

# THE COMMUNICATION CORD



The A1 Steam Locomotive Trust  
New Steam for the Main Line

No. 12 August 2008

## Today we made history

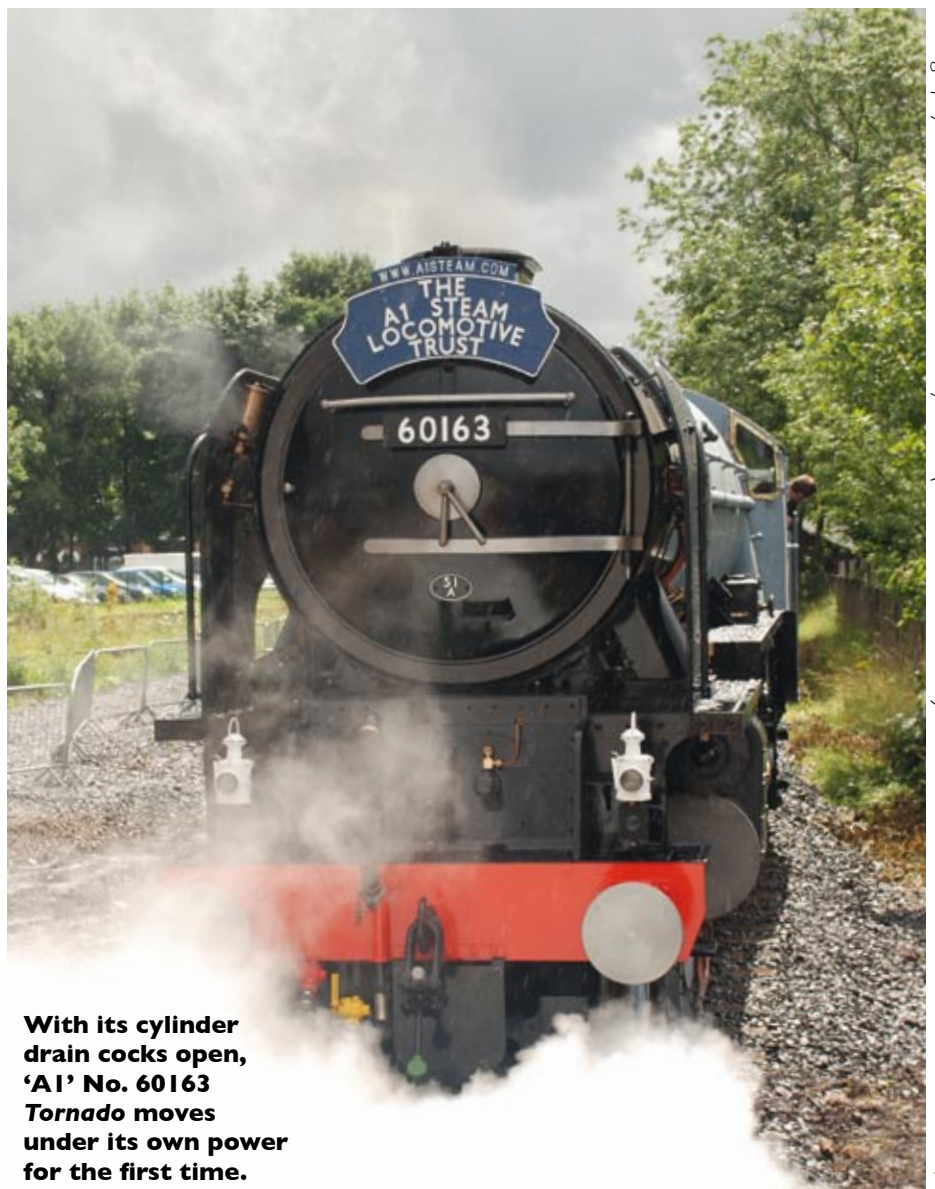
Phil Champion gives his first-hand account of the day *Tornado* officially moved for the first time in front of the national media

August 1....As I checked in at Darlington Locomotive Works, a wonderful smell was evident; yes it was No. 60163 in steam just outside the building – preparing to move under its own power. We had waited over 18 years for this to happen.

Back in early 1990 the new 'A1' project had a 'buzz' about it which I have never felt about any other railway project. Yet at the same time and for years afterwards some people kept telling us it was impossible. As our plans developed we told them that we would make history in recreating a lost class and in building the first main line steam locomotive for decades.

