

THE COMMUNICATION CORD



60163 TORNADO

New Steam for the Main Line

No. 44 Autumn 2016

Prince of Wales now has a 'face', reflecting the effort made in the weeks before the convention.



Mandy Grant

2016 CONVENTION REPORT

by Graham Langer

The 2016 Convention was once again held at the Mercure King's Hotel in Darlington, a venue which was booked solid for the weekend months in advance – be warned for 2017! It was not surprising, therefore, to find the ballroom jammed solid with over 240 guests eager for news about 'their' locomotives. Mark Allatt welcomed everyone, informing

them that the session at the Mercure King's Hotel would deal with *Tornado* and, after lunch, a meeting held at Darlington Locomotive Works would be dedicated to *Prince of Wales* before proceeding to review the year since the last Convention, acknowledging the fact that it had been a very good one for *Tornado*. Built on a regular framework of 'Belmond

British Pullman' trains, the Trust had run the highest number of its own trains in a season as well as tours for other organisations such as 'Torbay Express'. Visits to heritage railways had included Didcot and the Nene Valley Railway where No. 60163 had received a new crest from RAF Marham for the fireman's side nameplate.

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Chris Walker took over to cover the financial side of the day, recording the fact that the Trust had made a slight loss (largely attributed to the over-run of the overhaul). He noted that covenantor numbers are continuing to decline, mainly due to 'anno domini', an effect which has, however, yielded a number of legacies. It is vital that we recruit more, younger, covenantors and Chris appealed to those still paying £5 for their 'pint a week' to up it to a more realistic £8 (or better still £10) which would do much to make up the drop in covenanted income. So, how was the money spent? Much was accounted for by the balance of the overhaul and the rest by general administration and Darlington Locomotive Works. Raising more funds with *Tornado* will require additional Trust trains and bonus trips such as 'The Torbay Express' to create a 'slush fund' for the next overhaul.

Chris handed over to David Elliott to talk about the engineering side. David was happy to report that the locomotive had been running well and the arrangement with David Wright and his locomotive Maintenance Services Ltd. was proving beneficial. Most of the small problems encountered in the last year were associated with No. 60163 getting older! Although the 2015/16 winter maintenance period had been reduced by the previous year's overhaul some components of the air braking system had failed leading to a decision to implement a programme of structured replacement. The injectors continued to give occasional trouble, the cylinders will soon need a re-bore and the tyres are due for turning again.

Rob Morland took over at this point to cover electricals. He also acknowledged that some components were showing their age and he had pre-emptively changed the micro circuit breakers in the cabinets which were showing signs of arcing. The shore power supply will also need moving since, despite the fitting of a triple seal, water is still finding its way in! Rob stated that the LED lighting installation was now complete (*hardly surprising since there is no room left for anymore!* – Ed) but there was a need to increase the battery charge capacity and a turbogen re-design was on the cards.

Graeme Bunker now took the floor to talk about operations. 2016 had been a very good year with the 'Belmond British Pullman' contract, due to finish in June, still in place since *Clan Line's* overhaul became more protracted, an arrangement which will continue into next year. Graeme recorded the fact that we had run eight, very successful, Trust trains and hoped to run ten in 2017, which, combined with some 'Torbay Express' work, could



Mark Allatt addresses the throng while David Elliott listens.



Gemma Braithwaite issues admin instructions.

mean up to 20 main line outings next year (interspersed with some visits to preserved lines). Graeme paid tribute to the support crew and the team, headed by David Wright, from Locomotive Maintenance Services Limited who had to work some long days and very anti-social hours to ensure we continued to deliver an outstanding product. With the Belmond contract extended to April and dates for the 'Torbay Express' in the diary, a draft programme of Trust trains includes visits to Shropshire, Cardiff, the Settle & Carlisle railway, the East Coast Main Line and, in June, *Tornado's* first trip west of the Tamar to Penzance!

