



The A1 Steam Locomotive Trust
New Steam for the New Millennium

The Communication Cord

No 5 *Newsletter of The A1 Steam Locomotive Trust* March 2006

Talisman 2006 – No 9 on ECML !

After the great success in 2005, our *Talisman* return steam special from London to Darlington will be repeated on 22nd July this year with the same provisional timings – 0630 from Kings Cross, pick up at Peterborough at 0740 and return to Kings Cross for 2142. Fares will be £159.50 First Class and £79.50 Standard, and 60009 *Union of South Africa* will provide the motive power. Bookings will be handled by West Coast Railways (tel: 01524 737753). Covenantors will have booking priority until 21st April – to be sure of a seat please book before that date, identify yourself as a Covenantor and, ideally, give your covenantor number. It promises to be another great day out and an ideal opportunity for those from The South to view the boiler !

Approval almost in hand for *Tornado* to keep the original A1 look

Graham Nicholas, *Quality Engineering Director*, writes: Following a hearing of our Railway Group Standards Derogation application in October last year, the application for *Tornado* was re-submitted to the RSSB Traction & Rolling Stock Subject Committee on 10th March. The Trust was represented by Graeme Bunker (Operations Director) and Bob Bramson (VAB). **The application was accepted 'in principle'**. RSSB required final amendments which have been re-submitted for final approval at the April meeting. We are now very close to this very important step in the process, and are grateful to Tony Broughton for his hard work in preparing the document (the process has taken 3 years, on and off!). *The derogation exempts us from Group Standard requirements compliance with which is impractical or would destroy Tornado's traditional look.* The first draft Network Rail Route Acceptance proposal, prepared by Graeme Bunker, has now been submitted to Network Rail. They will give some informal feedback and guidance before it is presented before a Safety Review Panel (probably in the next few months).

Engineering

by David Elliott, *Engineering Director*

Since New Year, budget constraints have limited contract work at Darlington, but our volunteers have made progress.

CYLINDERS AND VALVES North View Engineering made progress on the valve heads and spindles. Steve Wood completed machining valve spindle crosshead guides in February and started on Cartazzi spring hanger brackets. Ufone restarted work on the replacement inside piston.

MOTION Eccentric rods were brought from Ufone for finishing elsewhere. In mid-February, remaining outside motion parts went to Holts Bros, Halifax for hardening.

PIPE WORK Ian Howitt has completed the exhaust injector steam pipe. Following hydraulic testing and the fitting of clips, it is, for now, in position on the engine. The driving wheels were removed to facilitate fitting of the injector pipe clips. Pipe has been acquired to enable the vacuum train pipe to be installed over the coming weeks.

SANDERS Of the Class 86 gear from Shoeburyness, (stripped and cleaned by the volunteers) only the sand traps are usable. Volunteers are making adaptors to allow them to fit our sand boxes. The traps need new air strainers and, as these should be obtainable from NRS, we have asked Crewe Electric Traction Depot for the part numbers. The ejector layout differs from the A1 type making mounting and pipework more complex.

The East Anglia Group will make 6 new ones to the later fabricated design. Tubing for these and the sand pipes has been acquired and will be collected from Darlington in April. Six flame cut blanks for sand box lids have been taken to the Group.

BOILER Meiningen asked to move the mounting blocks for water gauges and blower outboard by 1.57" to allow the internal injector delivery pipes to clear the crown stays. Drawings showing the extent of the changes elicited no significant objections so Meiningen was authorised to make the change. An order has been placed for machining and fitting the regulator mechanism. The pallet of components including front boiler support, regulator castings, regulator stuffing box, water gauge assemblies, fusible and washout plugs, and one blow down valve was despatched to Meiningen by M Machine on Tuesday 14th February. The rocking grate mechanism has been ordered from North View Engineering. Boiler cladding has been deferred until required. Grate patterns from Elsfeld Patterns were taken to South Lincs Patterns who are making the castings. They have finished casting the firebars (to be inspected on 22nd March, and their quote for the superheater header includes deferred terms which have been accepted. (continued)

OTHER FITTINGS The Severn Valley Railway will carry out our safety valve testing on 60009 *Union of South Africa* in late April or early May in time for delivery for our boiler's steam test in June. We are procuring water gauge glasses and gauge protector glasses from J B Treasure of Liverpool (use of the gauge glasses in the Trust collection has been abandoned: they are all subtly different, the glass does not comply with the current British Standard and the rear doors are unuseable). New doors have been laser profiled and, with the help of Dennis Pearson of DPS Screenprint Co, we are sourcing vitreous enamelling for the black and white diagonal stripes on the doors.

