frausum and TV presenter Tim Dunn.



Jack Boslett

THE ADVANCED STEAM TRACTION TRUST VISIT DLW

The Advanced Steam Traction Trust held their AGM at Hopetown on Sunday 5<sup>th</sup> October, the day after our own Convention. Some twenty attendees were given an hour's presentation about the P2 project by Graham Langer and then enjoyed a guided tour of Darlington Locomotive Works. The ASTT seeks to promote the ongoing development of steam traction with the aim of prolonging steam operation of both main-line and heritage line workings for the interest and enjoyment of present and future generations and therefore has much in common with the ambitions of the Trust.

Right: ASTT members gather at DLW.



THE GAUGE 1 MODEL RAILWAY ASSOCIATION SHOW

The Gauge 1 Model Railway Association (GIMRA) held their annual AGM and Show at Hopetown over the weekend of the 11/12<sup>th</sup> October. The show was spread across the site, using both the Carriage Works and DLW with a substantial layout running live steam in the former and an end-to-end Gauge 3 layout in the latter with a couple of dozen traders spread between both locations. The Trust had its merchandise stand in DLW and Bill Parker very kindly left his GER 'Coffee Pot' for an extra week, allowing it to be displayed in front of *Prince of Wales* in our works building. *Tornado* was on display outside, allowing GIMRA members and the public to visit the footplate and the Whesoe Road engine shed was also open. It was the first time Hopetown had hosted a model railway exhibition and illustrated how, with a bit of inventive thinking, the site can be used for a wide variety of purposes, many to the financial benefit of the Trust.



The display in DLW.



The GIMRA Show in full swing in the Carriage Works. Also on display seen here on the right, was this superb 5" gauge two-cylinder block fitted with Lentz valve gear, built by Andrew Giffen.



Above: A lovely Guage 3 model of Peppercorn Class A1 No. 60135 Madge Wildfire (wrongly numbered 60136) belonging to Ian Harper, seen posed on *Tornado*'s running board.

# TORNADO ON TOUR *by Jorge Gorman*

What a summer! Clocking up an impressive 8,859 miles in 2025, it's hard to know where to begin, but what could be better than where we left off in the last TCC at the Nene Valley Railway. Our team encountered a short period of respite between duties whilst *Tornado* was stabled at Wansford, a period which allowed some light running maintenance. This period, however, was not to become the 'norm' for the summer operating season, with a busy, exciting, and varied programme ahead for us.



David Gaulty

'The Royal Duchy' at Bedminster.



Robert Shemwood



Peter Anthony

The returning 'Royal Duchy' at Ivybridge.

We started off with a movement to work from St. Phillips Marsh depot in Bristol, for 'The Royal Duchy', Bristol Temple Meads to Par return working, which was a rare opportunity to see *Tornado* return to Cornwall. Following the passenger workings, empty coaching stock (ECS) movements took place through to Southall, and then onwards to Carnforth.

The train is seen attacking Dainton Bank at Langford Bridge (Newton Abbot).

Our next working was to be off Bradford Forster Square on 31<sup>st</sup> May, but, alas, due to gauging issues in the area, we joined the train at Hellifield for a spirited run over the Settle and Carlisle route. This route would become familiar stamping ground over the coming weeks, with further operations on 5<sup>th</sup> June with 'The Dalesman', and 7<sup>th</sup> June with 'The Northern Belle', the first time the locomotive had worked this prestigious train.

Right: Back on the Settle & Carlisle again, *Tornado* charges through Garsdale on 31<sup>st</sup> May.



Jon Lane



Ben Collier

*Tornado* at Carlisle with 'The Northern Belle'.



Alisdair Moulstone

'The Dalesman' approaching Armathwaite tunnel at Low Baron Wood on 5<sup>th</sup> June.



John Bomber

'The Northern Belle' passes a rather dismal Holme station 7<sup>th</sup> June.



Alisdair Moulstone

'The Northern Belle' approaches Armathwaite station.

# TORNADO ON TOUR

Moving south once again, on 14<sup>th</sup> June we picked up our workings for 'The Jolly Fisherman' from King's Cross to Skegness and return. Returning north shortly after, on 26<sup>th</sup> June, we visited our second summer seaside destination, with 'The Scarborough Spa Express', after which on 28<sup>th</sup> June we once again visited Carlisle, this time routed via the scenic Cumbrian coast route. Whilst our operations team managed to rest for the next week, our engineering team spent their time at Carnforth, undertaking routine running maintenance, notably including some work on the fireman's side injector.



'The Jolly Fisherman' crosses Digswell Viaduct on 14<sup>th</sup> June.

Barry Goodey



'The Cumbrian Coast Express' at Parton on 28<sup>th</sup> June.

Alastair Mouldstone



The train is seen at Rauceby.

Alan Weaver



Yaxley with the return leg of 'The Jolly Fisherman' King's Cross.

Jason Isaac



Seen at Althorp, Tornado makes a light engine move from the capital to Carnforth on 16<sup>th</sup> June.

Neil Whitaker



Jake Mawson



Above: 'The Scarborough Spa Express' at Castleford on 26<sup>th</sup> June.

Left: Parton again, in less than clement weather.

Lee Parsons

# TORNADO ON TOUR



Alistair Moulstone

Above: 'The Waverley' at Duncowfold, located between Cumwhinton and Armathwaite, 6<sup>th</sup> July.

On the 5<sup>th</sup> July, we departed Carnforth on an empty stock movement, ready to work our next passenger train on 6<sup>th</sup> July, which was from York to Carlisle and return. Returning to Carnforth on the following day, there was once again a brisk turnaround between duties for both locomotive and support crew. As many were going to sleep, our support crew were busy preparing *Tornado* at Carnforth, for our departure in the early hours of Monday 10<sup>th</sup> July, as part of an empty stock movement to Glasgow Central. The (in) appropriately named train, 'The Rolex Express', unfortunately encountered a delay on the journey north, due to a fault with the diesel at the rear of the coaching stock. Once the fault was made safe, we continued north, where we once again got to see a Class A1 sat at Glasgow Central ready for the off. Our journey round to Edinburgh Waverley was uneventful, but unfortunately our next leg was to be a severe contrast. In the Alloa area, whilst travelling through an area with excess lineside vegetation, our support coach No. 21249 picked up severe wheel flats, which meant it could not continue in service. Our engineering team,

support crew, and the traincrew all reacted with the utmost professionalism, especially as it became clear that No. 21249 could not continue in service. The support crew loaded essential tools into the rear of the train, having to leave most equipment, amenities, and some personal belongings with the vehicle due to space constraints.

With our next operation planned in under 48 hours, with the need to still move from Scotland to London, the Carnforth team dispatched a diesel with a stand-in support coach for us to use at next to no notice. Moving to York, our team were without the 'luxury' of No. 21249, with its fantastic electrical system designed by our own Rob Morland, which facilitates us having a reliable electrical supply, even whilst stabled away from a shore supply. Unfortunately, our replacement vehicle had no electrical supply, with limited facilities, but our support crew rallied round, making the best of the situation they faced, especially considering our next planned operation. With our arrival in Southall, we had a quick turnaround before working 'The White Rose' on 12<sup>th</sup> July.



Ben Collier

Above: 'The Waverley' seen at Cononley in the Air Valley near Skipton, heading back from Carlisle to York.

Right: No. 60163 near Newark with 'The White Rose' on 12<sup>th</sup> July.



Robert Foster



Colin Williams

*Tornado* arrives in York Station from King's Cross.

Our team were cleaning at 04:00hrs, doing their best to make *Tornado* presentable for the duties that waited ahead. Our journey was from King's Cross to York, returning as far as Peterborough. On arrival at Peterborough, we left the train and stabled once again at the Nene Valley Railway.

# TORNADO ON TOUR

Following on from the above, we have since visited the following events, as well as heritage railways, as listed below:

- The Greatest Gathering Derby (three days of display and cab visits)
- The North Yorkshire Moors Railway (thirteen days of running)
- S&D 200 Events at Darlington Locomotive Works
- AISLT Convention at Darlington Locomotive Works
- Bluebell Railway (three days of running)
- Beaulieu Park station opening



No. 60163 blasts past Grosmont MPD.



Tornado on the North Yorkshire Moors Railway.



A shot taken at Moorgates near Goathland Summit on 31<sup>st</sup> August.



Top: No. 60007 Sir Nigel Gresley and Tornado stand outside DLW during the 'Titans of Steam' event.