Gill Lord then gave an overview of the merchandising operation, noting that sales profits were up as was the retained profit. She said that volunteers were still needed. On the subject of fundraising Mark Allatt emphasised that we needed more covenantors while suggesting existing supporters might consider increasing their regular donations. Mark had just started to talk about The 163 Pacifics Club' when he was interrupted by Graham Langer (Accucraft UK Ltd.) who took the



Graham Langer hands Mark Allatt a cheque for £10,000.

opportunity to present the Trust with a cheque for £10,000 towards the tender fund, raised from sales of his firm's live steam, Gauge 1, model of *Tornado*; with this handed over, Mark estimated that over 120 Pacific names were now sold (*128 by the end of the Convention - Ed*). The *Tornado* Team continues to gather young members who now number 82 including some from Australia and Poland! Legacies to this year totalled £60,000 and covenantors were encouraged to make further use of 'Easyfundraising' and 'Easysearch'. Although the P2 presentations were due to be made at Darlington Locomotive Works after the lunch break, Mark briefly reviewed progress to date for the benefit of AISLT members who were not attending the afternoon session (detailed later in this report). David Burgess covered the P2 financials at this point as well.

Graeme Bunker now re-took the floor to bring the audience up to speed with some of the amazing developments planned by the Trust for the next few years, starting with a commitment to 90mph running in 2017 with test runs likely in the spring; the advantages of having a higher top speed include reduced journey times and better paths on the main line. A further development will be the creation of new facilities in Darlington, a site having been identified that will provide main line access, a running shed, a new restoration/construction building and facilities for servicing a charter train. The project has the support of Network Rail and its chairman Sir Peter Hendy as well as Darlington Council and the Heritage Lottery Fund. Graeme intimated that we will need a new base for the construction of the Trust's third locomotive, a Gresley V4 2-6-2 and V3 2-6-2T for which CAD work will start in 2017! The final bombshell to be dropped was the announcement that the Trust intended to create its own rake of Mk3 coaches, refurbished to our own specification and funded by commercial (hire) activity.



Above: The packed ballroom at the Mercure King's Hotel.



The sales team with their wares.



Mark and Mandy Grant 'selling' P2 components.

Mark then invited questions from the floor, answered by various members of the board; topics covered included the weight of the Mk3 coaches, roller bearing wear on No. 60163, the restored Aberdeen Ferryhill turntable, coach stabling, the carrying of *Duke of Rothesay* plates by No. 2007, coach liveries, 90mph running, repayment of the tender loan, running



Transport to Darlington Locomotive Works.

from northern locations and future coal supplies.

Following an excellent buffet lunch at the Mercure King's Hotel, covenantors were transferred to Darlington Locomotive Works by a pair of vintage buses. Once everyone had assembled in Hopetown, Mark Allatt introduced proceedings and quickly handed over to David Elliott.



Above: Mark Allatt thanks Nigel Harris for his contribution to proceedings.

Below: Covenantors with 'their' P2 at Darlington Locomotive Works.



David was able to report that engineering progress was good but that the cash flow needed to catch up with it! The frames are nearly fully erected with just one more frame stay required to complete the set; paying tribute to Ian Matthews, David pointed out that all components are grit blasted on completion to provide a good key for the first undercoat, avoiding an issue that arose with *Tornado's* paint not bonding well with bare metal.

As was evident, No. 2007 wasn't, as had been hoped, on her wheels, delays in the delivery of wheelset components to the South Devon Railway (where they are to be assembled) having precluded this. David recapped on the decision to increase the diameter of the crank axle, reporting that Mott MacDonald had been involved in the design process which also involved creating



Above: 'Top Table' included Peter Townend and his son Mark, Ben Godfrey and his wife and daughter, Nigel Harris and his partner, Graeme Bunker and Mark Allatt.

a stress relief groove and sledge profile keyways. However, this hiatus meant that more time was spent assembling the cab, which now looks most imposing, and the smokebox; the latter has been assembled out of corrosion-resistant CorTen steel and fitted with smoke-lifting plates. Quiet times at our foundry have meant we have been able to stock-pile bronze castings on very favourable terms including injector and manifold components as well as the iconic chime whistle.