There stood the new 'A1' in bright sunshine resplendent in works grey - both prototypical and practical. Paint is there to protect the metal but *Tornado* looks great in grey, a colour that accentuates its features. As we waited and took photographs it was good to see covenantors and former members of the 'A1' team, in some cases for the first time in years.

Former chairmen, Mike Wilson and David Champion appeared which meant



**With its cylinder drain cocks open, 'A1' No. 60163 *Tornado* moves under its own power for the first time.**

Photography Nick Brodick/Steam Railway/A1SLT (unless otherwise stated)

# Editorial

Few heritage railway projects have caught the public's imagination quite like 'A1' No. 60163 *Tornado* has; confirmed by the deluge of national media that converged on Darlington on August 1 for 'our' 'Pacific's' first official moves.

Of course there are far too many people (over 2,000 in fact!) to thank for the completion of the 'A1'. Whether you have given a regular donation, sponsored a component or physically helped build the locomotive, you can all be very proud in what you have achieved.

I would like to take this opportunity to thank John Hartley for producing a fine product as editor of A1SLT publications for the past few years. I feel enormously privileged and fortunate to edit the issue of TCC that coincides with the news of *Tornado's* first moves, particularly as this is my first issue 'in the chair'!

Reading Mark Allatt's thoughts on introducing younger people to the 'A1' made me realise that I was a mere one year-old when the project was launched... quite a surreal thought! It is symbolic therefore, that our 2,000th Covenantor should be no older than two years... a future chairman in the making perchance?

It was a pleasure to meet a number of you over the first moves weekend and I look forward seeing you again at the next Covenantors' day.

● A full engineering update from David Elliott has now been uploaded to the website [www.a1steam.com](http://www.a1steam.com).



Nick Brodrick, Editor

that we had the line-up of three chairmen: Mike who started the project back in 1990 and was the first chairman, David who devised the business plan and set up the organisation and was chairman while the frames were cut and cylinders and wheels were cast, and current chairman Mark Allatt who has overseen the project to fruition, including the boiler and tender provision.

Later on when I spoke to Mike, he said that from the very start that, like Mark, he never doubted that *Tornado* would be built.

TV crews broadcast the event while reporters interviewed the gathered masses. Jonathan Glancey of *The Guardian* who has followed our progress for years really seemed to be enjoying himself while doing his job.

One man who was never stood still was David Elliott, who must be credited with

overseeing the locomotive's construction over many years.

Soon after I I am Mark made an impressive speech with Dorothy Mather at his side, before walking to *Tornado's* cab. As Dorothy looked out there was a round of applause. She sounded the whistle, then for a few seconds nothing happened, Mark looking to the front of the 'A1'. The cylinder drain cocks then opened, there was a whoosh of steam, cameras clicked and No. 60163 was alive! As the wheels turned it was indeed a great moment. We watched and photographed it as it completed its 120 yard run.

On its return Dorothy and Mark waved out of the cab and I felt compelled to wave back! I must admit a drop of moisture appeared in one eye as it completed its first trip.

I was pleased to tell Dorothy that



Dorothy Mather waves from *Tornado's* cab on its inaugural run.



Footplate crew, Driver Graeme Bunker and Fireman Chris Duckers take a well earned break.

In ex-works grey, No. 60163 awaits its audience on the morning of August 2.



she had got something wrong... At a convention some years back, she told my late mother and father she feared she wouldn't be around when the engine was finished. I was pleased to say she had been incorrect on that count!

As more runs were made we never tired of watching it. It looked absolutely brilliant. This is what we had waited all those years for.

Four hours after my arrival I had to leave, but like several others we stopped by our cars to see No. 60163 go past again; still a brilliant sight.

Years ago in *The Pioneer* I spoke of the day when an 'A1' would steam again. Over 2,000 of us did it; we filled the missing link in East Coast 'Pacific' power. We built the first main line steam locomotive for 48 years.

We did the impossible; this summer we did make history.

## FROM THE CHAIR

By Mark Allatt

Well, what a hectic few months it has been! And now, after 18 years, we've done it! *Tornado* has moved under her own power for the first time. Like the celebrity that it already is, *Tornado's* every move was captured by hundreds of cameras with their flashes illuminating 'her' from





every direction.

This is just the start of what will be an amazing few months.