Above Centre: Two Gresley designs rubbing shoulders at DLW, No. 60007 and No. 2007.

Bottom right: The unexpected star of the 'Titans of Steam' gala was Bill Parker's diminutive GER Y5 0-4-0ST 'Coffee Pot' No. 229, in steam for the first time in over 70 years!



## TORNADO ON TOUR



Thomas Strimpton

**Tornado lines up with three other new builds, LB&SCR H2 Atlantic No. 32424 Beachy Head, No. 6880 Betton Grange and No. 2999 Lady of Legend, at the Bluebell Railway's 'Giants of Steam' gala.**



Alex Morton

**No. 60163 becomes the first steam locomotive to call at the brand-new Beaulieu Park station. TCC**

## HISTORY THAT RHYMES by David Champion

Mark Twain is famous for saying "History doesn't repeat itself, but it often rhymes" and I was reminded of this several times recently as I looked forward to the 2025 AI Trust Convention.

### The Famous Cousins

I was thinking of the two occasions, 30 years apart, when *Tornado* and *Flying Scotsman* had been the joint stars of an event. Let me explain:

Launching the project in November 1990 we spent the next few years building up our Covenantor base, developing a build plan and trying to attract industrial sponsors to keep manufacturing costs down. By late 1994 we had cut the mainframes, cast the wheels and were well on the way having the wooden patterns made to cast the cylinders. Bob Meanley (Chief Engineer at Tyseley Loco Works, Birmingham) was overseeing this work in conjunction with David Elliott and Rob Morland – and the frames were now at an advanced stage set up on stands in a dedicated shed at Tyseley.

I thought it would be a good idea to have a ceremony to 'launch' the frames to get valuable publicity and also encourage potential industrial sponsors. Black Sheep Brewery were then sponsoring us (in kind!), and I thought that smashing a bottle of specially brewed Black Sheep beer on the bufferbeam, ship launch style, would get some good media coverage. We had a good potential list of attendees, and Bob had arranged for the casting of *Tornado's* nameplates and having them decorated for us by the RAF Tri-Tornado training base – and the three top Tornado pilots from each country, England, Germany and Italy, would present them to us.

This was starting to shape up like a good 'do' – then Bob mentioned that he was a friend of Pete Waterman, who then co-owned *Flying Scotsman*, should he ask if we could borrow it for the ceremony? I thought it was a great wheeze as we could offer all the attendees the chance to drive *Flying Scotsman* on Tyseley's demonstration line. This was to be the first time the famous A3 was to share the limelight with her soon to be famous cousin – *Tornado*.

With Bob's help it was all set up for the 4<sup>th</sup> January 1995. The guests from British Industry began taking their turn driving 'Scotsman' from 10:00hrs, and then the spotlight moved to *Tornado*, where Richard Tesh, a Director of British Steel, smashed the bottle of Black Sheep beer on the bufferbeam, watched not only by the media but also a very excited lady, Dorothy Mather, Arthur Peppercorn's widow. Of course, when the guests went home, all of the AI team had a go at driving *Scotsman* too!

But good as Tyseley was, we needed our own home to build *Tornado* in and dreamt about having somewhere like Tyseley with our own demonstration running line. Fast Forward to 2025 and the Rail 200 'Titans of Steam' celebrations at Darlington. Here *Tornado* and *Flying Scotsman* were re-united again, but this time side by side outside our newly built Darlington Locomotive Works, a new P2 taking shape just yards away, over a mile of our own running line which was also connected into the national network. An heroic achievement by all concerned, and our wildest dreams from that day in 1995 realised. The itinerary from that day in 1995 at Tyseley was recently discovered by my wife while tidying my study (I didn't think it needed tidying....) and has been given to the Trust for its archives.

### The Flag

I then reflected that AI's seem to have followed me through life. On September 27<sup>th</sup> 1948 I was four weeks old and the first brand new AI, W.P. Allen, was just seven weeks old when its first 'glamour' job was to haul the inaugural 'Tees-Tyne Pullman'



**No. 60103 Flying Scotsman and No. 60163 Tornado stand together outside DLW.**



**Above left: The flag used to wave of the inaugural 'Tees-Tyne Pullman' in 1948 and to the right the brass plaque on the handle which reads, "Used by Alderman McCutcheon Lord Mayor of Newcastle to start the Tees-Tyne Pullman on its inaugural journey from Newcastle to London (King's Cross) on Monday September 27<sup>th</sup> 1948".**

from Newcastle. It was flagged off by the Mayor of Newcastle. The Mayor was a relative of my late wife Gill and when we married in 1970 the guard's flag with brass commemorative inscription was given to me 'because you like trains'. It reads, 'This flag was used by the Lord Mayor of Newcastle, Alderman McCutcheon, to start the inaugural 'Tees-Tyne Pullman' from Newcastle to King's Cross on Monday 27<sup>th</sup> September 1948.

Age has taken its toll on this flag in that a few moth holes are present on the green material, but it is all original. I am at the stage in life where it really needed to move out of my hands and I had pleasure in presenting the flag to our Chairman, Steve Davies, at the Convention to be in the Trust's safekeeping. After eight decades since that inaugural run, it's a nice thought that the second time the flag is used could be to start another AI on its journey. History rhyming again. TCC

## • SHED NOTICES •

### NEW OFFICE MANGER FOR THE A1 STEAM LOCOMOTIVE TRUST - JESS LAMB

I'd like to start by introducing myself as the new Office Manager. I met a few of you at the Convention and it was lovely to put some faces to names. I started with the Trust as Office Manager at the very end of July and it has been a whirlwind of action since with S&D 200 and the Convention. Raffle winners from the convention were:

- **First prize:** Footplate ride on *Tornado* – Barbara Stephens
- **Second prize:** 'The Aberdonian' train set – Peter Ashman
- **Third prize:** £50 voucher – Joe Robertson



S&D 200 was a learning curve for us here at DLW as we were the hub of planning and activity. Volunteers are the backbone of our organisation, our A1 volunteers and those from DRPS were a huge help and we cannot thank them enough. Across the three-week event, Darlington Locomotive Works and Hopetown had twenty-two thousand visitors which allowed our guests to see beautiful *Tornado* in her all her glory with the benefit of footplate access. We also had some famous visitors in the form of *Flying Scotsman* and *Sir Nigel Gresley*. It was utterly incredible to see visitors of all ages in awe seeing these beautiful steam engines up close, hopefully sparking an interest in a whole new generation of steam enthusiasts!

From the success and the lessons learned with the newly finished mainline-connected track, the office is now excited to share that we have started planning more events like this for the future. The amazing office team and I are liaising with the new workshop and infrastructure manager Richard Snowdon, DRPS, NELPG and the Council to bring these ideas to life, from small open days such as Halloween and Christmas to another gala in 2026 that will be akin to a mini 'Titans of Steam' event that we held in September for S&D 200. Once we have all the details confirmed we will be sharing them with you and hope to see you here.

Hosting more events and allowing the public a more personal experience means that we need an increase in help which has led the office to push the recent call for volunteers, this has shown to be successful with new faces visiting the workshop for open afternoons who will be able to help in different capacities from events, merchandise sales to workshop and railway maintenance. I am striving for better visibility of the Trust and the fantastic work that takes place here so we can create a sustainable future for the construction of *Prince of Wales* and beyond through fundraising, events and volunteering opportunities.



**Terry Graham, Jess Lamb and Richard Snowdon manning the sales stand during Hopetown's Halloween event.**

### DARLINGTON LOCOMOTIVE WORKS OPEN DAYS – NEW ARRANGEMENTS!

There have been some changes made to the open days at DLW from January 2026 onwards, we will no longer open the first and third Saturday of each month, in future it will be the first full weekend of every month with the Saturdays geared to family friendly days and Sundays catering for railway enthusiasts, with appropriate talks and demonstrations for each audience.

**Some idea of how busy DLW was during the S&D 200 celebrations can be gained from this photo by Jack Boskett.**

### MERCHANDISE FOR CHRISTMAS!

The office team, led by Jess, have been busy selecting some new items of merchandise to tempt you for Christmas! As well as the regular *Tornado* ephemera, we can now offer the following:

**Breadboards with an image of *Tornado* - £15.00**

**Slate Coasters featuring *Tornado* - £5.00**

**Slate Placemats - £10.00**

**Tealight Holders - £8.00**

**Locomotive Candles - £6.00**

All the above plus clothing, water bottles, whiskey glasses, hip flasks, DVDs, toys and jigsaws can be purchased through our online shop at [www.a1steam.com/shop/c/products](http://www.a1steam.com/shop/c/products)



### RECENT AUCTION RESULTS

Long-standing supporter Michael Denholm is keeping us abreast of Peppercorn A1 and Gresley P2 items passing through the auction houses. Here are some of the highlights.

