



THE COMMUNICATION CORD

60163 TORNADO

New Steam for the Main Line

No. 20 Autumn 2010



Tornado and her supporters enjoyed a special convenantors day at Barrow Hill Roundhouse on the day of the 2010 convention.

Ken Horan

CONVENTION 2010 – 20TH ANNIVERSARY YEAR

By Graham Langer

The 2010 Convention, held at The Chesterfield Hotel, was very well attended and despite the challenges *Tornado* has encountered this year there was a real buzz among more than 200 guests who were present. Our chairman Mark Allatt opened proceedings by reminding all present of the Trust's mission statement

before conducting a review of the last twelve months, touching on some of the highs and lows of what had proved to be a roller-coaster year for all concerned. Although the locomotive had been out of traffic for some weeks she had still visited Barrow Hill, stayed at the Severn Valley Railway, run numerous 'Cathedrals

Expresses', rescued dozens of commuters in a snow-bound south-east, operated The Royal Train (again!), hauled the VSOE 'BritishPullman' train, and fitted in visits to the MHR, the GCR, Shildon (once with *Mallard* in tow), the Swanage Railway, the WSR and increased her accomplished mileage to almost 30,000 miles.

On a very positive note Mark was able to report that Covenantor numbers have continued to grow and now number 2,500. Significant progress has also been made on the new support coach although the poor condition of this has meant it has been slower than hoped for. Mark also touched on the subject of the proposed P2 but left the detail of that project to David Elliott to examine in more depth before concluding with mention of the our success in the National Rail Awards, winning a special commendation in the project category – the “big” railway now takes *Tornado* very seriously.

Having completed his preamble, Mark then covered Barry Wilson’s financial statement (Barry, alas, being unable to attend in person due to illness). It was gratifying to note that contributions from Covenantors had risen, as had overall income but this had to be balanced against an unexpected rise in costs (due to the

boiler stay problems) which meant that the retained “profit” was lower than last year. However in the previous twelve months £275,000 of borrowing had been repaid, £180,000 of merchandise had been bought (and most of it sold!), £47,000 had been spent on the support coach and £40,000 worth of spares accumulated. The overall cost of *Tornado*’s period out of traffic has been estimated at £125,000 in “lost contribution” which will have to be recouped somehow, although additional bookings in the latter part of the summer have helped plug the gap to some extent.

The immediate financial objectives must include finishing the support coach, setting aside funds for the five year intermediate overhaul, rebuilding the contingency fund and establishing a pool of spares while accumulating the necessary reserves to repay the £500,000 bond by the end of 2016. Mark concluded by mentioning the possibility of commissioning a second

boiler, a useful idea should we be able to construct a P2 (given the inter-changeable nature of this item between the two types of locomotive).

Gill Lord then took to the floor to offer an overview of the activities of the Trust’s merchandising team who have been hard at work all year. Sales have remained steady and 30 trains and eight heritage sites have been covered in that period, generating £100,000 worth of turnover (including selling 250 teddies!). The Trust has established a wholly-owned stand-alone *Tornado* sales company (Tornado Merchandising Limited) to cover this area of the Trust’s activities which will be able to investigate new products and opportunities, including once the locomotive has been launched in Brunswick green.

Richard Peck took over from Gill to cover the locomotive’s time in traffic. He revealed that she had spent 31 days on the mainline, visited five heritage lines and three museums but had lost seven mainline trips and visits to the WSR and Bluebell because of the stay problem. A further 17 trips were cancelled by promoters due to “uncertainty” over the locomotive’s availability or because of “low bookings”, but extra work had been picked up with the MHR, the WSR and the NYMR as well as two VSOE outings on behalf of *Clan Line*. There were, at the time of the convention, ten more runs planned before the winter maintenance period commences. It is planned that *Tornado*’s first mainline appearance in Brunswick green will ‘The White Rose’ from Kings Cross to Leeds on the 26th February next year, promoted by the Trust.

Following Richard’s contribution, Rob Morland dealt with some of the repair issues that had arisen, not the least of which was the complication of dismantling large parts of the locomotive for routine maintenance. The winter programme revealed few, if any, problems from her first year in service, some wear to the bearings was noted and the bogie was skimmed to remove some excess width and prevent the wheelsets from rubbing. The electrics had performed well and Rob had fitted the locomotive with running board lighting and ensured that two additional headlamps were available. The sanders continue to give some minor trouble and modifications to these are planned.

At this point David Elliott gave his engineering appraisal, dealing at length with the boiler stay problems suffered earlier in the year. David assured the convention that no stays were actually broken and those affected had only minor fractures. 188 stays had been removed and replaced and David paid tribute to Andrew Cook

Editorial by Mark Allatt

This year the Trust has been celebrating 20 years since the A1 Project was launched at The Railway Institute in York on 17th November 1990 – how time flies when you are having fun! It was good to see so many – over 200 – covenantors and their families at our annual convention at Barrow Hill in October, many of whom have been supporters for a very long time. It was also a great pleasure to welcome on-board new supporters and I am delighted that we now have over 2,500 covenantors. *Tornado*’s gloss still doesn’t seem to have worn off.



You can read the convention report elsewhere in this edition of *TCC* but safe to say that having got over our “local difficulties” earlier this year we are all now working hard to recover lost ground. There are many ways in which you can help. You could consider forgoing another pint of beer a month and increase your regular covenant (beer is now rather more than the £1.25 a pint in the North East when the project was launched in 1990), you could sponsor either a component on *Tornado* (yes I know the locomotive is finished but there are still plenty of bits available to sponsor at all prices), support a ‘slice’ of the support coach (we are making good progress here but we still have a very very long way to go), make a donation (all sums gratefully received) and/or take part in our new legacy giving scheme (although we hope that it will be some time before the Trust benefits from your estate). I made provision for the Trust in my Will many years ago and so I hope many others of you will consider doing the same.