Our packed works was an amazing place during our first moves weekend, with so many smiles from young and old at



the sight of our complete locomotive in steam – and moving. From the moment you glimpse *Tornado* in steam you can appreciate the sheer size, beauty and power of our locomotive. From the bulk of the locomotive and tender through to the gleaming brass work both outside and inside the cab, you can see that this is a machine waiting to do what it was designed to do – haul trains at high-speed on the main line.

There are so many people to thank for their hard work over not only the past few months but over the entire duration of this unique project, but I think that David Elliott deserves special thanks for his tireless commitment, especially in recent weeks! I think we can now afford to pause for a moment – but only a moment – to

**IN THE MEDIA** by Mark Allatt

As well as appearing many times in almost every edition of every railway magazine you could buy over the past few months, the prospect of *Tornado's* completion continued to work our national press up into something of a frenzy with daily enquiries from newspapers, radio and TV. In the month before *Tornado's* first moves we had four different TV crews filming different programmes in DLW – we'll let you know when they are due to be broadcast. However, it was that first turn of the wheel that captured the imagination of the British public – which was fittingly broadcast live on BBC News 24. *Tornado* also featured in the German and Chinese press! Here's just a selection of some of the places *Tornado's* first move appeared:

<p><b>Print media:</b></p> <ul style="list-style-type: none"> <li><i>The Independent</i></li> <li><i>The Guardian</i></li> <li><i>The Daily Mail</i></li> <li><i>The Mail on Sunday</i></li> <li><i>The Northern Echo</i></li> <li><i>The Times</i></li> <li><i>The Daily Telegraph</i></li> <li><i>The Scotsman</i></li> <li><i>The Sun</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Daily Mirror</i></li> <li><i>The Yorkshire Post</i></li> </ul> <p><b>Multimedia:</b></p> <ul style="list-style-type: none"> <li>BBC Look North</li> <li>BBC Tyne Tees</li> <li>BBC Breakfast</li> <li>BBC Radio 4</li> <li>BBC Radio 5 Live</li> <li>BBC News</li> <li>Sky News</li> </ul>
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To see these in full visit the 'in the media' page within the news section of our new website ([www.a1steam.com](http://www.a1steam.com)) and click through to the actual articles and recordings.

admire what we have created. As Dorothy Mather, our President and widow of *Tornado's* designer said, "Arthur would be very proud".

We are now approaching the last few hurdles in our project "to build and operate a Peppercorn class 'A1' 'Pacific' steam locomotive for main line and

## PHOTOGRAPHIC LIBRARY By Keith Drury



Images like this one of No. 60163 in the final stages of construction at Darlington are invaluable for the AISLT's photographic archive. *Alexa Stott*

The AI Trust's Photographic Archive and Library were established in 2004. The archive is a catalogued, digital collection of all photographs taken by or for the Trust since its inception, plus a large number that have been donated or licenced to us over the years. The library is a selection (in practice the large majority) of the archive pictures, which is offered by the Trust to supporters and to the public for reproduction, publication or general use. Library photographs also feature in Trust publications such as Top Link and the website ([www.a1steam.com](http://www.a1steam.com)), and many have been included in recent articles in the railway press featuring the *Tornado* project.

### The Trust needs the help of readers in three ways:

**Contributions:** the Trust always welcomes new photographs to include in the library. However, in particular this year, with the first sights of the 'AI' moving and hauling trains, we will welcome good 'action' pictures, wherever taken (Darlington, the Great Central, National Railway Museum or on the main line). Such pictures are most valuable, for example to issue to the media. And in that case, of course, they are needed promptly!

So if you take some good photographs of *Tornado* in motion this year, and could offer them for the Trust's

The broad areas of library content are:-

- photographs of historic 'AIs'
- photographs taken of the construction of *Tornado* since 1994
- photographs showing the activities of the Trust and its members
- photographs showing other locomotives and railway scenes

A further collection featuring *Tornado* in operation will be started this year!

Many photographs from the Library are being added to the descriptive pages of the new Trust website at [www.a1steam.com](http://www.a1steam.com).

An additional phase of the website, currently under construction, will feature a gallery of library pictures. This will be both for pleasure viewing, and

use, contact us without delay. This appeal is aimed not only at current Trust supporters, but also at professional photographers and the railway press. Please also send a written indication giving Trust permission to use these images, plus your contact details so we can complete the required formalities.