1. **MADGE WILDFIRE**

1.

2. **60135**

2.

3. **No 2054 DARLINGTON 1948**

3.

4. **No 2055 DARLINGTON 1948**

4.

6. **60148**

6.

8. **60115**

8.

9. **No 2037 DONCASTER 1948**

9.

5. **GUY MANNERING**

5.

7. **MEG MERRILIES**

7.

1, 2, 3. - At Great Western Railwayana Auctions in Evesham a nameplate from No. 60135 *Madge Wildfire* sold for £6,500, a matching smokebox plate from No. 60135 sold for £3,700 and the brass engraved Darlington builder's plate (No. 2054 of 1948) fetched £1,400. The three items totalled £11,600 and the buyer's premium is 18%, making the total £13,688.

4. - A worksplate from No. 60136 *Alcazar* sold at auction (Great Central Railwayana) for £2,800 (£3,304 including buyer's premium).

5. - Another 'A1' nameplate recently sold at auction, from No. 60129 *Guy Mannerling*. This one fetched £6,000 (£6,600 including 10% buyer's premium) at Crewe Railwayana Auctions on 4<sup>th</sup> October. Michael added, "I've a 'soft spot' for No. 60129, having had a schoolboy footplate ride from Newcastle to Alnmouth on the 16:30hrs Berwick 'stopper' during the

summer of 1964. *Guy Mannerling* didn't hang about - with only four coaches - but ran very smoothly, the fireman pointing out that we'd touched 85mph near Plessey!"

6. - The smokebox numberplate from No. 60148 *Aboyeur* fetched £1,350 (£1,560 including buyer's premium) at Talisman Railwayana Auctions.

7, 8. - A nameplate from No. 60115 *Meg Merrilies* sold for £6,500 (£7,650 including buyer's premium) at Great Western Railwayana Auctions and a matching smokebox numberplate also sold on 15<sup>th</sup> November for £4,300 - (£5,074 including buyer's premium) - a bit more than the scrap value of an 'A1' during 1965/6!

9. - Also sold at Great Western Railwayana Auctions on 15<sup>th</sup> November was a builder's plate from No. 60120 *Kittiwake* which fetched a mere (!) £2,700 (£3,186 including buyer's premium).



Jack Boskett



**Tornado crossing the river Aire near Skipton with the returning 'Scarborough Spa Express' on 26<sup>th</sup> June.**

## AI PROFILE – No. 60147 NORTH EASTERN by Phil Champion

By 28<sup>th</sup> February 1949 boiler No. 3956 for Works No. 2066 was mounted onto Darlington's 18<sup>th</sup> AI. When it emerged in April it had the usual Darlington finish of smooth cabside and tender with the rivets being countersunk to give this appearance. No. 60147 was one of four completed that month. It was about two-thirds through the build for the class. Livery was apple green, black and white lining and 'BRITISH RAILWAYS' painted in white on the tender. Allocated to Gateshead (GHD) on 13<sup>th</sup> April it was one of a dozen to receive its first allocation there. As was usual with Gateshead's AIs it roamed the main line between the two capitals, being seen in Darlington, Newcastle, Edinburgh, Newark and on King's Cross shed. The first trains detailed are the 13:15hrs ex-King's Cross on 16<sup>th</sup> May and taking the 10:05hrs from King's Cross to Glasgow forward from Newcastle on 20<sup>th</sup> July. No. 60147's first named trains were the up 'Tees-Tyne Pullman' on 26<sup>th</sup> and 27<sup>th</sup> July 26th. It passed through Stockton on a diverted Newcastle to King's Cross train at 11:30hrs on 11<sup>th</sup> September pulling 11 coaches.



**North Eastern at Grantham Shed on 11<sup>th</sup> June 1952.**

Casual light repairs were done at Gateshead Works from 11<sup>th</sup> to 17<sup>th</sup> October. A trip to west Yorkshire came on 5<sup>th</sup> February 1950 when No. 60147 ran into Leeds City station. A common AI turn was to double-head the Delaval to Holloway ECS and No. 60147 did this on 28<sup>th</sup> April when it pulled 18 coaches with Class B16 No. 61442 between Stockton and Thirsk. Doncaster Works was entered on 13<sup>th</sup> May for casual light repairs which lasted until the 30<sup>th</sup> and from now on Doncaster was where works attention took place. Sightings between York, Newcastle and Edinburgh continued with it being seen on St. Margarets shed on 22<sup>nd</sup> October. The next day it worked the 19:35hrs Niddrie to King's Cross.

Following a heavy intermediate overhaul in November 1950, No. 60147 was one

of three AIs to appear in BR express passenger blue, about two-thirds of the way through the class. A short working nearer the southern end of the main line was the 14:35hrs Peterborough to Grantham on 24<sup>th</sup> March 1951, the next train of note being a football special from Newcastle to King's Cross on April 14th. More named trains were the down 'Heart of Midlothian' from Peterborough to 2<sup>nd</sup> June, down 'Night Scotsman' and up 'Flying Scotsman' three times each in the last quarter of the year-twice No. 60147 working into King's Cross on the up 'Scotsman' and returning on the 'Night Scotsman'. After just nine months in its new colours it was one of the first three to be repainted into BR green in August following another heavy intermediate. Shorter runs between

York and Newcastle happened twice in November and Grantham was the starting point of two December workings with No. 60147 taking the ex 17:35hrs from King's Cross forward to York on the 21<sup>st</sup> then hauling a train from Grantham to Newcastle on Christmas Eve.

After a heavy casual repair at Doncaster, naming took place in March 1952, the second last of the 49 AIs to be named. No. 60147 was one of a quartet named after the LNER's constituent companies, its nameplate had a curved top to include the hand-painted coat of arms and these took longer to make than the normal nameplates. As such *North Eastern* was something of a special AI to see, especially in its native North East. While 1952 had several sightings of it on the up 'Flying Scotsman' from Newcastle that

for 4<sup>th</sup> November recorded No. 60147 failed at Newark and replaced by No. 60155 *Borderer*. Following a general overhaul at Doncaster during May and June when it underwent its first boiler change (for boiler No. 29825), during the summer of 1953 *North Eastern* had a number of runs into Scotland, as was normal for a Gateshead AI. Noted on Haymarket shed on 31<sup>st</sup> July and 9<sup>th</sup> August it hauled the 09:50hrs ex-Aberdeen from Edinburgh to Glasgow on 5<sup>th</sup> September then the next day took the Glasgow to King's Cross train as far as Newcastle. Another named train was the down 14:00hrs 'Heart of Midlothian' on 6<sup>th</sup> January 1954 which departed just 25 minutes after No. 60147 arrived with a train from Newcastle. 8<sup>th</sup> September brought a diversion over the Waverley route with an East Coast express. After a further general overhaul at 'The Plant' in November which saw it leave carrying boiler No. 29843, December 1954 and January 1955 had three recorded workings on the down 'North Briton' from Newcastle. After bringing the up 'Flying Scotsman' into Newcastle on 2<sup>nd</sup> July 1955, *North Eastern* went onto the 14:35hrs Newcastle to Leeds, returning with the 17:00hrs to Newcastle double-heading with Class



**Great Eastern, Silurian and Boswell at York MPD, 2<sup>nd</sup> April 1964.**

during March (boiler No. 29838 fitted), it was working further south, taking a down goods round the Hertford loop on 2<sup>nd</sup> May 1956. The ultimate accolade of the Royal Train was attained on 4<sup>th</sup> June when it took the 10 coaches from Redmarshall East to Stockton and Redcar, the conclusion of a working conveying HM the Queen and

into or out of King's Cross. There were a number of uncommon workings and parcels or goods in the North East were hauled from time to time. Seven times between November 1956 and January 1957 No. 60147 ventured into the East Midlands with the Colwick to King's Cross goods. On 22<sup>nd</sup> January it worked a train from Leeds to King's Cross arriving at 11:43hrs and returning with the 15:40hrs 'West Riding'. No. 60147 paid another visit to Doncaster in October/November for a general repair, leaving with boiler No. 29803, it then took a sleeper into King's Cross on 17<sup>th</sup> December. A cross-country working from Carlisle to Newcastle started at 14:00hrs on 31<sup>st</sup> May 1958. Another double-header was on Sunday 17<sup>th</sup> August with the 17:00hrs Newcastle to Liverpool with Class D49 No. 62753 *The Belvoir* on from Bilton.