As usual we are also looking for volunteers across all disciplines. It takes a lot of people to keep *Tornado* on the rails, not just those who travel with the locomotive as support crew or merchandise team ‘trolley dollies’ but also those in the back office doing administration, marketing, finance, engineering support etc, the list goes on – and there is always so much more that we could achieve with the right volunteer with the right skills and a can-do attitude. Please email volunteer@a1steam.com if you think you can help – we don’t bite, we have a lot of fun and it is very rewarding to see the fruits of your efforts storming down the main line.

And finally with Christmas coming don’t forget our locomotive. In addition to the schemes above (the dedicated donations and support coach ‘slices’ can be assigned to someone else) there is of course a huge range of *Tornado* merchandise available, all of which make ideal Christmas presents. Please either use the enclosed order form or shop on-line at www.a1steam.com. And then of course there is ‘The White Rose’ from London King’s Cross to Leeds and back next year, *Tornado*’s first outing in her new Brunswick Green livery.

Slightly early I know but may I also take this opportunity to wish you all a happy Christmas and a prosperous and healthy 2011! **TCC**

SUPPORT COACH FUNDRAISING

There is still an awful lot of work to be done to complete the coach, and there are a number of ways that you can help.

- Volunteers to help with the work are always welcome, but you need to be available at the works during normal working hours. Please email volunteer@alsteam.com for more information.
- Make a personal subscription to 'Use Your Loaf'
- Introduce Friends & Family to 'Use Your Loaf' and more people hooked on *Tornado*.

Use Your Loaf: Following the success of our dedicated donation scheme for the construction of *Tornado*, "an AI for the

price of a pint" we've decided to raise the bread for the support coach in a different way: 'Use Your Loaf':

The coach is 63ft 6in in length – 762 inches – or 1524 'slices' at ½ inch each.

Each 'slice' can be sponsored for £50; £100 for a 'doorstep'; £1,000 for 'half a loaf'; and £2,000 for a 'loaf';

If all are sponsored, it would raise £76,200; if we assume 80% of the donations come with Gift Aid, this rises to over £93,000

And, as with the dedicated donation scheme, our 'Use Your Loaf' initiative comes with benefits for those generous enough to take part:

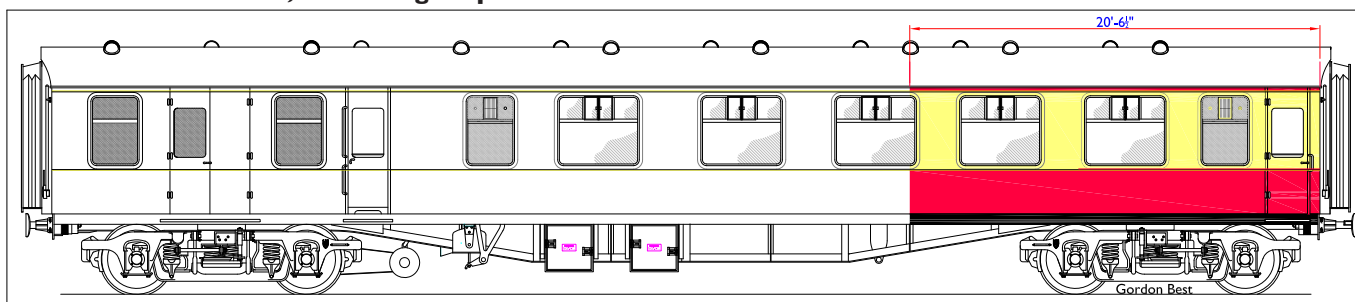
- A certificate recording the details of the sponsorship and a copy of a drawing of the coach noting which slice(s) have

been sponsored

- Name inscribed on the official Role of Honour carried on the coach which will detail the slice(s) sponsored
- Entry into draw for main line footplate ride on *Tornado*
- Exclusive opportunity to order Bachmann model of E21249 (a perfect companion to the new model of *Tornado*) with appropriate one of 1524 certificates produced for sponsors. The model is expected to cost about £25.

As of 1st November the 'Use Your Loaf' campaign has funded 432 slices raising £24,600 which translates to 20' 6½" of the coach's length, an increase of 5' 6½" since the last TCC was published, as illustrated on the diagram. Good progress but we still have a very long way to go. We look forward to reporting progress in future Trust communications as coloured section grows to the full length of E21249.

The total so far is £24,600 & length sponsored is 20' 6½".



and William Cook Cast Products, our principal sponsor, who undertook rapid metallurgical tests on stays that had been withdrawn from the boiler. No precise conclusions could be drawn from these tests and the cause of the failures may have involved the number of hot / cold cycles the boiler has endured, the type of work expected of it, the preparation and operation of the locomotive or a combination of these factors; corrosion was ruled out as a factor but some details of the design may have played a part, a matter which can be further examined by Meiningen. Stress modelling on a computer may suggest a solution or modification which will cure the problem in the future.

Because Graham Nicholas could not attend the convention, David Elliott remained at the podium for a briefing on certification and operation. 90mph running still remains a target although it is clear that new group standards will have to be drawn up for this. David also dealt with progress on the support coach and the amount of work required to re-register it, although he assured those present that the Vehicle Acceptance Body is being kept fully informed at all stages.

With regard to the possible construction of a P2, David stated that a lot of ground work has already been done, initial talks with the Office of Rail Regulation have taken place and detailed examination of the effect such a long rigid wheelbase will have in traffic conducted. The National

Railway Museum is ready to help with drawings but a complete study needs to be made first, including a potential re-design of the pony truck arrangements as was carried out on the V2s in the late 1940s.

Following David's contribution, Alexa

FINANCIAL UPDATE By Barry Wilson

The traditional income sources are holding up remarkably well; the only material reduction compared with one year ago being in sales of merchandise which has, of course, been impacted by the periods out of service. Overall given that merchandise sales are down £16,000 a shortfall of only £5,000 on total revenue compared to last year is excellent.

