



The A1 Steam Locomotive Trust  
New Steam for the New Millennium

# The Communication Cord

No 3     *Newsletter of The A1 Steam Locomotive Trust*     May 2005

## Engineering News

**BRAKES**     HSBC Rail (rolling stock leasing company) has most generously donated two sets of brake control and sanding equipment from two Class 86 locomotives being disposed of at Shoeburyness. 86223 was stripped on 3 March - just about the coldest day of the winter with blizzard conditions for half the day - while 86209 was stripped a week later in pleasanter weather. Sincere thanks are due to Anglia Group Covenantor John Smith and his colleague Tom Sharrick who assisted on both occasions. The brake equipment requires overhauling by an approved brake equipment repair shop before it can be used.

**MOTION**     Ufone continue to make progress with the outside motion machining. They have completed the radius links, radius link trunnions and the union links. The radius links have been case hardened and are currently at Bedestone Ltd in Birmingham to have the slot and hole ground. The case hardening proved to be a problematic process as the radial slot closed up by almost 1/16" which would have resulted in too much of the hardened case being ground away. To overcome this, the links were annealed (which softens the hard case) and jacked out with a small 30 tonne jack acquired for the purpose. They have since been rehardened. Holts Brothers of Halifax who are doing all the case hardening have requested all the other components at the same time to keep the cost down, so Ufone have been asked to finish them as quickly as possible.

**PLATEWORK**     The footplating is nearing completion and the smoke deflector brackets have been made enabling the deflectors to be fitted to the smokebox. Great Northern Steam have been contracted to make the outside steam pipe casings and they are about to trial fit a mock up to get the shape right.

**FITTINGS**     The drain cocks are well under way, and the first of the non-ferrous fittings have been finished by South Coast Steam Ltd in the form of two 3 way anti-carbonisers (atomisers) which form a mist of oil and steam to lubricate the cylinders. The anti-carbonisers were not at the top of our list of priorities. However, as we do not have a drawing and the "Sir Nigel Gresley" group sent one to South Coast Steam for repair, the opportunity was taken to make drawings and produce two new ones for us. The next fittings will be water gauges and safety valves which are needed for testing the boiler in Germany. We have also been fortunate to acquire a Wakefield 7Z mechanical lubricator from South Coast Steam. This item has come off an ex-MOD diesel shunter and is in good condition. It requires some modification as the ratchet drive is currently on the front of the lubricator and needs to be moved to the back to suit our locomotive.

## Quality Engineering News

During the recent Trust visit to Germany to review progress with boiler design work, the opportunity was taken to conduct a supplier assessment of facilities at DB Meiningen. Carried out by Graham Nicholas, the Trust Quality Engineering Director, with assistance from the Engineering Director, David Elliott, and Bob Bramson (AEA Vehicle Acceptance Body), the purpose of the assessment was to review DB Meiningen's boiler design and manufacturing facilities further to the initial assessments undertaken as part of the boiler tendering exercise. Our audit team was enthusiastically welcomed and accorded every assistance, and was duly impressed by the processes seen and the people they met. Clearly, everyone at Meiningen regards this as a very prestigious contract and are proud to be associated with the A1 Project.

Following the audit, a report has been compiled formally documenting the quality management systems and processes in place to support the design and construction of Tornado's boiler. This report will shortly be circulated to the UK Regulatory authorities as part of the supporting evidence for approval of the boiler - and thus the locomotive - for use in the UK.'

## Editorial

My thanks to the many Covenantors who responded so generously to my request for help in creating an archive of publications issued by the Trust. We should soon have complete master and working sets of Newsletters, Journals, Pioneers and Top Links. Looking now at other material, I have some issues of the general Prospectus (as opposed to the Bond Issue Prospectus), but I have yet to find copies of Versions 1 to 4, 6 to 9 or 11. If anyone can assist I would be very pleased to hear from them.

After the banner headline in the last Communication Cord - justified by the boiler news - this edition has a much more 'steady as she goes' feel, but we are still reporting progress and ongoing supporting activity much of which, as many components of the completed *Tornado* will be, is hidden.

Please note the activity reports overleaf and support those where you can. Finally, my thanks to the Covenantor who suggested copy numbering of future editions of the Communication Cord. This has been done (see above!).