After concluding 1959 with a 'General' at Doncaster which included equipping the locomotive with boiler No. 29823, No. 60147 was transferred to Heaton shed (52B) on 11<sup>th</sup> September 1960. The sphere of operation was generally the same, sightings including Grantham, King's Cross, Newcastle and Tweedmouth with servicing being done at Gateshead shed. The locomotive paid its last visit to 'The Plant' in July 1961 and acquired its final boiler, No. 29812, before returning to traffic that August. While hauling 'The Flying Scotsman' in both directions was still rostered, *North Eastern* also appeared on sleeper trains, the up sleeper into King's Cross on 8<sup>th</sup> September 1961 then two days later the down 1A62 20:05hrs King's Cross to Perth car sleeper. On the 16<sup>th</sup> it hauled the Royal Train from Newcastle to Hitchin, the final leg of a journey from Ballater carrying HM the Queen and HRH



**No. 60147 is seen at Gateshead in 1964.**

D49 No. 62726 *The Meynell* which came off at York. The York to Edinburgh parcels was brought into Newcastle a couple of times at 11:35hrs during the interim and a return to the Waverley route came 11 days later with the 06:30hrs Edinburgh to Carlisle returning to the Scottish capital at 15:30hrs. The locomotive handled the down 'Tees-Tyne Pullman' of 5<sup>th</sup> August and, after another general at Doncaster

HRH the Duke of Edinburgh from Kings' Cross.

The later 1950s found *North Eastern* continuing its main line work with passenger trains including the up morning and evening 'Talisman', the 'Heart of Midlothian' from Newcastle to King's Cross or vice versa, the down 'North Briton', the up 'Flying Scotsman' into Newcastle or from it and 'The Aberdonian'

the Duke of Edinburgh and members of the family, the train included Royal Saloons Nos. 5155, 9007 (the Western Region Saloon), 2900, 799, 798, 499, 2901, 495, 806, 77, 31209. 6<sup>th</sup> November found No. 60147 up in Scotland on the 16:03hrs Edinburgh to Perth train though three days later it was on York shed. West Yorkshire was visited on 26<sup>th</sup> November when it was noted passing Starbeck. In December 1961 and January 1962 *North Eastern* travelled the length of the East Coast Main Line working an increasing variety of trains including the 8.55 am additional Aberdeen to King's Cross meat train from its starting point. On New Year's Day 1962 it brought the up 'Queen of Scots' into Newcastle before going off to Gateshead shed. A week later it left King's Cross with 11 coaches on the 11:00hrs to Aberdeen. The mix of work continued with the York to Newcastle parcels of 10<sup>th</sup> February arriving at 15:45hrs and taking the up Cemflo wagons past Darlington at 14:00hrs.

*North Eastern* was one of a number of A1s reallocated to Tweedmouth (52D) on 9<sup>th</sup> September 1962 though it was regularly seen on Gateshead, Haymarket and Heaton sheds. Specials, local trains and goods seemed to feature. On

23<sup>rd</sup> September it worked the Edinburgh to Blackpool special as far as Carlisle returning the next morning with the train which had left Blackpool at 12:20hrs. Typical of the goods trains were the up seed potatoes train passing Newcastle at 09:50hrs and the 7502 Gainsborough to Uphall Shell tanks. The locomotive's use on the 2G85 Berwick to Newcastle 'stopper' was first noted on 26<sup>th</sup> January 1963. The Waverley and Settle & Carlisle lines were covered on 29<sup>th</sup> January 1963 when No. 60147 worked the up 'Waverley' from Edinburgh to Leeds. Three times in early February it was noted on Leeds Neville Hill shed and often main line trains from Glasgow or Edinburgh were brought in by No. 60147 to Newcastle. Other duties were goods like the down working from Heaton yard on 13<sup>th</sup> April or parcels trains, usually between Berwick and Newcastle, though it brought in the York to Edinburgh parcels to Newcastle on 29<sup>th</sup> October. The last record of *North Eastern* on a named train was the up 'Northumbrian' on 11<sup>th</sup> September. A visit further south came on 14<sup>th</sup> November when it hauled the 07:50hrs from Newcastle into King's Cross, was stationed on New England shed 10 days later, then returned north next day on the 22:55hrs King's Cross to York parcels.

During No. 60147's final year it worked between Edinburgh and Newcastle with the same mix of passenger, parcels and goods. An unusual working was the 14:42hrs Corstophine to Edinburgh train before working the 15:30hrs to Berwick. After hauling the Newcastle to York parcels on 15<sup>th</sup> May it worked double-headed light engine to Grantham with No. 60119 *Patrick Stirling* where the latter was to pick up an overnight down sleeper. The last goods noted was an up class C passing Aycliffe on 6<sup>th</sup> August and the last passenger working recorded was an up passenger which arrived in Newcastle at 15:00hrs on the 20<sup>th</sup>. Eight days later No. 60147 was withdrawn, the 18<sup>th</sup> A1 to go. It was seen at York shed throughout October then at Hull Dairycoates shed on 8<sup>th</sup> November. Eight days later cutting up started at Drapers scrapyard in Hull, No. 60147 being the second of 10 A1s scrapped there.

*This history was compiled by Phil Champion based on a database compiled by Tommy Knox and with reference to the RCTS book "Locomotives of the LNER Part 2A" as background. Revised and updated by Graham Langer, July 2020. TCC*



A superb, undated image of No. 60147 in late condition on Haymarket shed.

## RAILTOURS - Sophie Bunker-James

We are delighted that *Tornado* will be at the front of Vintage Trains' festive tour to York on Wednesday 10<sup>th</sup> December.

'The Christmas White Rose' will whisk passengers away for a magical day out to York to explore the city centre with the historic Minster and Shambles, enjoy the many shops and the famed Christmas Markets. For a real rail adventure, The National Railway Museum stands close to York Station and passengers may wish to visit the steam giants of the past.

This tour is the only planned train to feature *Tornado* on the main line for the remainder of 2025. With an eye on the new year, it is planned that *Tornado* will run further railtours with Vintage Trains in 2026, which will be announced as soon as they are finalised. TCC



Robin Coombes



Graham Nicholas

A summer 'White Rose', *Tornado* stands at York on 12<sup>th</sup> July.

**AI INSPIRATION** *by Phil Champion*

In *TCC 74* it was twice mentioned how the photo of No. 60145 *Saint Mungo* being scrapped was used to good effect to raise funds for the fledgling *Tornado*. But what was the inspiration for those who joined very early, before that photo was used to recruit covenantors?



**No. 60121 *Silurian* entering Newcastle Central in August 1964.**

I don't know if any AIs in particular inspired Mike Wilson to get the 'AI Project' going in early 1990; perhaps he will let us know. For two lads then living in South Shields who loco-spotted mainly from Newcastle Central's Platforms 8, 9 and 10 from 1961-66 there were a number of AIs which inspired us ... but we never did see No. 60145.

The Pacifics were always favourites. The AIs with their smoke deflectors always seemed so well proportioned. My brother David and I saw 34 of the 49 Peppercorn AIs, not bad going for two schoolboys in the last days of ECML steam. We did see No. 60116 *Hal o' the Wynd* quite often, probably on passenger trains (we pronounced it 'wind' rather than the correct 'wine-d'). We had heard of Sir Walter Scott but knew nothing about the characters in his novels. I remember the day we first saw No. 60129 pull in on a passenger train and read the nameplate *Guy Mannering*, what a strong man that seemed to suggest. *Bongrace* on No. 60128 seemed to have a nice sound to it with a French influence but we knew nothing about racehorses which were around before we were born.



**No. 60127 *Wilson Worsdell* at Edinburgh Waverley c1963/64.**

We had a particular regard for AIs named after North Eastern Railway CMEs, No. 60126 *Sir Vincent Raven* and No. 60127 *Wilson Worsdell* (it just had a nice sound partly due to the alliteration). I still recall looking across from Platform 9 when No. 60127 was at Platform 8 and David remarked on the size of the driving wheels. It was then I realised how large they were, normally you couldn't see their size when a member of the class was on the track next to your platform. We might see No. 60116 again at Newcastle or nearby locations. Who could fail to be impressed by the crested nameplates on 'our own' No. 60147 *North Eastern* and a visitor No. 60156 *Great Central*. Then in would come Scottish visitors like No. 60158 *Aberdonian* and No. 60159 *Bonnie Dundee*. We had been to Edinburgh but these engines were about far off places in that land.