David touched on the cylinder design, mentioning that William Cook Cast Products, principle sponsor of *Tornado*, are looking at the possibility of casting the monbloc. Targets for 2017 include assembling and fitting the wheelsets, the outside motion brackets and completing the valve gear design. Mark Allatt wrapped

up the session by praising Andy Hardy's recently published history of the P2s and inviting questions from the floor which included cylinder design, the fitting of the wheels, No. 2007's cornering ability, fuel type, exhaust system, the testing period, top speed and the effectiveness of the original smoke deflectors.

After further time spent admiring No. 2007, making purchases from the sales stand and signing up to the assorted 'Clubs' available to covenantors, the crowd start to disperse. However, over a hundred once more gathered at the Mercure King's Hotel that evening to enjoy a superb dinner with guest speaker Nigel Harris entertaining diners for nearly an hour. We would love to report what he had to say but sadly most of it was not suitable for publication!

TCC

From the chair by Mark Allatt



Thank you to all of our supporters and their friends and family who attended our Annual Convention on Saturday 1st October. This year's convention was probably our most successful ever, with over 240 covenantors, family and friends attending a series of presentations from Trustees on our work over the past 12 months and our plans for the future. Over 100 stayed on for our annual dinner and we are delighted that over £40,000 was raised from our supporters over the weekend for both No. 60163 *Tornado* and No. 2007 *Prince of Wales*, including £10,000 from Accucraft towards *Tornado's* tender purchase – thank you all for your generosity.

We made a number of major announcements that signal the future direction of the Trust as we work to secure *Tornado's* position as the premier main line steam locomotive and the Trust as builders of new ex-LNER steam locomotives.

First, we announced that we would be building a state-of-the-art charter train, to be constructed from locomotive hauled Mk 3 carriages currently in use in East Anglia which will be extensively refurbished and overhauled for their new role. The yet-to-be named new train will set new standards in a railtour market long dominated by difficult to maintain 60 years or older vehicles. As with all modern trains, it will be equipped with air conditioning, central door locking, controlled emission toilets, power at seat and persons with restricted mobility facilities. The passenger vehicles will also all be fitted with opening windows so those travelling can still experience the sound of *Tornado* working hard more clearly should they wish to do so and consideration is being given to equipping them with wifi.

Although the final formation of the train is yet to be determined, it will include kitchen car(s) to enable high quality meals to be delivered to 250 First Class Dining passengers, a new support coach which will provide accommodation for the support crew and the locomotive's day-to-day spares and consumables and a service vehicle with generator and staff accommodation. The train will also carry sufficient additional water to extend *Tornado's* range to around 200 miles. The refurbished train is expected to enter service towards the end of 2019.

Ever since we completed *Tornado* in 2008 we have wanted a train to accompany our locomotive which is of the same quality. When promoting our own tours, the vehicles available to us for hire have been of insufficiently high quality and lacking in the amenities expected by today's passengers. Our new Mk 3 based train will at last provide what we believe passengers are looking for in a 21st century charter train.

Second, the Trustees also announced that *Tornado* would be undertaking test runs in spring 2017 which will pave the way for 90mph operation on selected routes. Engineering activity is now developed to enable tests, which has the full support of the Trust's operator DB Cargo. The ability to run at 90mph will enable shorter journey times and for *Tornado* to fit in better with the increasingly congested modern railway.

Third, we announced that the Trust is seeking a new site in the Darlington area with larger facilities for new steam locomotive construction, maintenance, operations and education. The new site will be main line connected with the potential for a turntable and a carriage shed for the new train. A detailed plan is close to being finalised and initial discussions have already been held with Darlington Borough Council, Network Rail and the Heritage Lottery Fund – all

of whom have been supportive of the plan.

Finally, we announced that the Trust's next new steam locomotive to follow new Gresley class P2 No. 2007 *Prince of Wales* would be a Gresley class V4 2-6-2 mixed traffic locomotive which was Sir Nigel Gresley's last design. Work will be starting within the next 12 months on a design book to be created within 3D CAD, with this to be followed by a Gresley class V3 2-6-2 tank engine.

