



The A1 Steam Locomotive Trust
New Steam for the New Millennium

The Communication Cord

No 6 *Newsletter of The A1 Steam Locomotive Trust* June 2006

Engineering work rate increased !

The really good news for this edition is that now we have the boiler fully funded we have been able to step up the rate of work on the rest of the locomotive. More details in the Engineering Report overleaf – BUT !! we still need to raise some more money over and above the Covenantor income if we are to complete in 2007. As you will see from the enclosed sheet there are still boiler tubes available for sponsorship. We can make the certificate in almost any form you want so it would make a rather ‘different’ present for someone – and help us towards completion.

Talisman 2006

Plans are now well advanced for this year’s *The Talisman* on July 22nd and bookings for the train are up to expectations. This is the 50th anniversary of the first *Talisman* and we will be marking the event with special headboards – to be raffled on the train. “*No 9*” has no more runs before *The Talisman* and the team are determined to put up a run to challenge last year’s spectacular one with “*The Duchess*” - call West Coast Railways on 01524 737753 to reserve your seat.

More progress on approvals....

Graham Nicholas, Quality Director writes: **Interoperability & ROGS (Railway and Other Guided Transport Systems)** You may have read about this topic recently in the heritage railway press in terms of its applicability to the steam preservation movement. So far as Tornado is concerned, the Trust has been watching developments closely and recently had a review meeting with HMRI. This confirmed that, provided the locomotive is complete by October 2008, approval can be granted under the existing scheme. However, this depends on getting an exemption from compliance with the new Interoperability Regulations. This application (to the Department for Transport) will be submitted shortly. **Route Acceptance** Following submission of our draft paper in January, Tornado’s operational application will be heard at Network Rail’s Acceptance Board panel meeting of 25th July 2006.

Editorial

As you will read in the Obituary below we have all been saddened by the sudden death of Paula Hartley – wife of John. Understandably John is currently busy resolving family matters and thus this edition of *The Communication Cord* has a stand-in editor. John will be fully back with us for *Talisman* and thereafter.

David C. Bedding

Paula Hartley

It is with deep regret that the Board has to announce the sudden death on the 27th April, after a short illness, of Paula the wife of John our Publications Editor.

To assist their daughter Katie in the last stages of her pregnancy, Paula had travelled to Herefordshire where she was taken ill. Sadly she died without seeing her new granddaughter - Niav Paula - who was born fit and well only 2½ days later but the birth of Niav has been a great source of comfort to John and the family. Throughout their lives together Paula’s support enabled John to pursue his career in the R.A.F. and, subsequently, his voluntary activities including that with the Trust. Needless to say she will be greatly missed by John and the family as well as their many friends.

We offer our deepest sympathy.

Image Archive sells first licence

Recent accessions to the Trust’s image library include substantial collections of photos from the Rev’d David Benson and from Trevor Mumford, with further pictures from Eric Kidd. We are very grateful for these.

Congratulations are due to Covenantor Robin Gibson: his excellent photo of 60157 at Kings Cross was reproduced via the Trust’s Image Library in the May edition of the Deutsche Bahn (German Railways) travellers’ magazine, which has a print run of half a million copies. The accompanying article described the Trust’s work, and the picture earned a royalty of £90 for the Trust.

Keith Drury

Spring Draw

We are delighted to be able to report that there has been great support for the *Spring Draw*. This was one of several ventures that we have in hand to generate the funds we need to complete the locomotive and we thank all those who have supported the venture and also those who have suggested prizes for future draws.

Closing date is 1st July so if the tickets are somewhere waiting for you to “get round” to sending them back then time is running out !

Engineering news

David Elliott, Director of Engineering, writes:

MOTION The last of the outside valve gear has been returned with the working surfaces case hardened. The inside eccentric is presently being fitted to the leading driving axle and we hope that funding will soon be available to have the already forged inside motion parts machined.

CYLINDERS AND VALVES The valve spindle crosshead guides are complete and we are now making the bronze bushes for the front valve chest covers in readiness for trial fitting the valves and valve spindles. Ufone have now completed the replacement inside piston and rod which they had originally machined too short.