**No. 60129, the impressive-sounding *Guy Mannering*, at Newcastle Central in August 1964 with a Gresley North Tyneside emu in the background.**



**Above: No. 60138 *Boswell* relegated to a goods working by-passing the platforms at Newcastle Central in August 1964.**

**Right: No. 60156 *Great Central* after arrival northbound at Newcastle Central Platform 8 in August 1964; the same platform that *Tornado* would arrive at 44½ years later on her first public run, York- Newcastle, in January 2009.**

**David Champion comments, "That picture of *Great Central* coming in to Platform 8 is the one I really remember. I used to keep that picture in mind when we were active in the Trust in the 90s. I think it may have been 'The North Briton' Leeds to Edinburgh - but we did catch the final days when steam was still the main motive power - Pacifics and V2/3s, J27s and Q6s everywhere".**

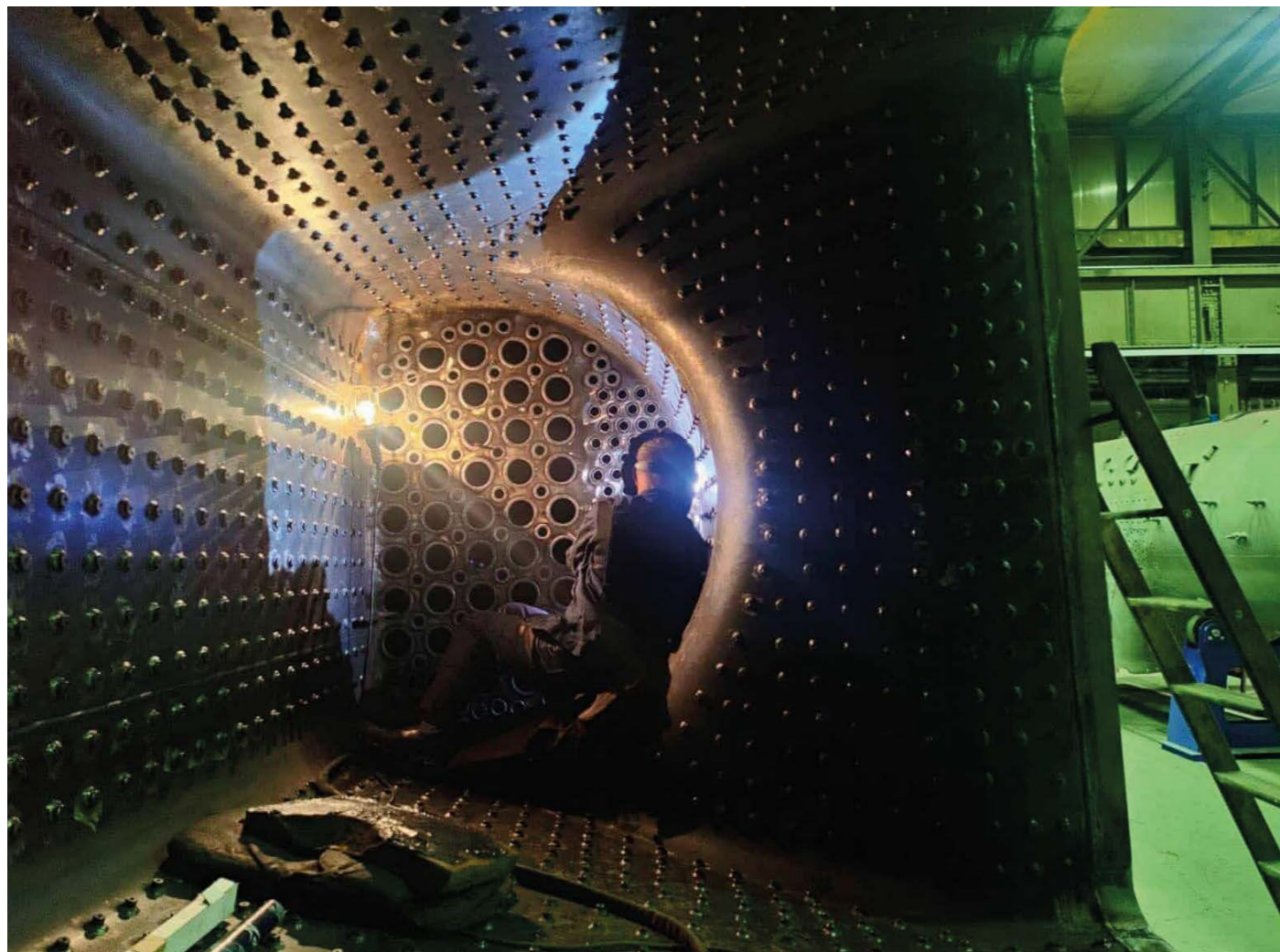


One day in the school holidays we went by train to Seaburn on the Newcastle - Sunderland line. As well as Metro-Cammell DMUs there were probably ex-NER goods locos and possibly a Peppercorn KI. I distinctly remember a goods train coming from the Newcastle direction with the unmistakable sight of an AI, a pleasant treat. Then we saw its smokebox number and the cry went up, "Oh, no! Not *Hal o' the Wynd* again!!"

BR steam duly finished. Over the years the emerging preservation movement saved representatives of all the SR, LMS and LNER Pacifics - except for the AIs. Ten, twenty years after they had gone David and I would say, "If only we could see *Hal o' the Wynd* again...". In 1990 we responded to Mike Wilson's efforts not because of an AI being scrapped but because of seeing these engines in service, particularly the ever-familiar, almost humdrum, No. 60116 *Hal o' the Wynd*. **TCC**

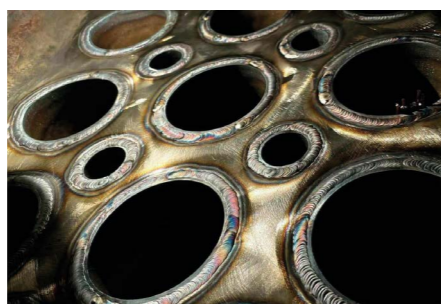
## P2 PROGRESS

The engineering team, supported by our Tuesday volunteers, have been working to replace the philidas nuts on *Prince of Wales*' frames. There was a quality issue with the nuts that were originally fitted, from a defective batch which affected several locomotives, and this is now being put right ahead of building other components onto the frames in the coming months.

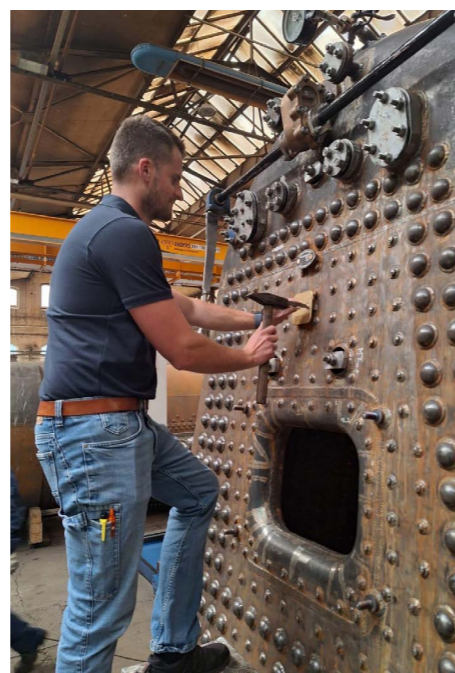


Images top and centre: Final work taking place on the boiler at Meiningen.

In August a Trust team of Steve Davies MBE (Chairman), Graeme Bunker-James (Commercial) and Ian Greenan (Engineering) visited DB Meiningen to see progress on the P2's boiler, discuss certification issues and the resolution of those, which had taken more time than anticipated. It was also a chance to agree next steps. A thorough examination of the boiler was undertaken with the Meiningen team, and they were very open and accommodating on all of the AI team's questions and observations. The boiler is now complete and has passed its hydraulic exam. The certification body TUV Thüringen attended DB Meiningen works to witness the test and pronounced themselves satisfied. They then affixed a CE mark to the boiler, just like with *Tornado*'s. We are grateful to Hitachi at Newton Aycliffe for donating two accommodation bogies which will enable the boiler to be safely housed at Darlington for steam tests ahead of being lifted onto the frames.