The Trust's exciting plans for its own state-of-the-art train, 90mph operation for *Tornado*, a new main line connected base in Darlington and further new build LNER steam locomotives demonstrate that after over 25 years of innovation, The A1 Steam Locomotive Trust remains at the forefront of the railway heritage movement.

Our project to build new Gresley class P2 steam locomotive No. 2007 *Prince of Wales* continues to make rapid progress, with the locomotive's 'face' now complete, only three years since its launch in 2013. Those of you who attended our Annual Convention in Darlington witnessed a sight not seen since No. 2001 *Cock o' the North* was rebuilt in 1937.

Our £500,000 plan for the next 12 months includes: completion of wheelsets and fitting to the frames; finish cab and smokebox; complete design, make and fit the outside motion brackets; finish re-design and fabricate the pony truck frame; make and fit spring hanger brackets and spring gear; make and fit brake linkage; boiler procurement; complete design for valve gear; and place the order for the cylinder block.

The past three years have seen dramatic progress toward our aim of completing new Gresley class P2 No. 2007 *Prince of Wales* by 2021. No. 2007 is already at the stage *Tornado* was eight years into the project and it is now full speed ahead to get the engine wheeled



V4 No. 3401 ex-works at Doncaster in 1941.

in Spring 2017. We launched The Mikado Club a matter of only a few months ago to raise £200,000 to make this happen and are delighted that we are already two-thirds of the way towards reaching our goal. If you haven't already signed up, please do look again at supporting this vital appeal.

As I write this column in mid-November, No. 60163 *Tornado* has only four more scheduled raitours in 2016 - two 'Belmond British Pullmans' and two of our own promoted trains. Elsewhere in the issue of *TCC* you can read about 'The Severn Valley Venturer' and 'The Magna Carta'. Although we would consider both trains as successful, we did have a number of empty seats and so would encourage you to take a look at our forward diary and consider booking on one of *Tornado's* remaining trains in 2016. Yet to come are 'The Bath Spa Christmas Express' on Thursday 1st December from London Victoria to Bath & Bristol and 'The Christmas Canterbury Tale' on Monday 12th December from London Victoria to Canterbury.

As always, our plan with the Trust's own trains is to promote the right train with the right starting points, route and destination taken to market sufficiently early in order to generate enough profit to keep *Tornado* operating on the main

line on a day-to-day basis (excluding five yearly overhauls). We are currently well advanced with the development of our 2017 programme and have already pre-announced 'The Red Rose' from London Victoria to Cosford, Telford and Shrewsbury on Saturday 11th February and 'The Saint David' from London Paddington to Cardiff on Wednesday 1st March. The rest of the Spring 2017 programme includes some exciting firsts as well as some hardy perennials - *Tornado's* return to the Settle & Carlisle Railway on Saturday 29th April with 'The North Briton' from Leicester to Carlisle, a visit to Scotland on Monday 1st May with 'The Heart of Midlothian' from Peterborough to Edinburgh, the revival of 'The Talisman' on Saturday 6th May from London King's Cross to York and Darlington to see our progress with No. 2007 *Prince of Wales* and *Tornado's* first visit to Cornwall on Monday 29th May with 'The Cornishman' from London Paddington to Penzance - so keep your eyes open for our tours brochure.

Tornado is also hauling the 'Belmond British Pullman' from London Victoria either as lunchtime Surrey Hills circulars or longer day trips to Bath and Bristol as the stand-in for No. 35028 *Clan Line* which is currently under overhaul. As supporters of the Trust you can receive a 10% saving on journeys for travel on the 'Belmond

British Pullman' until 30th June 2017 - just quote code TO10 at time of booking. It has also just been agreed that *Tornado* will be operating a number of 'Torbay Expresses' in Summer 2017.

As the majority of our main line trains apart from the 'Belmond British Pullman' and The Torbay Express' will for the foreseeable future be promoted by the Trust, it is vital that we fill them and so I would ask that you look again at our Christmas 2016 and Spring 2017 programme to see which trains you are able to support and also encourage friends and family to experience some of *Tornado's* magic.