Total expenses this year are £97,000 compared to £83,000 last year. The principal areas of increase are insurance costs (up £9,000), merchandise purchases (up £8,000 - we are endeavouring to reduce stock levels) and works expenses (up £4,000 with £3000 of this repairs necessary to comply with HSE requirements), plus work now going on

the support coach. The principal areas of savings are no loan interest paid this year (last year it cost £7,900) and marketing expenses are down £3,000 (last year we paid for the new website).

The result thus far suggests a profit of £12,000. However we are due an invoice for the support coach hire and we may have to write off the debt due from Amethyst of £9,300. This will turn the result for the year to date into a loss!

The boiler stay work cost us dear - £60,000 in direct costs, £91,000 in lost hire fees and £35,000 in lost sales – a staggering £168,000! How much of this being attributed solely to the stay problem is a matter for a rather pointless debate – what is not in doubt is that this sort of failure costs us dear! **TCC**

Stott introduced a “virtual” Roger Dye who had recorded a video about the new legacy programme the Trust was launching. Roger’s succinct presentation illustrated how simple it is for supporters of *Tornado* (and any future sisters she might have) to guarantee her future on the main line by leaving a portion of their estate to the Trust. Alexa concluded with an appeal for volunteers for all sections of activity within the organisation and

thanked our 2500 Covenantors and our loyal sponsors who continue to contribute to *Tornado*’s success. It looks likely that there will be an official ceremony at the NRM in January when 60163 is unveiled in Brunswick green. Finally Alexa handed over to the well-known railway journalist Howard Johnston.

Howard proudly unveiled the first copies of Jonathan Glancey’s new book, *Tornado – 21st Century Steam* which was

launched at Barrow Hill Roundhouse that afternoon. Howard revealed that there was a limited run of 163 copies with a different dust cover which has been signed by the author, David Elliott and Malcolm Crawley and made available to covenantors. Part of the proceeds from sales of these editions will benefit *Tornado*.

With that Mark Allatt hosted a question and answer session with the board before closing the meeting. **TCC**

SUPPORT COACH OVERHAUL *By David Elliott*

Following a review of Trust finances after the firebox stay repair, approval has been given to re-start work on the support coach in November with a view to completing it in April 2011. In the meantime more work has been done on installing the electrical system courtesy of Paul Depledge, with Mick Robinson building a substantial frame for the electrical equipment cabinet. A small amount of volunteer activity has continued at DLW concentrating on refurbishing 24v light fittings.

Off site, Rampart Carriage and Wagon at Derby has refurbished and overhauled one bogie, and done some work on the other, however as reported in the last TCC a crack has been found in a wheel on this bogie during the routine Ultrasonic/Magnetic Particle Inspection. We are still currently looking for a replacement wheelset. Rampart have a wheelset with good wheels, tyres and axles but with defective bearings so one approach being examined is to swap the good bearings off our wheelset. This is not as straightforward as it seems as the design of the wheelset requires use of a wheel press or something similar to press bearings on. Work is continuing to resolve this problem.

As also mentioned previously, the spare alternator acquired at the same time as that for the locomotive has proved to be in very bad condition. A further alternator has recently been acquired from the LNER Coach Association at Pickering. Whilst showing signs of water ingress, the rotor and stator windings appear to be in reasonable condition and it may be possible to build a good alternator out of the best bits from both the specimens for a lower cost than repairing the original machine.

We would benefit greatly from more voluntary input on the coach to keep costs in check. Please contact David Elliott on 07790 012410 or at david.elliott@alsteam.com if you would like to help. Further support through the ‘Use Your Loaf’ appeal would also be most welcome. **TCC**



Above: Electrical equipment cabinet
Left: Wiring to electrical cabinet

TORNADO ON TOUR

by Graham Nicholas

Alan Weaver



Jack Beeston



‘The British Pullman, 20th August London Victoria-Guildford/Shalford, 1Z82 ‘Surrey Hills’ charter for VSOE (vice 35028) Shalford-London Victoria, 1Z83 charter Alton (MHR)-Ropley 150 miles

Having missed out on several tours over the summer due to her own enforced absence, *Tornado* was at least able to claw one back with this most prestigious of assignments, deputising in turn for the continued absence of VSOE regular *Clan Line*. A few minutes after our loco, named after a modern RAF fighter jet, had returned her train through Clapham Junction station, there was a fly-past by former RAF fighter legends in the shape of a Spitfire and a Hurricane, commemorating the 70th anniversary of Winston Churchill’s famous Battle of Britain ‘few’ speech.



Ian Doornik

Ian McDonald



‘The Cathedrals Express, 14th August
London King’s Cross-York, 1Z41 charter for *Steam Dreams*; York-London King’s Cross, 1Z44 charter for *Steam Dreams* (via Hertford loop)* 457 miles
*25,000 miles achieved

‘The Cathedrals Express’, 16th August
London King’s Cross-York, 1Z88 charter for *Steam Dreams*; York-London King’s Cross, 1Z91 charter for *Steam Dreams* 427 miles

“*Tornado* was back – and how!”, so enthused Mike Notley in his regular *Steam Railway* performance column and there really is no better way to sum up these two barnstorming runs on *Tornado*’s regular East Coast stamping ground. The highlight of the run on the 14th was yet again the northbound climb of Stoke, where – remarkably – she managed to improve her personal best still further, topping the climb at an almost unbelievable 73mph with her 13 coach train. On the 16th, faced with an ‘impossible’ schedule that would have made a Deltic “cough a bit”, she extracted every last second of her 75mph speed limit maximum limit to all but keep the section time from Grantham to York, reeling off the 84miles in 71minutes. Yet the remarkable thing about both these runs is that all involved testify to how effortless it all was and the loco was not unduly thrashed at any point. On the 14th, the symbolic milestone of 25,000 miles was passed, rather fittingly on the return run as she bore down on Doncaster.