**Uses:** if you, or anyone or any organisation you know, would like copies of any picture(s) in the library, contact us as noted above. Pictures are only issued as electronic copies (by email or on CD), and, except for private

will offer the pictures for purchase to help support the *Tornado* project and its operation.

You can see the whole current content of the Library at <http://a1slt.fotopic.net/> (use the link 'more collections' to access the collection of pictures of archive 'AIs', and the year-by-year collections of 'Building *Tornado*' images), and at <http://a1trustphotos.fotopic.net/> for library pictures showing other locomotives and railway scenes.

Contact details for the Library are email: [photos@a1steam.com](mailto:photos@a1steam.com), or via the usual Trust phone helpline or the Darlington Locomotive Works address.

study, are subject to a fee – fully payable to the *Tornado* project.

**Help:** the operation of the archive/library is voluntary and needs assistance from other Trust Supporters. By its nature, it is computer-intensive, but also works extensively with people - both contributors and users of our photographs. Good administrative and social skills are more important than, for example, special photo-editing ability. If you would like to join in this activity, and help share the work, please contact us, as described above. **TCC**



preserved railway use". It is now just days (as I write) before *Tornado* departs Darlington for the Great Central Railway and only a few weeks until she is lowered onto main line metals for the first time. All of this progress has, though, come at a significant cost. Over recent months the Trust has been spending in the order of £60,000 every month on construction and although it is now substantially complete, now is not the time to falter. It is thanks to your continued generosity that our income continues to grow and maintain its record breaking levels achieved since late last year. However, in order to put *Tornado* on the main line the Trust still needs to raise a further £66,000 to pay for main line trials and once No. 60163 is on Network Rail we will need to raise in excess of £800,000 to service the loans taken out and Bond issue taken up to ensure the locomotive's long term operations. And then there is the matter of the estimated £50,000 needed to put a fully equipped and certified support coach behind to operate with the 4-6-2.

With the end of steam on British Railways almost 40 years ago to the day before *Tornado* first moved under her own power, our thoughts must turn to who will be its custodians in 40 years time when many of us have reached the end of the line. The future of main line steam isn't just about new locomotives like *Tornado*, but it is also about passing on our enthusiasm to those even whose parents aren't even old enough to remember steam in everyday service. So please do continue to encourage your children and grandchildren to take an interest in the 'A1' project.

## WHERE'S THE MONEY? By Barry Wilson

Although the Trust's fundraising efforts continue to break all previous records there were significant increases in costs around materials, labour and certification throughout the last few months of activity in Darlington. Since our last announcement the generosity of our supporters means that the £50,000 funding gap identified in March has been plugged. However, in order to put *Tornado* on the main line the Trust still needs to raise a further £66,000 to pay for main line trials and an estimated £50,000 for a fully equipped and certified support coach. And then once *Tornado* is on Network Rail we will need to raise in excess of £800,000 to service the loans taken out and Bond issue taken up to ensure the locomotive's long term operations. I'd therefore like to take this opportunity of again thanking all of those bond holders who have gifted their bonds to the Trust, thereby helping to reduce our future liabilities.



We are therefore more keen than ever to encourage as many arms' length supporters as possible to join us by either becoming a Covenantor, making a donation, taking out a dedicated donation to sponsor a part of the locomotive (there are still many components left to support – even though most of them are already on the locomotive!) and/or subscribing to our Bond issue. If you know anyone who wants to become part of our winning team please encourage them to come on-board. When you look at the list of components now available as dedicated donations, I am

sure that you will find one that grabs your interest and suits the size of your pocket. Details on all of these can be found in the 'how you can help' section of our new website ([www.a1steam.com](http://www.a1steam.com)). We still have a huge amount to do if *Tornado* is to get onto the main line this year – but with your continued support I have every confidence that we can achieve this ultimate objective.

Finally, *Tornado* will be hauling her first passenger trains on the Great Central Railway on September 21. As usual this will be for Covenantors and their guests only, so please complete and return the booking form enclosed with this mailing. We will inform you of details of future events and milestones as soon as we can be as confident as we can be about the arrangements – please keep an eye on the events section of our website for the latest information. I look forward to seeing you on the Great Central Railway for yet another momentous occasion. **TCC**

## OTHER NEWS

By Nick Brodrick

### 2,000th COVENANTOR!

The trust has gained its 2,000th covenantor... two year old Samuel Tindall (23 months at the time of joining).