Thank you again for all of your continued support for both *Tornado* and *Prince of Wales* during 2016. With a great programme of main line trains and heritage railway visits planned for *Tornado*, and significant progress expected in the construction of *Prince of Wales*, 2017 has the potential to be yet another year of significant progress for the Trust.

I'd like to take this opportunity to wish you, your family and friends a very happy Christmas and a prosperous New Year. **TCC**



EDITORIAL by Graham Langer



With so much happening this autumn it has been easy to lose track of *Tornado's* whereabouts or the P2's progress! Our A1 was once again summoned to help with 'The Torbay Express', clocking up two more either side of 'The Severn Valley Venturer' which involved a considerable mileage of light engine running and some very late

nights for the support crew - all credit to those involved. It looks like 2016 will have been a most successful year for No. 60163 and she will have covered most points of the compass hauling Trust trains.

October brought with it the annual convention in Darlington and this proved to be one of the best attended to date. The hotel was packed and there little or no room at Darlington Locomotive Works once everyone transferred there; I think most were astonished by the sight that greeted them there, *Prince of Wales* with frames adorned by smokebox, chimney and cab. Once a locomotive reaches this stage you start to get an impression of how large it is really going to be!

The message that came across loud and clear in Darlington was that everyone needs to up their game, whether to keep *Tornado* on the main line or to complete the construction of *Prince of Wales*. Many of us have been content to continue contribution of the 'price of a pint a week' since we signed up to support No. 60163, ignoring the effects of inflation on

the sum we pay and the march of 'anno domini' through the ranks of our early supporters; to compensate for this we need to double our personal contributions and recruit new, younger blood to the cause. The same is true for No. 2007 and we must capitalise on the incredible start this project had, especially (as detailed in David Elliott's report) while advantage can be taken of quiet times in the engineering and casting industry.

I don't know about you, but I want to be around to enjoy the V4 when it is built! **TCC**



Tornado calls at Peterborough with the returning 'The Magna Carta' on 8th October.

Ben Scott

A NEW CREST FOR TORNADO'S NAMEPLATE by Huw Parker

While *Tornado* was at the Nene Valley Railway, The A1 Steam Locomotive Trust and the Royal Air Force were delighted to announce the affiliation of the locomotive with RAF Marham as part of the station's centenary celebrations. To mark the affiliation, *Tornado* now carries the RAF Marham crest on the fireman's side nameplate. RAF Marham is the home of the RAF's Tornado GR4 two-seat, all-weather, day/night attack and reconnaissance aircraft.

On Friday 26th August the Nene Valley Railway (NVR) at Wansford, hosted the rededication of No. 60163 *Tornado* and its affiliation with RAF Marham as part of the station's 100th birthday celebrations. Following a briefing on the building and operation of the locomotive by Trust chairman Mark Allatt, representatives of the station's military and civilian staff witnessed the unveiling of *Tornado's* nameplate bearing the RAF Marham crest by Station Commander Group Captain Rich Davies ADC MA RAF and Trust President David Champion. This was followed by some short and very appropriate prayers by station Padre Reverend Geoffrey Firth to complete the re-dedication.

Group Captain Rich Davies commented: "We are delighted to affiliate RAF Marham in our centenary year with the magnificent achievement that No. 60163 *Tornado* represents. Its sheer power and presence is reflective of that of the Tornado aircraft that operate from RAF Marham and have been the backbone of the RAF for the past 30 years."

Mark Allatt, chairman, The A1 Steam Locomotive Trust, added: "It's a great privilege for No. 60163 *Tornado* to be affiliated with RAF Marham as it celebrates its 100th birthday. The locomotive was named in honour of the RAF aircrews who fought in the first Gulf War and in many other subsequent conflicts. We are delighted to be re-invigorating our relationship with the RAF and look forward to future collaborations."