Mid-Hants Railway, **21st-29th August**

Alresford-Alton and return 19 times 404 miles
Owing to cancellations and postponements in her previously advertised mainline tour programme, *Tornado* was made available for preserved line operation in the late summer. There was no shortage of takers! First up was a week long return visit to the Mid-Hants Railway where the loco operated from 21st to 29th August, including the Bank Holiday weekend. Despite the short notice, the visit yet again saw the “*Tornado effect*” in terms of increased visitor numbers; the corresponding revenue increase was especially welcome for a railway still reeling from the shock of the devastating fire in their new carriage restoration facility.

TORNADO ON TOUR *by Graham Nicholas*

West Somerset Railway, 1st-25th September

Bishops Lydeard-Minehead and return 25 times 947 miles

Travelling direct from the Mid-Hants Railway, *Tornado* took up berth at Bishops Lydeard for a two week tour of duty at the West Somerset Railway, happily being able to make amends for having missed a planned visit earlier in the summer. As well as operating scheduled services, the railway made use of the loco for such diverse duties as a Beer Train, a Fish & Chip express and their annual volunteer's special! Running at the UK's longest preserved railway, it was no surprise that *Tornado* racked up nearly 1000 miles of trouble-free running during her stay.



Peter Tremain

'Tamar Devonian', 25th September

Taunton-Plymouth, 1Z63 charter for Pathfinder Tours

Plymouth-Bristol Temple Meads, 1Z24 charter

Double head with 6024 223 miles

It's getting ever more difficult to highlight firsts with these reviews – but this particular trip was a notable exception: *Tornado*'s first double-headed railtour. Paired up with the pride and joy of the 'South Devon banks as this most unlikely of pairings blazed a trail to Plymouth and back with their 14 coach load. Glorious early autumn sunshine made it a bumper day for photographers. And thinking about it, it's almost certainly the first time an A1 and a King have ever double-headed a train on the mainline!



Robert Sherwood



Ian McDonald

'Torbay Express', 26th September

Bristol-Kingswear, 1Z27 charter for Torbay Express Limited; Kingswear-Bristol, 1Z28 charter 244 miles

Tornado's firebox troubles meant this was to be her only appearance on the 'Torbay Express' to Kingswear in 2010 but, following straight on from her previous day's exploits in the South West, she put in a near faultless performance on a further sunshine-filled day. Entrusted with an extra coach compared to the normal 10 coach loading, we await confirmation that the return climb to Whiteball summit from Exeter is a preservation record for such a load!

'The Purbeck Tornado', 29th September

London Victoria-Swanage, 1Z97 charter for UK Railtours (via Staines)

Swanage-London Waterloo, 1Z98 charter (in rear to Soton)

365 miles

A virtual repeat of her tour on 16th June *Tornado* once again headed out to the Isle of Purbeck and the attractive preserved line destination of Swanage. A string of minor delays meant she was 11 minutes late passing through Southampton, but some smart running thereafter saw to it that she presented herself to the Swanage Railway handover point right time, before heading off into a bewitching "land that time forgot" world of BR Southern Region.



David Cook



North Yorkshire Moors Railway 30th September-3rd October

Grosmont-Pickering and return 6 times; Grosmont-Battersby and return 249 miles

For 'Merseyside' read 'The Moors!' Her planned West Coast mainline railtour having been postponed at short notice, an alternative booking was found for *Tornado* in the altogether more familiar surroundings of the North East in the shape the North Yorkshire Moors Railway. Well it would have been familiar were it not for the fact that the railway was running a Somerset & Dorset themed gala over the weekend concerned! Happily, *Tornado* was still in good company at the head of the iconic teak coaches, whilst also rubbing shoulders with another apple green livered loco, newly restored J72 69023 Joem. Shades of Newcastle in the early 1950s? A moment also perhaps to reflect on the tremendous work going on behind the scenes for a short notice visit such as this. To the commercial team who identified the opportunity, the support crews who had to change plans virtually overnight, the sales teams who had to redirect their resources – thanks to each and everyone of you, as we strive to make up the financial gap arising from the firebox repairs.

Barrow Hill, 4th-22nd October

Barrow Hill

In association with the annual convention, *Tornado* remained in steam at Barrow Hill for a few extra days to offer the rare opportunity for driver experience turns. We weren't too sure about the credentials of one Steve Davies who turned up however, claiming to be something to do with the National Railway Museum at York...(!)



'The Royal Borderer', 22nd October

Doncaster-Edinburgh, 1Z90 charter for Pathfinder Tours Edinburgh-Berwick/York

First steam locomotive to travel across the newly illuminated Royal Border Bridge at Berwick – how about that for a 'first'?! This was the highlight of an extensive itinerary that saw *Tornado* start the day in the wee small hours at Barrow Hill depot and end the day nearly 24 hours later easing onto shed at Bury East Lancashire Railway – having been to Edinburgh in the meantime! Not even Arthur Peppercorn himself could possibly have envisaged such an extensive diagram for one of his machines. The quality of coal was also not the best at times and the long day resulted in the fire clinking up on several occasions, causing further angst to crews and support team alike. Yet, ably demonstrating the full capabilities of her post-war design brief, *Tornado* kept admirably within schedule with her 14 coach load. Even a 20 minute delay due to a level crossing incident in the Alnmouth area heading north was swiftly recovered thanks to impressive work by all concerned at the following Berwick water stop. And so to the main reason behind the tour. In an enterprising piece of planning, the train was recessed for over an hour and a half at Berwick (to allow day to turn into night!) before *Tornado* proudly strutted out over the famous viaduct, her frame running lights the perfect compliment to the newly illuminated arches.