The boiler will be delivered to Darlington imminently. Whilst we had hoped it would arrive by the end of October, there have been some delays due to the new customs process following Brexit, and we were working to ensure we have all paperwork in place for delivery. The vehicle for transport has now arrived in Meiningen and the freshly painted boiler will be prepared and loaded ready to leave within November. The DLW team are as eager as our supporters to see this vital component arrive! The third boiler,



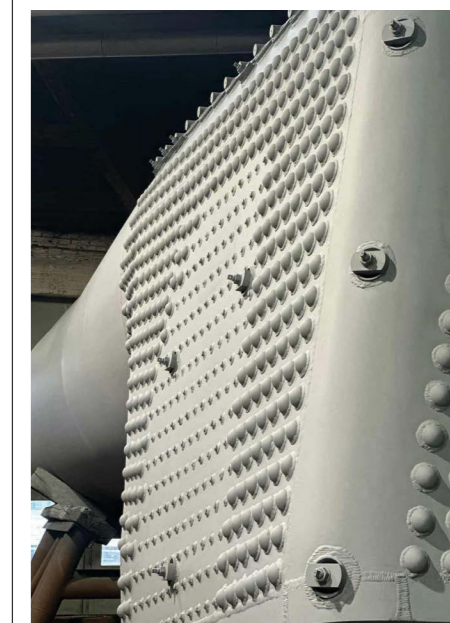
The boiler being 'CE' stamped.



Images pictured here: The finished boiler ready to be shipped to the UK.

creating a spare for both engines, will then take the place of *Prince of Wales*' boiler in the works at Meiningen with the intention that it will first be fitted to *Tornado* in due course.

Another key step for the P2 was the



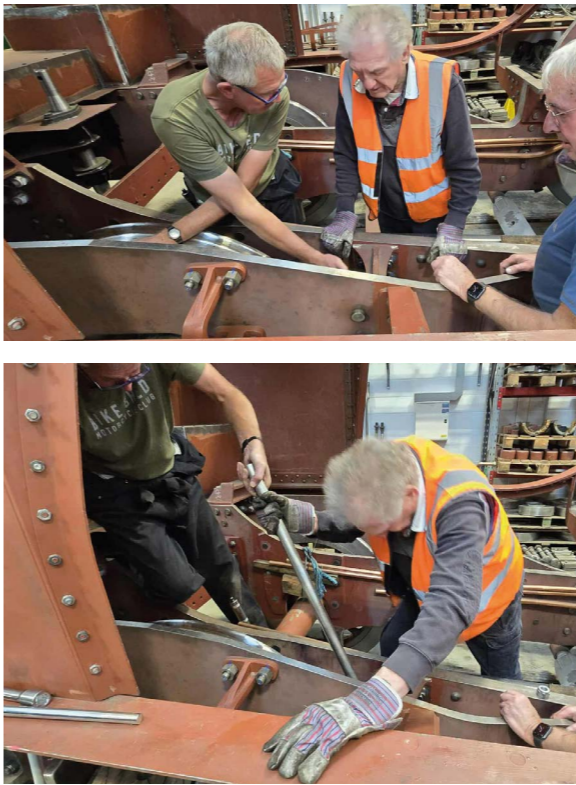


**Top and centre: Roller bearings and axleboxes being fitted to the P2 tender wheelsets.**



assembly of the tender to check fits and clearances. Following Timken attending to install the roller bearings onto the balanced wheels, the axle boxes were fitted before the frames were lowered on. With all four wheelsets in position the tender tank was trial fitted as well. We are lining up the next stage of work on the P2 tender. All quotations have now been received for ETCS work and we are in the process of authorising this expenditure. These enabling works will carry out the physical changes, such as building the compartments and making alterations for the conduits, that would then allow the ETCS (digital signalling system) to be fitted.

**Left: The trial assembly of the tender.**



**Above: Work continuing to replace the faulty Philidas nuts.**



**Prince of Wales makes its first moves over the new track at DLW! TCC**

ENGINEERING UPDATE by Richard Snowdon

As you all know the track work at DLW was completed in September of this year to a useable standard which enabled us to bring *Tornado* to her new home for the first time (worth the toil, manpower and hours for that alone) and on her most recent trip back to Darlington Locomotive Works, I had the pleasure of travelling down to Peterborough and doing the last leg of journey with a water stop at Toton which took longer than expected (due to low pressure from a hydrant within the depot) we then set off again arriving back at 01:30hrs. I joined the A1 Steam Locomotive Trust as the new Workshop and Infrastructure Manager in September; however, I have been involved with the Trust as a member of Darlington Railway Preservation Society on the work building the new track since October 2023.

I know that you all love to hear updates on what is going on here from the big jobs down the small and I'm happy to inform you that work has started on the renewal of the Philidas nuts on the P2, cordless power tools have been purchased to aid with this and alleviate any safety issues of trailing airlines and extension leads across the workshop floor. The main bulk of this work has

been carried out by our regular volunteers whom we would be lost without. Once this has been completed, we will be moving our attention to the removal of the smoke box and cab.

Since the return of the wheels from balancing, the P2 tender has been assembled, Timken were contracted to fit the roller bearings to the axles, volunteers then took over and fitted the axle boxes. Contractor Corners Transport then came to lift the frames so that we had a rolling chassis to lift the tender tank on for a trial fitting, this was then put with the engine and was on show in all its glory for those who came down for the convention.

As mentioned above, *Tornado* returned from the Bluebell Railway and came straight into the Works for some light maintenance jobs in preparation for its Christmas rail tour with vintage trains. Some of these jobs included replacement of locomotive brake blocks, brake adjustment, piston gland packing renewal and valve seat refurbishment. The wash-out was successfully carried out in October and a steam test undertaken shortly afterwards (for the annual boiler inspection) meaning she is currently in tiptop shape. **TCC**



Richard Snowdon stands beside the pet of the S&D 200 celebrations, the GER ‘Coffee Pot’ saddle tank.

P2 FUNDRAISING by Sophie Bunker-James

For those Supporters who attended the Convention, they will have been excited to hear our plans to advance the P2 build, splitting tasks into three areas.

**Area one is the activity in Darlington under our Works and Infrastructure Manager Richard Snowdon.**

This will be the kind of works such as piping, component installation and similar. In recent weeks Richard and the team have been addressing an issue with a faulty batch of Philidas nuts, and systematically replacing them within the frames. There are around 1000 of these, each at a cost of £7.60+ vat. Of course, the replacements are not costing us that, however this aspect demonstrates how a simple (and largely unheard of!) component can easily draw around £10,000 from Covenanted income. If you would like to top up your Covenant and sponsor a philidas nut, we would welcome your donation at [a1steam.com/p2donation](http://a1steam.com/p2donation)

We have commenced detailed planning for the installation of the monobloc, looking at installation in 2026. It was confirmed that Rileys and Sons have agreed to support us in this task. With the boiler in the UK before Christmas, it will be steam tested in the new year so that once the monobloc is fitted we can turn our attentions to installing the pipework. Both the monobloc and boiler are short of their Club targets, but with the invoiced paid (topped up with Covenanted income), both fundraising clubs will close at the end of December. There will be new initiatives announced in the new year to help see these two key components take their place between and above the frames, helping No. 2007 to really take shape.

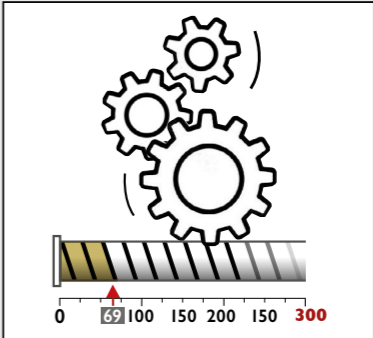
**Strand two is more in the design phase.**

This will be led by Alan Parkin and will cover the novel areas such as the valve gear. We were delighted with the response to the launch of the Valve Gear Club and have raised sufficient funds to make significant progress on the design work. Once that is completed, manufacture and testing of a prototype will begin. Please consider giving this club your support now at [www.a1steam.com/p2valvegear](http://www.a1steam.com/p2valvegear) in order to supercharge progress once the drawings are finished.