Samuel, from West Yorkshire, is the third generation of covenantors in the family joining his father and grandfather.

Congratulations Samuel!



Ben Fraser

### THE 'FINAL' PIECE!

The last piece of the 'A1's' extended attire was almost ready to be fitted to the locomotive as this issue of TCC went to press: the distinctive banjo dome cover. The component has been skilfully made at the North Norfolk Railway by Nick Johnson.

# THE GREAT CENTRAL RAILWAY

Here's your one stop guide to *Tornado's* first port of call: Loughborough

By Tom Ingall



***Tornado* will not be the only high-profile locomotive to have 'run-in' on the GCR this year. The railway has already welcomed back National Collection/ Steam Railway appeal 'Britannia' No. 70013 Oliver Cromwell after overhaul and Southern 4-6-0 No. 850 Lord Nelson (pictured) following firebox repairs.**

Welcome to the Great Central Railway! If you're reading this ahead of Covenants' day and you've never visited us before you might be wondering where to start and what to see. Rest assured, everyone involved with the GCR is delighted to be welcoming *Tornado* for running in trials. We hope you have a great experience and this is just the start of a lasting friendship between our two organisations. This article is by way of saying, 'hello'!

The GCR is a preserved section of former main line railway which ran between Sheffield and London Marylebone, built in 1899. I can't pot a wonderfully rich history into a sentence and get away with it, so I recommend George Dow's three volume collection as the ultimate background reading on the railway.

Today we run from Loughborough Central to Leicester North, a distance of eight miles. Our unique double-track and 60mph capability will be a good place for 'A1' No. 60163 *Tornado* to get some valuable miles in before heading to the national network.

Our stations are themed for different periods of time, with Leicester being a modern development which will, one day, be expanded. Loughborough has a small exhibits museum and also the engine shed which you are welcome to explore to see first hand the work going on. You may spot an engine or two from the National Collection, such as the unique GCR '8K', a powerful 2-8-0 freight engine, that played a key role in World War One. We are very grateful to the NRM for the support they offer us.

Quorn station has a wartime theme. Do explore the rooms (a replica NAAFI and stationmasters' office) or just enjoy standing on the platform watching the trains pass on either side. During a gala, the signal box here can be very busy. There is barely a moment when the signalman is not pulling levers for a down express or shunting the 'up' sidings.

The signals are another exciting feature of our line. The signalling system is growing all the time having started from nothing at all. Some of the posts and arms graced

other locations on the GCR - but that's another story.

Rothley meanwhile is an Edwardian gem and definitely worth stopping to look at. Experience the parcels office, or cross the line to Ellis's tea room, which is right next to a garden railway and is an ideal space to relax with lunch or cake while watching trains roll past.

Finally, Leicester North is a new terminus we are developing as funds allow. Change here to visit the new Greenacres community arts and crafts centre or to take a short 10-minute walk to the National Space Centre.

What else do we do? Well, besides running trains every weekend and midweek through the summer we also have a famous dining service. Saturday and Sunday lunchtimes, Saturday nights and at other times during the year you can sample some first class luxury while a five course meal is served at your seat. We even run murder mystery specials which are always very popular. If you don't like the sound of first class we also offer a



griddle car on some trains, serving up hot and cold food and all day breakfasts.

Meanwhile, more than 7,000 people have now taken part in our drive a train experience since it began in the 1990s. As you know we've teamed up with the AISLT to offer the chance to drive *Tornado* – not just a great thrill but a genuine chance to be part of history. Just a handful of people will be able to say that they've driven Britain's newest main line steam locomotive, so if you are interested in driving the 'A1' (or any other engine), then do ask for a leaflet at any of our booking offices.

If you are like me and really like to get under the skin of somewhere when you visit, I can recommend something new for 2008. It's our talking tour guide system. For just £2.50 you can hire a handset for the whole day, learning more about the railway; how and why it was built; which King used to pop-in at Quorn station and

plenty more. It's ideal for anyone who is going to be coming with you, but might not want to spend all day looking at *Tornado*! To that end, we also have a colour guidebook written by railway author Colin Garratt on sale in the shop at Loughborough and a 'children's' guide' with puzzles, quizzes and games to keep younger travellers on their toes as well.