East Lancs Railway, 23rd October-8th November

592 miles (estimated)

As we go to press, *Tornado* is coming to the end of a nine day visit to the East Lancashire Railway in the foothills of North Manchester – a land of black puddings, flat caps and whippets (allegedly!). As this was a visit planned from the start of the year, *Tornado* was top billing at the 23rd/24th October steam gala event. Unfortunately, that other Manchester tradition of rain and then more rain seems to have been much to the fore, making conditions challenging for photographers! Nevertheless, the gala event produced some impressive sights, perhaps none more so than the sight of the A1 and 71000 Duke of Gloucester working together. For so long herself in the 1970s and 1980s a story of enthusiasts overcoming "impossible" odds, the success of the re-steaming of BR's unique 8P Pacific seemed the direct antecedent of our own incredible project. The "Impossible Steam" and the "Impossible Dream"? Now that is cause for some reflection...







With her underframe lighting adding to the spectacular effect, AI 60163 *Tornado* pauses on the newly illuminated Royal Border Bridge with 'The Royal Borderer.' 22 October 2010.

TOURS DIARY

Below are the future operations *Tornado* is confirmed to be involved in. More details of the 2011 programme will be published on www.a1steam.com as trains are finalised.

2010

● **Thursday 11th November** - 'Armistice Day with Tornado' - London Waterloo to Ely (for Duxford) & Norwich and return - promoted by Steam Dreams

● **Saturday 13th November** - 'British Pullman' - Surrey Hills Luncheon Special circular tour from London Victoria - promoted by VSOE

● **Thursday 18th - Saturday 20th November** - 'The Christmas Coronation' weekend shopping trip from London King's Cross to Edinburgh Waverley, departing on Thursday and returning on Saturday. Optional Edinburgh - Newcastle - Carlisle - Edinburgh circuit on Friday 19th November - promoted by Steam Dreams.

● **Saturday 11th December** - 'The Cathedrals Express' - London Euston to Chester and return - promoted by Steam Dreams

● **Monday 13th December** - London circular tours - promoted by Steam Dreams

2011

Saturday 26th February - 'The White Rose' - London King's Cross to Leeds and return - promoted by AISLT (booking agent Steam Dreams)

Tuesday 1st March - London Victoria to Carmarthen and return - promoted by Steam Dreams

Saturday 5th March - London Euston to Shrewsbury and return - promoted by UK Railtours

Saturday 16th April - London Euston to Chester and return - promoted by Steam Dreams

Thursday 21st to Tuesday 26th April (Easter) - Severn Valley Railway

Friday 6th May - 'The Cathedrals Explorer' - London Victoria to York (One Way) - promoted by Steam Dreams

Saturday 7th to Sunday 8th May - North Yorkshire Moors Railway, Pickering

Tuesday 17th May - Sheffield (*Tornado* from/to York) to Edinburgh and return promoted by Pathfinder

Saturday 21st May - Gloucester, Carlisle to Crewe (One Way) - promoted by Pathfinder

Tuesday 24th May - Liverpool South Parkway to London Euston and return - promoted by HF Railtours

Thursday 26th May - London - Bath & Bristol - promoted by Steam Dreams

Saturday 4th June - 'The Cathedrals Express' - London King's Cross to York and return - promoted by Steam Dreams

Saturday 11th June - London - Shrewsbury and return - promoted by Steam Dreams

Saturday 18th June - London to Canterbury and return - promoted by Pathfinder

Thursday 7th July - London to Plymouth and return - promoted by Steam Dreams

Thursday 4th August - Cambridge to Bath & Bristol and return - promoted by Steam Dreams

Sat 6th August - London to Nuneaton & Worcester and return - promoted by Steam Dreams

Saturday 24th September - Settle & Carlisle Line - promoted by AISLT (booking agent Steam Dreams)

Saturday 1st October - London to TBA and return - promoted by UK Railtours

Saturday 15th October - AISLT annual convention at Barrow Hill, Chesterfield

The Trust respectfully requests that anyone wanting to see *Tornado* follows the rules of the railway and only goes where permitted.

The following tour operators are running the trains listed above

Steam Dreams

Web: www.steamdreams.com Tel: 01483 209888

Email: info@steamdreams.co.uk

Pathfinder Tours

Tel: 01453 835414 Web: www.pathfindertours.co.uk

Email: office@pathfindertours.co.uk

HF Railtours

Telephone Pathfinder Tours: 01453 835414

Web: www.hf-railtours.co.uk

Barrow Hill Roundhouse

Web: www.barrowhill.org Tel: 01276 472450

UK Railtours

Tel: 01438 715050 Web: www.ukrailtours.com

VSOE 'British Pullman'

Tel: 0845 077 2222 Web: www.orient-express.com

North Yorkshire Moors Railway

Tel: 01751 472508 Email: info@nymr.co.uk

Web: www.nymr.co.uk



Don Brundell

Tornado will begin the year with a flourish, running in Brunswick Green for the first time, and rushing a smart set of all maroon coaches from King's Cross to Leeds and back, in the classic early 1960s style. This train will be run by the AI Trust, on Saturday 26th February (see enclosed booking form).

March and April 2011 will see *Tornado* running day trips from London to interesting destinations including Carmarthen, Shrewsbury, Chester and York. Early May and *Tornado* will move further north to a base in York, from where she will visit the North Yorkshire Moors Railway, Edinburgh and Carlisle. Returning to London at the end of May, there are day trips planned to Bristol, York, Shrewsbury, Canterbury and Plymouth. July is likely to see *Tornado* based at Bristol for a few weeks, running day trips from there to Kingswear. For August and early September, *Tornado* will return to London, with day trips to Bristol, Worcester, York, Norwich, Manchester, Chester and Lincoln already planned.

Following a week or two running day trips from starting points in the North West, *Tornado* will be the guest of honour

at our annual convention at Barrow Hill on 15th October 2011. Further work from London will round off the year, before a well-earned rest for annual maintenance at the end of December.