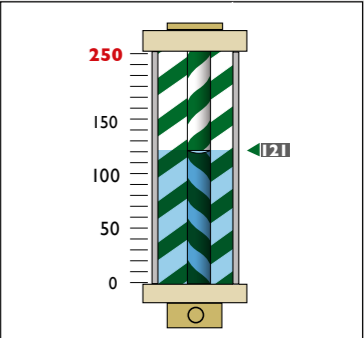
**The final and third strand is that which can be delivered by the supply chain.**

This might included manufacturing of the new exhaust injector or other similar tasks. Whilst over seen by Richard and Alan, this will be work off site. In doing so we can speed up delivery of the locomotive.

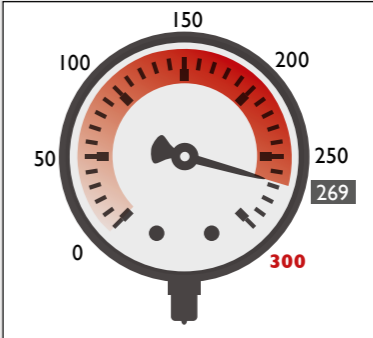
As ever we thank you for your ongoing support. None of what we do is possible without your generous donations. It may feel as though work on the P2 project has slowed in the last couple of years, however with £1m of major components manufactured off site now delivered to Darlington,



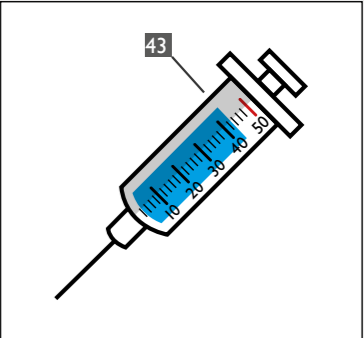
Valve Gear Club - 69 members.



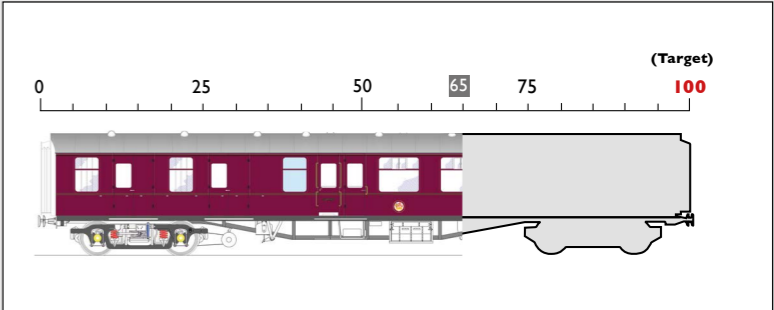
Tender Club Gauge - 121 members.



Boiler Club Gauge - 269 members.



Injectors Club - 43 members.

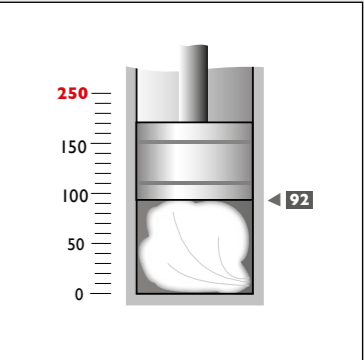


The P2 Coach Appeal - 65 supporters.

you will now start to see significant progress made. The only way to speed up this process is to increase the rate of funding, so if you have a friend who is interested in what we do, introduce them to us – the more the merrier, and all the quicker we will see *Prince of Wales* steam.

**DLW Open Days** - Open Days at Darlington Locomotive Works will, in future, be held on the first full weekend of the month, 10:00hrs to 15:00hrs.

**Covenantors** - From as little as £10 per month, your regular donation makes a huge difference. If you haven't already done so, please consider joining us today and become a part of something special. Visit our website at <https://www.p2steam.com/support/regular-donations> for more information. **TCC**



Monobloc Club - 92 members.

DLW UPDATE by Terry Graham

Since the last update a huge amount of effort has been put in to get enough track built for the S&D 200 event. Since the start of July, we've had over 1100tons of ballast delivered, laid over 300m of track, including two turnouts, fitted the waybeams over Otley Terrace bridge, had the network rail connection installed and all the track has been professionally tamped, all finished just in time for the event which you will read about elsewhere in this edition.

We started building the track in October '23 but the majority of the work has been carried out over the last 18 months with effort peaking in the last three months. This has been a massive effort with over 14,000 hours put in by volunteers from the AI Trust, DRPS, NELPG and the army. A very big thankyou to everyone who has helped, not just physically but all those who have helped fund it. Almost £300k has been raised.

It's not over though. Only the north end of the 1861 shed is connected, we need to increase the head shunt by 100m to accommodate a twelve-coach train which requires us to go over another bridge and then there's the turntable...



Track is extended to the Whessoe Road engine shed.



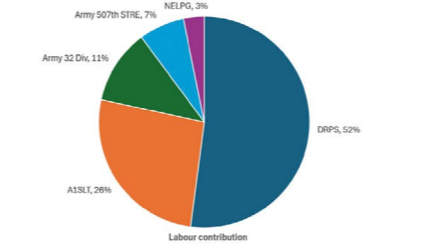
Ballasting and tamping operations using the DRPS diesel shunter, a 'Dogfish' ballast hopper and Volker Rail's Beaver tamper.



Above: The waybeams being positioned on the Otley Terrace bridge allowed the team to start the final push to connect the track to DLW.



Above and right: The finished result, impeccably laid and finished track connected to the Network Rail siding, which allowed Tornado to be the first steam locomotive to enter the DLW yard from the main line.



Above: Pie chart showing the breakdown of man hours by organisation used to deliver the trackwork project.



Below: Photos of the men and women of 507 STRE, taken at the start of the project in June 2024 and at the end of their contribution, in July 2025. TCC



S&DR 200 - CONSTRUCTION AND OPERATION OF THE REPLICA 1825 TRAIN by Steve Davies

I have had the distinct pleasure of being at the heart of a number of eye-catching and ambitious railway heritage projects over the years (the gathering of the six surviving LNER A4 Class Pacifics to mark Mallard 75, and establishment of the Sierra Leone National Railway Museum in Freetown being up there amongst the most memorable) but even I didn't realise the enormity of project managing the replica 1825 Stockton & Darlington train until we actually came to operating it on the mainline. This project initially bore all the hallmarks of something quite simple and straightforward (yeh, right!) when with more than two years before delivery we assembled the team and contractors necessary to create a train which would be allowed to operate on the mainline.



The replica train beside the S&D coal staithes at Shildon.

The brief was straightforward. Using Mike Satow's 1974/5 -built replica of *Locomotion No 1*, create a representative train which could operate under its own power to recreate the original journey as much as the surviving S&DR infrastructure would allow. The full details of the construction and testing of the train is a story for another time, suffice to say that ownership of the locomotive was transferred from Beamish Open Air Museum to Darlington Borough Council who then entrusted its overhaul to Locomotive Maintenance Services (LMS) at Loughborough. The train it was to haul of three Chaldron Waggons and the replica S&DR Directors' Coach was

built by Northern Heritage Engineering of Darlington, and the completed ensemble was then tested extensively at the wonderful and very scenic Weardale Railway. His Majesty's Chief Inspector of Railways, at the time Ian Prosser CBE, was incredibly supportive and appointed one of his team to act in an advisory capacity, such was the unique and unusual nature of this project, an initiative which helped to ensure there would be few surprises for the regulatory bodies when the time came to operate the train. To satisfy the powers-that-be that the train was fit for the mainline, we had to undertake a full and very comprehensive certification process, essential if we were

to be allowed access to the National Network. This was very ably led by Graham Nicholas whose expertise, in conjunction with Ricardo, resulted in a very professionally delivered fully certified train. The quality of Graham's work made the job of the Train Operating Company, Vintage Trains (who would be responsible for operating the train), that much easier. A team of volunteers was assembled to ensure that everything went well, with the testing regime at the Weardale Railway being essential in identifying and remedying various performance inhibiting features of the locomotive. I think it is fair to say that without the support, tolerance and forbearance of the Weardale Railway



The replica *Locomotion No. 1* and train stand on the Skerne Bridge.

we would not have had the train in the efficient condition it evolved into, with the risk that the celebrations would not have been the faultless event they subsequently turned out to be. We therefore had much to thank the Weardale Railway team for. In advance of the actual celebrations the train was tested on the main line after normal services between Bishop Auckland and Shildon. This memorable run, conducted after dark, saw the train efficiently climb the three miles of 1 in 240, including the incredible experience of the 1,200 yard Shildon Tunnel, a journey I will never forget, especially the thrill of travelling under the control of Network Rail colour-light signals for the first time! The test run was essential for Network Rail staff to rehearse their control arrangements and also to act as a positioning move given that Shildon was the start point for the main celebrations starting on Friday 26<sup>th</sup> September.