Alright, enough plugging. What of the future? Well one day we hope to have an eighteen mile railway by heading north from Loughborough towards Nottingham. Our sister company already looks after the track and runs a daily freight service to a gypsum plant at East Leake. All that's missing (well, I say all) is 550 yards of track and three bridges. We're always working on that project as our 'big vision'. It will be a terrific place for large steam engines to stretch their wheels (hopefully *Tornado* being one of them), fitting right into a former main

line setting.

Finally, it just falls to me to bid you welcome again. You can get more details about the essential 'need to knows' like timetables, fares and how to find us by looking at [www.gcrailway.co.uk](http://www.gcrailway.co.uk) or by phoning Loughborough booking office on 01509 230726. It is well worth confirming details before setting out. You can also join the Friends of the Great Central Main Line before you visit and in future you can benefit from discount fares, four colour magazines about the line every year and other exclusive offers.

We wish the AISLT every success with warm congratulations on a job well done and exciting times to come. Myself and the railway have come to make friends with many of you and feel proud to be associated with you, even in a small way.

In the words of the GCR company motto – "Forward!" **tcc**

## Covenantors' Diary By Alexa Stott

### Wow, what a weekend!

**I think words failed quite a few of us - but the photographs, the videos and the newspaper and TV coverage said it all. Thank you to all of those of you who made it to Darlington for *Tornado's* First Public Moves on August 2/3, and thank you for all your kind comments and your donations and support. It was lovely to see so many Covenantors, old and new, over the weekend and a special mention must go to our 2,000th Covenantor, Master Samuel Tindall, aged 23 months, who made a guest appearance on the Saturday and thoroughly enjoyed himself.**

**A heartfelt thank you must also go to the volunteers who worked so hard from Thursday through to Sunday evening, and without whom none of the**

**weekend's events could have gone so smoothly and successfully. From door security through to selling refreshments, you are a magnificent team. Thank you.**

**And if you would like to join this great team, please do email me at [alexa.stott@alsteam.com](mailto:alexa.stott@alsteam.com). I would love to hear from you.**

### *Tornado's* move to Loughborough

After the Open Day at Darlington on August 9, *Tornado* was to move to the Great Central Railway at Loughborough and, as those of you who were present over the weekend will know, we have now announced the date of the next Covenantor event. Covenantors will be able to travel on the first passenger trains hauled by *Tornado* on September 21 (the event is now a one day event rather than two) at the Great Central Railway. Further details are enclosed with this mailing.

Dates for the Annual

Convention and the First Main Line Trains will be announced in due course.

You might also be interested in the 'Drive a Locomotive' package that has been put together by the Trust and the Great Central Railway. There will be a limited number of opportunities to spend a day on the Great Central driving *Tornado*. If you are interested in this unique and memorable "chance of a lifetime", please contact me at [alexa.stott@alsteam.com](mailto:alexa.stott@alsteam.com).

### Events

It hasn't just been over the last week that the team has been working hard; it has been a very busy few months.

Our exhibition stand at the NRM's '1968 and all that' exhibition was judged a great success by all who visited it. We had over 2,000 entrants in our 'Guess the Weight of *Tornado's* Chimney' competition – for those of you who were wondering, the weight is 73½lbs (33.339 kgs).

Only a few weeks later we were back at the NRM for the 'Great Reunion' (four

'A4s') event. Despite the appalling weather, there was a lot of interest in our stand and many positive comments. We can certainly expect a lot of people to come back to York to see *Tornado* on exhibition later this year.

Still to come – we will be taking the *Tornado* exhibition stand on the road to:

- 'Railpower' at Barrow Hill, Chesterfield on August 22-25.
- Heaton Depot Open Day, Newcastle on September 14.
- The Warley Model Railway exhibition at the NEC, Birmingham November 22/23.

If you would like to help at any of these events, I am only an email away.

### And finally...

Many of you have emailed the Trust about your Covenantor cards which were issued over a year ago. Although these have officially expired, I can confirm that you can continue to use them to gain free entry to Darlington Railway Museum ('Head of Steam') and as a means of identification for Covenantor events.

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



**PRINCIPAL SPONSOR**



**TOTAL**



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\* All information correct at the time of going to press on August 5 2008. For up-to-date information and dates please check the website **[www.alsteam.com](http://www.alsteam.com)**.

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Darlington Locomotive Works is normally open to the public on the 2nd Saturday each month (11am – 4pm).

Access to the works is via Head of Steam (the newly refurbished Darlington Railway Museum) where Covenantors are entitled to free entry.

Charity registration No. 1022834.

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