Full details will be published on www.a1steam.com as they are confirmed by promoters. **TCC**

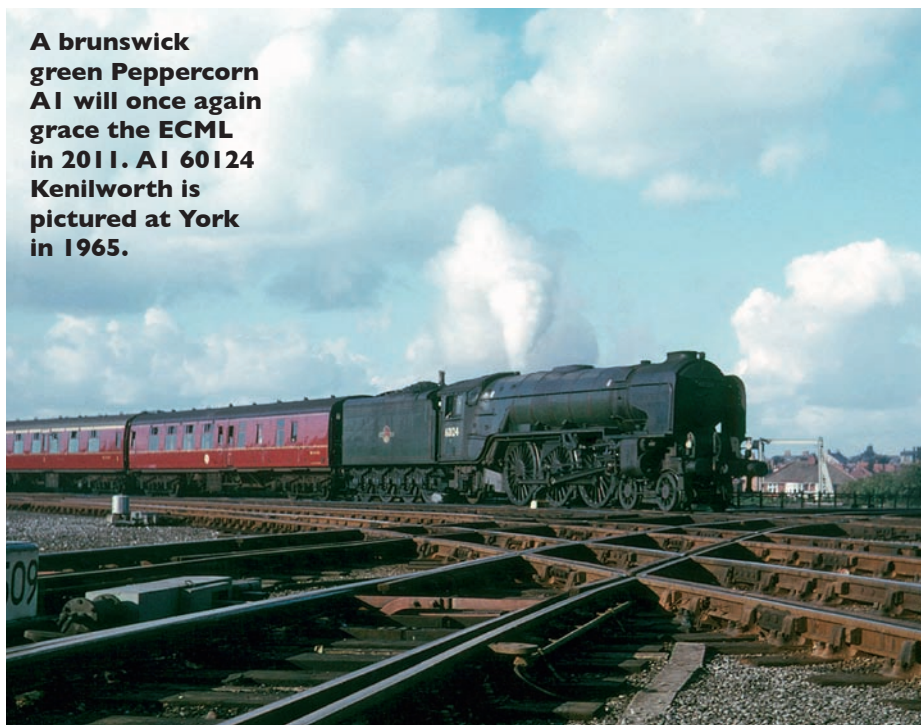
Above and below: In 2011 60163 *Tornado* will make a welcome return to the North Yorkshire Moors Railway and will visit Carmarthen with a repeat run of the St. David's Day special."



Ian McDonald

'THE WHITE ROSE' By Graeme Bunker

A brunswick green Peppercorn A1 will once again grace the ECML in 2011. A1 60124 Kenilworth is pictured at York in 1965.



Alan Sharp

'The White Rose' will be *Tornado's* first tour of 2011 with the locomotive resplendent in a new coat of Brunswick Green paint.

In the 1950s the A1 class handled many of the London to Leeds services, including 'The White Rose', and on Saturday 26th February *Tornado* will head out from King's Cross for Leeds via Peterborough, Doncaster and Wakefield. The train will also call additionally at Stevenage and Peterborough to pick up passengers before heading on for a brief stop at Wakefield and then onto Leeds. Full

timings are in the box below (please note these times are provisional and full timings will be provided around ten days before travel).

There will be three classes of travel offered on this train, Premier Dining Class including a Champagne breakfast on the outward leg of the journey and a four course meal on the return. First Class non-dining seats, where you will receive complimentary tea and coffee throughout the day, are also available, as are standard class seats, both of which have access to a well stocked buffet car. **TCC**

APPROXIMATE TIMINGS

Station	Outward	Return
London King's Cross	0830	2100
Stevenage	0900	2030
Peterborough	1015	1900
Wakefield Westgate	1210	1705
Leeds	1230	1645

FARES

Class	Adult	Child
Premier Dining*	£185	£159
First Class	£109	£95
Standard Class	£79	£69

*note guaranteed table for two - £25 per table

Tickets can be purchased from our booking agent Steam Dreams (Web: www.steamdreams.com; Tel: 01483 209888; Email: info@steamdreams.co.uk)

Covenantors' Diary by Alexa Stott

I'm still coming down to earth after another great convention. It was lovely to see so many of you at Barrow Hill in October and thank you for your emails and letters saying how much you enjoyed the event. I'm already working on next year's convention arrangements so watch this space for more details soon. Following the success of the 20th Anniversary Dinner which took place on the evening of the Convention, I am delighted to announce that – by popular demand of those present – we now plan to make the Annual Dinner a permanent feature of the day's events.

For those of you who would like a fantastic memento of the day, why not buy a copy of the group photograph taken by Ken Horan? You'll find an order form enclosed with this magazine.

The next must-do covenantors' event has to be *Tornado's* unveiling in Brunswick Green. This will take place at the National Railway Museum in February and as soon as I have a confirmed date, I will be writing to you again. *Tornado's* first main line outing in Brunswick Green will be a Trust-organised tour – 'The White Rose' – a return trip from London King's Cross to Leeds. Those of you who have travelled on a Trust tour before will know just how special these days out are and I hope we will once again be welcoming many covenantors and their families and friends on board on 26th February 2011.

Please could I remind all covenantors that the hotline number at Darlington is no longer in use due to its mis-use by members of the public. Information on *Tornado's* whereabouts and other useful information can be found on our regularly updated website www.a1steam.com and if you have any specific covenantor-related issues or questions you can email me at alexa.stott@a1steam.com or by letter.

Once again may I thank all our covenantors for your support of the Trust over the last few months. 2010 has had its ups and downs but certainly seems to be ending on a high and 2011 promises more exciting times for us all. **TCC**

LEAVING A LEGACY TO THE TRUST *By Roger Dye*

The Trust has now established donating through a personal legacy programme and I have been appointed as the Trust's legacy manager. Covenantors have asked in the past for such a programme to be set up but our attention was always focused on immediate cash generation. Now that *Tornado* is on the main line, we can look forward to the longer term with confidence and establish legacy giving.