And so, the big day arrived. We had prepared the train well, and I had no qualms that it would do all that was asked of it (we had accumulated nearly 200 miles of testing on the Weardale) but that first eight miles from Shildon to Darlington was almost dreamlike and certainly surreal. I had to pinch myself that this plucky little locomotive and its curious train was actually on the main line! We had so many organisations to thank for aiding us in this endeavour, including Northern Rail who were incredibly flexible with their timetable to accommodate us, but by far the biggest heroes were Network Rail. Once it was clear that the three-day event was to proceed Network Rail swung into

action with almost military precision and panache to ensure that the appropriate signalling and control arrangements were in place. From the very top of the organization, through middle and local management, down to the people on the ground and the Mobile Operations Managers (MOMs) actually on the train, the whole organization came together in an enthusiastic and highly impressive way, with emphasis on 'enthusiastic'. Following the Shildon to Darlington leg, the following day marked the actual 200<sup>th</sup>

anniversary and it was celebrated in style with runs over Skerne Bridge, including posing for photographs, and later in the day a midnight run down the East Coast Main Line into Darlington Bank Top Station for an extraordinary rendezvous with an LNER Azuma train, accompanied by much fanfare and celebration. This was a powerful image and made plain the 200 years of technological advancement that has resulted in the modern, efficient railway we enjoy today. But that was not the end of it all! After an hour or so at Bank Top we then embarked on an overnight expedition to Stockton, taking in Dinsdale and Eaglescliffe on the way, and with some foul weather thrown in for good measure (we all gained a new found respect for the crews of 200 years ago who had to suffer such inclement weather frequently!). The arrival at Stockton was as dreamlike as our entry into Darlington two days earlier, but there was still more to come! After a further stop at another viewing point (which included the firing of a salute by the Royal Artillery) we then proceeded the 12 miles of hilly terrain to Ferryhill where the train was to be loaded onto road trailers for onward transportation. We had undertaken 41 trouble-free miles on the National Network, and in the process entertained tens of thousands of domestic and international visitors. We had also provided a unifying uplift for the rail industry, and at the same time created personal experiences for the support crew which will take a long time to fade, if ever! **TCC**



*Locomotion No. 1* and an LNER 'Azuma' stand beside each other under Darlington Bank Top's overall roof.

## P2 FESTIVELY-DEDICATED DONATIONS UPDATE by Liz Gibson



Over the last few months I've had the absolute pleasure of giving a number of talks about the A1 and P2, and many of the questions asked at the end focus on the less-traditional aspects of the locomotives! With the successful testing of *Tornado's* state-of-the-art ETCS system earlier in

the year and with the recent wonderful celebrations for the 200<sup>th</sup> anniversary of the birth of the railways as we know them, the selection of components I've chosen to focus on for this festive edition all relate to the more electrically evolved parts of the build.

- Detailed components of the axle-driven alternator (ADA) is £400
- Although the speedo has been snapped up, the compensation unit can be sponsored for £550
- The axle-driven alternator (ADA) casing could be provided for £1,780
- Shining brightly at the very front of the engine are the headlamps – the cost of the complete creation from design through to manufacture and assembly could be covered for £4000!

Of course, there are a myriad of other electrical parts which go into the ETCS, whether that be on the engine or the tender, so if there is something not mentioned that appeals to you, please get in touch – if it hasn't already been sponsored, everything is available!

As always, there are many more parts available and every part sponsored, no matter what the cost, makes a wonderful and generous gift both for yourself or a loved one, and helps us edge ever further towards completion.

- Forged
- Welded
- Cast
- Laser cut
- Machined
- Rolled

If you're more keen on process than function then how about narrowing things down by looking at a type of manufacturing method? Parts for the engine can be

...and all then expertly fitted together at the Works in Darlington. Now the new building is open for visitors, why not come along and see how all the wonderful contributions, sponsorship and donations come together to build an engine?

Whatever the cost, size, placement or function, every sponsored item gets us one step closer to bringing this incredible locomotive to life. If you're interested in finding out more, please email Liz Gibson at:

[dedicated.donations@alsteam.com](mailto:dedicated.donations@alsteam.com) and ask for more information about the parts available.

If you know of a business owner or company who may be interested in sponsoring an item on No. 2007 *Prince of Wales*, please contact [dedicated.donations@alsteam.com](mailto:dedicated.donations@alsteam.com)

TCC



*Tornado* heads towards the sunset near Auchterarder in September 2021.

## FROM THE ARCHIVES by Graham Langer

**Autumn 2005** - Armed with a letter of 'letter of no objection' from Her Majesty's Railway Inspectorate and with the approval of our Vehicle Acceptance Body, we formally instructed Meiningen to commence manufacture of *Tornado's* boiler on 16<sup>th</sup> October 2005. Outside motion machining was almost complete. However, with the expected arrival of the boiler in July 2006, efforts were redirected between the frames to complete tasks which would be difficult with the boiler on the engine. To this end, Ian Howitt was contracted to make fixtures for, and to machine, the inside big end brasses.

**Autumn 2010** – The 2010 (20<sup>th</sup> Anniversary) Convention was held in Chesterfield with *Tornado* stabled at Barrow Hill Roundhouse. The locomotive had enjoyed a busy summer of main line railtours and visits to preserved lines including Barrow Hill and the East Lancashire Railway. Work at DLW continued to focus on fitting out the support coach whilst elsewhere in Darlington a miniature version of *Tornado* had appeared on a roundabout. Commissioned by the Borough Council and built by local firm S&I Structures this model still stands on Darlington's Victoria Road and St. Cuthbert's Way roundabout.

**Autumn 2015** – Sadly, we had to record the passing of the Trust's President, Dorothy Mather, on 10<sup>th</sup> November 2015, losing a tangible link with Arthur Peppercorn in the process. There was no sign of the pace slackening during the summer, either for *Tornado* or



**Dorothy Mather accepts the keys to Hopetown Carriage Works in 1996, standing in front of the original Locomotion No.1. We think she would be proud of all the Trust has achieved since her passing in 2015.**

*Prince of Wales*! No. 60163 continued to clock up incredible mileages and visited Kingswear, Peterborough, Edinburgh, Tweedbank (for the first time), London, Newcastle, Minehead and Bridgnorth. On 13<sup>th</sup> September *Tornado* ran over the newly re-opened Borders line, once again breaking new ground. At DLW work was progressing on the erection of No. 2007's frames with most of the key

stretchers on hand to aid the process, all the wheels had been cast and the proof-machined driving wheels delivered to the Works.

**Autumn 2020** – The pandemic continued to dominate the new headlines and the Trust was unable to hold its annual Convention, instead moving to an online form with video presentations by the key contributors, made available via YouTube. On 27<sup>th</sup> September, No. 60163 operated a private charter for members of Darlington Borough Council along what was left of the original Stockton & Darlington route, pausing to a photoshoot on the newly renovated Skerne Bridge, close to *Tornado's* birthplace in Hopetown. The trip marked the 195<sup>th</sup> Anniversary of the S&D and fired the starting gun for the countdown to the bi-centenary celebrations in 2025. We predicted that The A1 Steam Locomotive Trust, *Tornado*, *Prince of Wales* and Darlington Locomotive Works would all be at the centre of events in the town. How right we were! TCC



***Tornado* straddles the original Stockton & Darlington Railway, Skerne Bridge in Darlington, working a trip to launch the countdown to 'SDR 200' in 2020.**

The A1 Steam Locomotive Trust is pleased to display the logos of organisations giving us their ongoing support. Their contribution is gratefully acknowledged.



The Gresley Society Trust



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\* All information correct at the time of going to press late November 2025. For up-to-date information and dates please check the website [www.a1steam.com](http://www.a1steam.com).

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Darlington Locomotive Works is normally open to the public on the first full weekend of each month (10:00hrs to 15:00hrs).

Access to the works is in association with Head of Steam: Darlington Railway Museum where Covenantors are entitled to free entry (with Covenantor card). Charity registration No. 1022834.

The Trust respectfully requests that anyone wanting to see *Tornado's* main line passenger trains follows the rules of the railway and only goes where permitted.

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