PIPE WORK Installation of the vacuum train pipe is now complete from the front almost to the rear of the engine. The pipework efforts are all being directed to that which has to be installed before the boiler is fitted.

RUNNING GEAR Steve Wood has completed the machining of the Cartazzi spring hanger brackets and the special bolts for fitting them to the frames have been ordered from Hawk Fasteners at Middlesbrough.

FOOTPLATING The left-hand footplating is virtually complete with all the closure panels between the footplate and splashers made and fitted. The scaffolding will shortly be moved to the other side of the engine to finish off the RH footplating.

BOILER The boiler is progressing well, as was witnessed by a party of Covenantors and Board members on 17th-18th March. Several people have asked how it will be lifted onto the engine. It will be several months before we are ready to fit the boiler, during which time the cladding and ashpan will be made and fitted. The plan is to make adapters for the synchro jack beams to lift the boiler inside the works, and to roll the frames underneath on the locomotive's wheels. The boiler can then be lifted easily to adjust the fit of the mounting saddles and pads. When this is complete, the smokebox will be lowered onto the saddle and slid backwards to fit over the boiler. This is contrary to conventional practice where the smokebox is fitted to the boiler and the combination is fitted to the frames. The reason for this is that we have already fitted the smokebox to the saddle and the probability of the bolt holes lining up between the saddle and smokebox is not high if done this way. As we have yet to drill the bolt holes between the boiler and the smoke box, there is scope to allow for a small tolerance in the positioning of the boiler. South Lincs Foundry of Spalding have delivered the 165 cast iron firebars and carriers and North View Engineering Ltd in Darlington have completed the carriers and rocking mechanism. The safety valves are currently on 60009 *Union of South Africa* for testing prior to CE marking. This should be complete by mid June at which point they will be sent to Meiningen for fitting to the boiler

BRAKE SYSTEM Meiningen have completed both air pumps and the first one will be transported to Darlington soon.

TENDER The basic frame structure is nearing completion at Ian Howitt's works at Crofton with the fitting of the front and back drag boxes. Because we are unable to source disc wheels at a realistic price we will be using spoked wheels – at least three A1s with them. The redesign of the tender tank to increase water capacity to 6000 gallons at the expense of a slight reduction in coal space is almost complete. The new design is fully welded. Requests for quotation will be sent out soon.

Sponsorship of *The Communication Cord*:

This edition of *The Communication Cord* is sponsored by Continental train tour promoter **Mike Hedderly** to publicize his *Finistère Express* – a 5-day land cruise in September by special steam train from Paris to the Atlantic Coast of Brittany and return in September, hauled by 4-cyl compound Pacific **231G 558** and oil-burning 2-8-2 **141R 1199**.

The tour is run in conjunction with Trainseurope Ltd, who can arrange travel from your home station to Paris via Eurostar to link up with the tour, and accommodation en route. Full details are given in the enclosed tour leaflet which incorporates a booking form.

Mike is generously offering Covenantors a **£20** per person discount on the prices shown for the main tour – just quote your A1 Trust Covenantor number on the booking form to obtain the reduction.

East Anglia Group Day Out – August 19th

There are still several places left on the “Middy Best of Three” day out being organised by Alan Lusby. Alan has arranged for exclusive hire of the railway for the day, which will include rides on The Middy's vintage train and a chance to drive 0-4-0 Barclay “Little Barford” steam locomotive. Driving will be under the supervision of a Middy crew and will involve some precision practice at stopping the locomotive accurately. Participants get three goes at this, and the best in each group will also drive the train for one return trip on the line. More details on the Trust website or contact Alan Lusby directly on 01473 658334 at Little Park Nursery, Flowton, Ipswich. IP8 4LN or by e-mail at alan.lusby@marshallaerospace.com

Convention 2006

As previously mentioned this year's Convention will be on October 14 in Darlington. Booking forms will be with the *Top Link* which we plan to get to you in August – but please put the date in your diary now just in case we slip a bit !!