No. 60163 *Tornado* was named after the RAF Tornado aircraft of the same name which were on active service in the Middle



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The day before, a small support crew, bolstered by Group Captain Mark Williams from RAF Marham, cleaned and prepared the locomotive for the service the following day. The nameplate was removed to allow the new station badge to be fitted and then repainted to ensure the background matched the crest. Paying particular attention to the Fireman's side and front of the locomotive, which would be on display throughout the ceremony, the loco was cleaned with military precision as one might expect!

Following the dedication ceremony those present were given the opportunity to drive *Tornado* under supervision. Two at a time, the delighted RAF personnel were first shown the controls and after brief instruction took the locomotive a mile up the line, where they changed over and the second lucky individual drove back to the station. Most could not believe their luck at being allowed to drive a 160 ton locomotive and all were still smiling broadly and chatting about their experience as they boarded the coach to head back to Marham.

After a quick change into more formal attire, the party returned that evening for an RAF 'Dining In' night aboard 'Le Train Bleu' along with others who had not been



Mark Allatt, Gill & Tony Lord and Rob Morland prepare to join the dining train.

able to join us during the day. Looking exceptionally smart in formal RAF Mess Dress and No. 1 uniforms, alongside dinner jackets and smart suits, the evening diners were treated to a three course meal served by the NVR catering team. We made two trips to Peterborough and at each run round, some of those who missed the earlier opportunity climbed on the footplate for a brief ride. On return to Wansford for the last time, The Loyal Toast signified the end of the meal and a group of delighted RAF Marham personnel headed home.

Right, you've driven mine, when can I have a go in yours?! Watch this space...

TCC

East during the first Gulf War when the project to build the new Peppercorn class A1 Pacific was in its infancy. The nameplates were originally presented to The A1 Steam Locomotive Trust in a ceremony at Birmingham Railway Museum in 1995 and bore the crests of the then RAF Cottesmore and its Tri-National Tornado Training Establishment (TTTE) which trained British, German and Italian aircrews to operate the aircraft. With The Trust's establishment of its permanent

base at Darlington Locomotive Works in 1997 and the dissolution of the TTTE in 1999, the crest on the latter plate was replaced by that of nearby RAF Leeming (then an RAF Tornado station). This was the nameplate unveiled by TRH The Prince of Wales and The Duchess of Cornwall when *Tornado* was formally named at York station on 19th February 2009. Coincidentally, HRH The Duchess of Cornwall is the Honorary Air Commodore of RAF Leeming. **TCC**

TORNADO ON TOUR *by Huw Parker*

NENE VALLEY RAILWAY 'EAST COAST REVIVAL' GALA



Tornado departs Wansford during the Gala.

After a very successful day hosting the RAF at Wansford, *Tornado* and the Nene Valley Railway got into the serious business of the 'East Coast Revival' Gala over the August Bank Holiday Weekend. Three days of running saw *Tornado* hauling service trains alternating with another East Coast greyhound, Deltic No. 55007 *Pinza* (in reality *Royal Scots Grey* in disguise). Plenty of people had turned out to see the locomotives and each day culminated in the pair double heading the last train of the day. The AISLT merchandising team was also present

and, despite a wet and windy end to the second day, they engaged with a large number of members of the public informing them about the Trust's activities, answering questions about P2 progress and encouraging them to part with their money. The team and support crew enjoyed a rare and very pleasant meal out together at a nearby restaurant; rare because the demands of both merchandising and locomotive often conspire to prevent such social opportunities. We all look forward to the next one!

Top Right: *Tornado's* partner for the 'East Coast Revival', *Royal Scots Grey* disguised as *Pinza*.

Right middle: Dignity and impudence! *Tornado* and *Thomas* together.

Right: Superbly turned as ever, No. 61063 was a credit to the support crew.



TORNADO ON TOUR *by Huw Parker*

FROM WANSFORD TO BRIDGNORTH – VIA BRISTOL, KINGSWEAR, LONDON, BATH AND OXFORD!



Back on the Pullmans! *Tornado* heads the prestigious train at Hungerford.