AIR BRAKE SYSTEM We have ordered two air pumps from Meiningen.

TENDER Ian Howitt is making good progress fitting hornblocks and other castings to the frame plates. The driven bolt work is largely complete on one side and progressing well on the other. North view Engineering has completed the welding of the drag boxes, and delivery of the fully machined parts is promised by the end of March. The detailed design of the revised tender tank is to be circulated for comment by the VAB as this newsletter closes for press.

WORKS The Royal Engineers have confirmed that we are being considered for a joint Regular/TA project for the track work and "hole" projects starting at the earliest in May. This meets our needs as the only firm requirement for delivery of the boiler is that a crane can be positioned to enable unloading onto the short stub of track outside our doors. Completion of the track work would be useful for unloading the boiler but is not essential. In the meantime, work to meet planning application requirements continues.

Marketing News

by David Bedding, Marketing Director

Thank you to the 34 people who have, so far, increased their monthly donation in response to my "Price of a pint" article in the last Top Link. As a result, we have, with Gift Aid, an additional regular income for The Trust of over £300 per month. Increased monthly contributions are still trickling in, and, hopefully, the final total will be even higher.

Around the same time as you receive this edition of *TCC* those who subscribe to *Steam Railway* will see the latest advertisement placed by The Trust which has the theme of sponsoring specific parts – what we know as Dedicated Donations – and this same theme will be repeated in future advertisements. Several societies have recently funded components, and in the next column you will read of the East Anglia Group's plans to do so. It's a great way to achieve sponsorship of larger components and we hope that more groups will follow the East Anglia lead.

In the last few days we received confirmation that we are now registered to run Lotteries. This is good news and clears the way for us to run our planned "Spring Draw". Tickets will be sent out to all supporters in mid-April and we have some really great prizes on offer.

As you will also see from the enclosures we've got a couple of very good 'days out' lined up for you as well. Both promise to be very special days and we hope to see many of you there – book early !!

The Exhibitions and Events programme is developing well but we still need more people to man the stand – please contact Jon Pridmore if you can help.

The **2006 Convention** will be on 14th October. More details and a booking form will accompany the next *Top Link*.

Latest from the A1SLT Image Archive and Library

The Library is growing. In January and February we were grateful to receive photos (mainly of historic A1s) from Neil Simpson, Alan Sharp, Robin Gibson, Brian Bate, Tony Watson, G M Coomer and T R Kenyon, which the Trust can now use freely for its purposes. We also acquired photographs for the Archive, which we can use in displays, from Ted Talbot, Bruce Robinson and C J A Cope. Many thanks to all! Keep 'em coming! Contact Keith Drury via Darlington Loco Works or via keith.drury@a1steam.com

East Anglia Group News

East Anglia Group Dedicated Donations As most people are aware there are a large number of Dedicated Donations available from only £15.00 to £12,000. We hope to be able to purchase at least one a month on behalf of the East Anglia Support Group .

The scheme is for donations of any size, which, when added together will enable us to purchase a specific component. Each person donating £10.00 or more will receive a copy of the Dedicated Donation certificate as acknowledgement of their contribution. Smaller amounts will be gratefully received but only E-mail acknowledgement is practicable for such amounts.

Please send monies to the address below , payable to A Lusby

A Day out at "The Middy" – September 10th

Following last year's successful event a further day out has been arranged at the Mid-Suffolk Railway on 10th Sept.

There will be the opportunity to drive a locomotive and to ride the line.

More details on the Trust's web-site or from:

Alan Lusby
Little Park Nursery, Flowton
Ipswich, Suffolk, IP8 4LN

Stop Press: The Trust visits Meiningen

On Saturday 18th March, 23 Covenantors and supporters with The Board of Trustees (and the BBC !) toured the works in Meiningen and saw *Tornado's* boiler under construction. The visitors were first given a general overview of the operation by Herr Uwe Leifheit, Marketing Director, and then given a general tour of the facility – a most impressive area obviously capable of undertaking almost any work connected with locomotives and rolling stock – culminating with the viewing of our Boiler. After an excellent lunch the visitors were given free rein to wander at will around the works rounding off an excellent visit which was thoroughly enjoyed by all present. Most of us will see the boiler next when it arrives in Darlington. The actual date of arrival is not yet confirmed but is planned to be in time for *Talisman* on 22nd July (see headline article). The delivery will be by road but we have no awareness of route or timings so will not be able to advise on that.