Legacy giving is leaving a final donation for *Tornado* and the Trust when your days on this earth are finally at an end. Such a donation can be any amount at all, big or small; it can be dedicated to *Tornado* or Trust activities in general; it can be anonymous or public. The choices would be entirely yours.

Such decisions are very personal and we guarantee confidentiality throughout the entire process, were you to go ahead. I am a finance professional who knows

how to handle confidential matters such as these. The process is really quite straight forward, especially if you have an existing Will.

For those who would like their legacy to be public after it is pledged, we propose establishing 'The Guild' – a register of supporters who have decided to establish a legacy to continue the excellent work that was started back in 1990 and has gathered pace and steam since then. It would be our intention in the future to arrange events to members of 'The Guild'.

You can contact me at our Darlington address or by e-mailing me on roger.dye@alsteam.com – I will discuss it with you and provide the necessary forms to complete which are very straightforward. Some covenantors have already signed up – please consider joining them! **TCC**

Secure a Long Future for *Tornado* and her Potential Sisters on the Main Line with a **Personal Legacy**



***Tornado* is not the only Peppercorn A1 Pacific to have been built in Darlington recently. Commissioned by the Borough Council and built by local firm S&I Structures this model stands on Darlington's Victoria Road and St Cuthbert's Way roundabout."**



SMOKE BOX NUMBER PLATES – A UNIQUE CHRISTMAS GIFT!

Now this has to be one of the most appropriate Christmas gifts for the true *Tornado* aficionado!

As you are probably aware, we change the smokebox numberplate on *Tornado* before every mainline trip and for every heritage railway visit. Why not buy him or her one of the limited number of smoke box number plates carried by *Tornado* during 2010? We have

two (unmounted) available exclusively to covenantors for the bargain price of £200 including postage and packing – they usually sell for figures far in excess of this, up to £2,000. The smoke box number plates available are:

Number 60: carried by *Tornado* on 15th May 2010 when she hauled 'The Canterbury Tornado' from Acton Yard to

Canterbury West and London Victoria.

Number 61: carried by *Tornado* on 22nd May 2010 when she hauled 'The Cathedrals Express' from London Euston to Chester and return

To register your interest in either of these plates, please email alexa.stott@alsteam.com. They will be sold on a first come, first sold basis. Pre-Christmas delivery is guaranteed.



TORNADO BOOKS By Neil Whitaker

Picture this. You've suddenly found yourself sitting in *Tornado's* drivers seat. Your fireman standing beside you has built a good fire and you have ample pressure in the boiler. You have twelve coaches on and you have been given the off. Looking at the array of levers, handles, dials and gauges in front of you would you even know where to begin driving this Peppercorn A1 Pacific?

Top Gear's James May believes that this is one of nine essential skills that a man must have in life and he has written a tongue-in-cheek, but informative, book on the subject. *How to Land an A330 Airbus* (Hodder) teaches you how to land said airliner in an emergency, or how to diffuse a WWII bomb or even how to deliver twins! Thankfully, as a covenantor, learning how to drive a steam locomotive, or *Tornado* to be more precise, will probably be much more up your street and less threatening to your life. James May, like his colleague Jeremy Clarkson, has had first hand experience on the footplate of *Tornado* riding 'The Cathedrals Express' in June.

Tornado has already been a TV star (BBC *Top Gear* amongst many others) and you can buy numerous DVD's of her from the Trust's merchandising team but she hasn't yet had a full-sized book devoted to her. This is all about to change as several books devoted to *Tornado* are due to be published over the coming weeks.

60163 is featured in *I-Spy on a Train Journey* (Michelin) and also has a brief

spot-the-difference competition in the *Top Gear – Official Annual 2011* (BBC). However, more in-depth books about *Tornado* are on their way...

Tom Ingall, BBC presenter and narrator of the superb *Absolutely Chuffed* TV programme and DVD has written *Tornado* (Ian Allan). This excellent 128-page book charts the history of the original Peppercorn class A1 Pacifics and how they inspired The A1 Steam Locomotive Trust to build a brand new steam locomotive from scratch. Tom tells the story of the Trust's inception twenty years ago, the blood, sweat and tears of *Tornado's* many years of construction through to her completion and introduction into main line service. With over 100 photographs and illustrations, many from the Trust's own extensive archive, and priced at £9.99 this book is sure to appeal to young and old enthusiasts alike, with some of the proceeds going to the Trust.

For those of you who like to get their hands dirty and have a technical fascination of taking machines apart and putting them back together, hopefully in one piece, will relish the forthcoming Haynes Manual that is devoted to Britain's newest mainline steam locomotive.

Tornado Class A1 Manual – An Insight into the Construction, Maintenance and Operation of an A1 Pacific is being written by long-time covenantor Geoff Smith with technical input from the Trust's Engineering Director David Elliott.

The 'nuts and bolts' of *Tornado's* construction and servicing will be described and illustrated in detail and publication is expected to be in the first half of 2011, again with some of the proceeds going to the Trust. It is unknown if the Trust will be ordering a copy to be kept in the cab!

Tornado – 21st Century Steam was recently unveiled by railway journalist Howard Johnston at the Trust's 2010 annual convention. Written by long-time Trust supporter, best-selling author and *The Guardian's* architecture and design editor Jonathan Glancey, and carrying an endorsement for the project by HRH The Prince of Wales, this 208-page coffee-table sized book has been described as the "definitive" history of 60163 *Tornado* by The A1 Steam Locomotive Trust. Chairman Mark Allatt, who has penned the foreword for the book, is delighted that a substantial financial contribution from the sale of each book will be pledged to the Trust and that fans of the A1 Pacific can also receive a significant discount if they order their copy from the books dedicated website: www.tornadotothebook.com and enter the code "OTBK".

As you can see there are books available about our iconic locomotive for casual fans, serious enthusiasts and budding engineers alike. So, solve that Christmas gift problem, save money but always remember that you will be supporting *Tornado* from the comfort of your own armchair! **TCC**

MERCHANDISE UPDATE *By Gill Lord*

I am writing this report whilst at the East Lancashire Railway at Bury, the weather is very cold! The stall luckily is set up inside! Sales have been very good, and the people of Lancashire have taken *Tornado* to their hearts.