After her duties at the Nene Valley Railway were complete, *Tornado* was due to return to *Stewarts Lane* ahead of the 'Belmond British Pullman' (Bath Spa- to Bristol and return) on 7th September. However, a short notice request to provide the locomotive to haul 'The Torbay Express' on 4th September saw those plans change and the light engine move booked for 31st August was re-routed to St. Phillips Marsh. The day after the Bank Holiday Gala finished saw a small support crew preparing the engine and presenting it for its fitness to run examination, which was passed without difficulty. *Tornado* managed the 190 mile trip down to Bristol with ease, with many people turning out to watch engine and coach travel down the East Coast Main Line before heading

west along the Great Western main line in fading light.

'The Torbay Express' on 4th September took the route from Bristol out via Nailsea and Backwell and Weston super Mare. A right time departure from Bristol saw slight delays out to Weston for the first pick up and despite some good running over the Somerset levels we were still a few minutes down into the Taunton water stop. Here the support crew cleaned the fire and watered the engine and made up some time ahead of a spirited climb up over Whiteball, clawing back some more of the lost time. Despite all efforts, some slower running around the curves and grades from Teignmouth to Paignton led to a slightly late arrival at Paignton and subsequently Kingswear.

Tony Bartlett

On the return, delays coming off the Paignton and Dartmouth Railway were not recovered until the water stop at Taunton. However, any delay was completely overshadowed by the chime whistle, which was used at Newton Abbott and then sounded continuously through the Dawlish coast section until it could be isolated at Tiverton!! The whistle valve had been giving problems previously, sticking in the open position, but investigations to free the mechanism and attention to the valve seat and spindle gave us a false sense of security and it had been brought back into use. This unfortunate incident perhaps explains why the chime whistle has not been heard for a while – unless you live between Dawlish and Exeter!



Paul Davies

Robert Stewart



After this brief excitement on the footplate, the generous timings at Taunton allowed for a right time departure following the second water stop and timely run back to Bristol Temple Meads for a brief overnight stop at St. Phillips Marsh before heading back to London the next day.

Just two days later *Tornado* returned to Bath and Bristol with a 'Belmond British Pullman', following a good run out from London Victoria via Reading, Newbury and Westbury. Once all the passengers had disembarked, the train drew forward into Bristol West Loop, where the locomotive was detached and turned, before drawing the train back through the station and out to East Yard, where the locomotive and coaches were serviced in preparation for the return leg of the journey. With servicing completed in good time, the train returned to Temple Meads on time. Despite a slightly delayed departure, it was followed by a good run back to London in the fading light with another rateable climb over Savernake and an efficient water stop at Theale.

James Corben



Top right: *Tornado* pauses at Taunton with 'The Torbay Express'.

Above centre: On the 5th September No. 60163 returns light engine to London, seen here at Challow.

Left: No. 60163 crosses the canal in Bath.

TORNADO ON TOUR by Huw Parker

'THE SEVERN VALLEY VENTURER'



Oldbury Viaduct.

Tornado arrived back at Stewarts Lane Depot at 22:48hrs after the turning move following the Bath/Bristol 'Belmond British Pullman'. This gave the new support crew a real challenge to complete the servicing and fitness to run exam before an early move the next day ahead of an 07:28hrs departure from London Victoria. The engine was cleaned, coaled and watered, but a problem with the exhaust steam injector raised a serious concern whether she would be passed as fit to run. Alongside the FTR Examiner, the Responsible Officer and our Duty Engineer performed miracles by replacing the combining and delivery cones with a spare. At the very last minute, this repair reduced the amount of water being wasted from the injector overflow to acceptable limits and the locomotive was signed off as fit to run. Our customers were unaware how close they came to a diesel hauled tour to Bridgnorth!



Going well on the Cotswold line at Culham.

Tom Stubbs



James Carben



Colin Cragg

Above: During her stay on the SVR, Tornado is seen at Highley.

Left: 'The Severn Valley Venturer' is seen at Oxford.

Below: On shed at Bridgnorth.