*John Hartley*

*Talisman Update* With the operation of the first tour promoted by the Tornado Steam Traction (TST – the operating arm of the Trust) soon to take place - **on Saturday 23 July** – Covenantors may wish to know exactly what has to go into the planning and delivery of the day. Initial work earlier in the year concentrated on ensuring that the tickets were sold and making sure that the train could run on the preferred date - on this occasion slightly later in the year than we originally thought. Although all those who are on the train see the day starting early at Kings Cross, the real work starts over twelve weeks in advance. This is when the operator, the West Coast Railway Company (WCR) submits the final specification to Network Rail. This has now been done and each of the separate elements starts to come together:

**Locomotive** - 60009 *Union of South Africa* will be prepared and moved to London the week before the train operates, and will need to get back to the Severn Valley afterwards.

**Coaches** - WCR will prepare the correct formation of coaches as we have specified and arrange to move them to London ahead of the trip.

**Crew** - WCR will also supply the crews and must ensure they are familiar with the engine and route. For this operation three crews will be needed and that doesn't include those needed to move the rolling stock before and after the trip.

**Stewards** - Each coach will have its own steward to look after the comfort and safety of the passengers on the trip and answer any questions they may have.

**Catering** - The chef and other catering staff will set the train up the day before, and will be up early on the day of the trip getting everything ready to provide the first class passengers with breakfast and dinner **and** provide the buffet as well.

Throughout the trip everyone will be putting all their effort into ensuring that it is a great day out for all passengers who will get the chance to see *Tornado* in all her glory and enjoy an LNER Pacific on the ECML. A full report on the trip will appear in Top Link and TCC with some behind the scenes photographs and insights. We will also be looking at other trips in the future and will always listen to suggestions as long as they are financially and operationally viable.

#### **Past Events:**

*Day out at Bowes Railway* Saturday 16 April saw 30 of us at the Bowes Railway near Gateshead where John Young and his team welcomed us to this unique site. We were able to ride to the top of the site behind their ex-NCB 0-4-0 saddle tank before seeing an explanation and demonstration of the cable haulage system. A great day out much enjoyed by all.

*Gresley Gala* We were at the North Yorks Moors Railway Gresley event over the May Day Bank Holiday. Somewhat inclement weather resulted in fewer visitors than NYMR had hoped for but we had lots of interest and one person became a covenantor on the day. Thanks to Charles Tremeer, John and Elizabeth Gilbert, Maurice Henderson, Ron Smith, Trevor Mumford and Derek Ashton for their invaluable help.

#### **Future Events:**

*A Day out at 'The Middy'* Information on an event arranged by The East Anglia Support Group of the Trust is enclosed with this issue. The day planned is a visit to The Mid-Suffolk Light Railway on Saturday 10 September. Plans include an opportunity for participants to drive a steam locomotive!

*Barrow Hill Roundhouse* Our next planned 'event' is at Barrow Hill Roundhouse on 8 and 9 October.

*Trust Web-site* As many of you have seen, the "new look" website is now up and running. There is still quite a lot of work to be done on the site over the coming months – but we're getting there !

*Regional Meetings* The 2<sup>nd</sup> regional meeting was held in Newcastle as planned. We will run similar meetings in the South of UK later in the year – dates and venues to be announced in due course.

*Works Open Days* As from the beginning of May we are opening the Works to the public on both the 2<sup>nd</sup> and 4<sup>th</sup> Saturdays of each month. Visitors now are greeted by one of our team of Works Guides and shown around. Preliminary results are very encouraging in terms of both interest and new covenantors. Thanks to Charles Tremeer for co-ordinating this activity.

*Annual Convention* As you may already have seen from the insert, this year's Convention will be on 1 October at the Dolphin Centre, Darlington. Based on the feedback from last year's meeting we've changed the format around slightly – see you there !

#### **On-Train Marketing**

Volunteers are needed to travel on excursion trains. If you would like to help, please contact Alan Bradstock on 01923 673838

*Tornado Merchandise* A range of items, including Enamel Badges, Fleeces, Sweatshirts and Polo Shirts, is available from:

**Sales, Darlington Locomotive Works, Hopetown Lane, Darlington, DL3 6RQ.**

Full details on prices, sizes and how to order are shown at page 13 of Issue 11 of Top Link.

#### ***A Message from the Administration Director***

'Bachmann Model of Tornado

Purchasers of the Bachmann model of Tornado from the Trust will have recently received certificates stating that their purchase was made from the Trust thereby giving it a status that those available generally on the market do not have. Unfortunately, the model numbers shown on the certificates would not have been correct due to a system error.

I apologise for the mistake, and confirm that new certificates will be issued as soon as the problem is rectified. Please destroy the certificate(s) you have received. In addition, to avoid any errors in the reissue, it would be greatly appreciated if you would advise me of the number of your model. I am very sorry for the inconvenience this will cause, but would prefer to get it right. Many thanks'.

*John Larke*