The 2010 season got off to a good start, then due to the problems with *Tornado* and subsequent cancellation of main line trips, sales opportunities fell. The team attended the Bluebell Railway in August even though *Tornado* was not present. We then had a surprise weekend visits to the Mid Hants Railway at Alresford and later North Yorkshire Moors Railway in September. Sandwiched between these two events was a very pleasant 11-day visit to the West Somerset Railway which included three weekends, the second of which was the annual local beer festival, a lovely sunny weekend, which helped boost the sales.

The main line trips over the last few months have been very well attended, the on-train 'trolley dollies' have worked very hard maintaining sales figures. For those of you who have not had the pleasure of

working on the sale team, a typical day as a team leader is as follows...

Day before: pack the bags with all the paraphernalia needed for the trip, small till, chip and pin machine, stapler, order forms, carrier bags, etc. Travel to London to pick up *Tornado* the following day for the trip to York.

The Day: leave hotel early, usually before they serve breakfast! Arrive at King's Cross and meet the team for the day. Once onboard, liaise with the catering manager to make sure that the sales team do not clash with meal serving arrangements in premier dining. Also need to ensure the trolley is at the right end of the train before we leave the station! Then eat bacon sandwich and drink tea provided by the chef of the day on the support coach.

The team are then given specific tasks - selling from the trolley, taking premier dining orders, till and cash handling - then proceed down the train to sell *Tornado* merchandise and promote the Trust. When we reach the destination, the passengers leave for a few hours in the city whilst the

sales team stay on the train to make up the orders and try to rest for a short while - not always possible!

Duties resume on the return journey and then include delivery of pre-ordered premier dining merchandise, collection of photo forms and final opportunities to sell. Arrive back at King's Cross, and then race to Euston for the last train home, tired but happy having raised some more money for *Tornado*.

This operation requires a large range of stock. However there is a very limited amount of storage space on the support coach. This is why we have an onboard till to enable us, immediately after the end of the trip, to verify the stock we need for the next trip.

As Christmas approaches the on-line shop is being re-vamped and 2011 calendars, jigsaws, beanie hats, coal models, small teddy bears, and much more, are all available for the discerning *Tornado* follower. We now have the facility for credit/debit cards to be used on the site. This is expected to increase the sales figures. **TCC**

CHRISTMAS GIFT SPREADS THE AI MESSAGE *By Howard Johnston*

The Trust has been introduced to a new national audience with the publication of the long-awaited book *Tornado: 21st Century Steam*.

Author and long-standing AI supporter Jonathan Glancey has made several media appearances in recent weeks to promote what has been described by many as the "Railway Book of the Year", a lavishly illustrated 208-page book that charts the story of our locomotive from its inception to its racy main line appearances, and includes a warm endorsement for our project from our most illustrious fan, The Prince of Wales.

Tornado: 21st Century Steam solves your Christmas gift problems in one go, and a contribution from every sale has been pledged by the publishers to the Trust. You can buy it from **www.booksontrack.co.uk**. If you'd like something really special, there has been a special run of just 163 signed copies one for every AI, A3 and A4.

A total of 161 of these books are bound in an exclusive oatmeal cloth, and will come to you with an individually numbered certificate signed by Jonathan Glancey, Engineering Director David Elliott, and Vice-President Malcolm Crawley. They are priced at just £50, and with of course a much larger donation due to the Trust. Many of



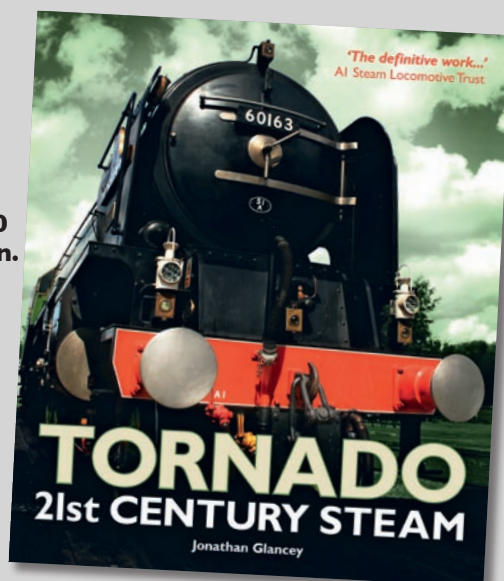
Neil Whitaker

Left: Howard Johnston launched Jonathan Glancey's new book at the 2010 Convention.

these highly sought-after books have already been sold, but you can secure your copy by going on to the website **www.tornadothebook.com** and entering the special code OSPL.

Finally, for someone really special, we have the ultimate Christmas gifts Book No. 1 and Book No. 163. No. 1 and No. 163 are bound in a unique amethyst cloth and come with a numbered certificate that is signed by our President Dorothy Mather. Only two of these books will ever exist. Bids (guide price over £500) will be accepted with a direct e-mail to publisher Howard Johnston at **howard@booksontrack.com**.

As at October 24th 2010, these special books were available (we suggest that you make three or four choices):



(600) 01/05/06/11/12/15/16/17/18/20/23/25/26/28/30/31/33/34

(600) 35/36/37/38/39/40/42/44/45/46/47/48/52/53/54/55/56/57/58/59/60/61/62/63/64/65/66/67/68/69/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/90/91/92/93/94/95/99, (601) 02/104/105/106/107/108/109/111

(601) 15/17/19/20/21/22/24/26/27/29/30/31/32/33/35/36/38/39/40/41/42/43/44/48/49/50/51/52/54/57/58/59/60/63. **TCC**

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



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● e-mail: enquiries@aisteam.com ● website: www.aisteam.com

Darlington Locomotive Works is normally open to the public on the third 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.

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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