The whole support crew was up at 05:00hrs the next day to complete the last minute cleaning and preparation and the locomotive was stood outside the depot ready to depart just after 06:00hrs. The locomotive was handed over to the crew who would take us forward to Didcot and Banbury, with TI Geoff Ewans, Driver Jim Clark and Fireman Paul Major. Once in charge, they soon had Tornado off shed, onto the stock waiting in Battersea Loop and, after a short reversing move, we were off into Victoria ready for a right time departure. There were passenger stops at Kensington Olympia, Ealing Broadway and Slough and whilst a little time was lost through this section, the train arrived at Reading early and ran just ahead of schedule to the water stop at Banbury.



Colin Cragg

The second half of the run saw more excellent timekeeping as Tornado stretched her legs down past Leamington and up to Tyseley. Driver Graham Ward and Fireman Steve Matthews were now under the eye of TI Gareth Jones. A spirited climb through the tunnel between Birmingham Moor Street and Snow Hill saw Driver Ward managing the engine carefully in order to observe the speed restrictions and we were then away through the Jewellery Quarter and out to Kidderminster for an early arrival onto the Severn Valley Railway.

The SVR line speeds saw the train then make sedate progress through to Bridgnorth, with all service trains looped ahead of us to allow a non-stop run, finally arriving at Bridgnorth. Sadly, Tornado was well off the platform to the West of the station and inaccessible to passengers, although there was some limited photo opportunity. The other drawback was

that Tornado was forced to remain trapped there until the train departed for Kidderminster, finally releasing the locomotive and support coach to move across and onto Bridgnorth Yard where we settled down for the night.

The following day, Tornado was available to haul a Charter, hosting General Managers from Preserved Lines across the UK supported by Steam Railway magazine, the Severn Valley Railway and The AI Steam Locomotive Trust. The locomotive and support coach left Bridgnorth for Kidderminster early in the morning and on arrival, we exchanged the support coach for the very smart GWR toplight rake. Tornado then took the party of VIPs back to Bridgnorth for a tour of the shed and engineering department, before heading back to Kidderminster with a lunch stop at Highley Engine House. That evening we were reunited with the support coach and after a proper safety inspection made the run back to Bristol for the final Torbay Express of the season.

TORNADO ON TOUR by Huw Parker

THE LAST 'TORBAY EXPRESS' of 2016



A superb night study at Bristol.

After a brief stay at St. Phillips Marsh *Tornado* was booked to run the final 'Torbay Express' of the season on 11th September, out and back via Westbury. Driver Wayne Thompson and Fireman Matt Hunt, with TI Tommy Rees were booked for the outward journey and we made good time with a great run over Somerton and were almost 20 minutes early at the Taunton water stop, which was also completed in good time. Unfortunately, we were forced to wait for a late passenger travelling from Bristol to join the train before we continued and we took the opportunity for a final Torbay Crew photo call before leaving right time for the next section and the climb over Whiteball. We passed the summit ahead of schedule and continued to make up time through Exeter and Dawlish to Newton Abbot where we were brought to a stand to allow an ambulance to attend to an elderly passenger taken ill during the journey. This delayed our move onto the Paignton and Dartmouth Steam Railway and our eventual arrival at Kingswear.

At Kingswear, after running round, the locomotive drew the train back out towards Britannia crossing to await the arrival of the next service train, before propelling the Torbay stock back into the station. Once this was complete, support crew members required to assist with servicing caught the service train back to Paignton, leaving *Tornado* to follow via Churston where it was turned on the turntable. On this occasion, the fire was in reasonable order and after a quick rattle round and the removal of a very small amount of clinker we moved forward to coal the engine only to discover that the Bobcat loader would not start! With no alternative, armed with shovels and wheelbarrows, the support crew loaded the coal conveyor by hand! Despite this arduous requirement, the job was finished in good time allowing time for an ice cream reward and more importantly time to fully top up the tender with water.

Mandy Grant



Above: Brilliant morning sun greets *Tornado* and an HST at Bristol Temple Meads.

Right and Below: Trials and tribulations at Paignton – shovelling coal on the conveyor.



Huw Parker



Huw Parker

The DB crew of Steve Matthews, Steve Rodenhurst and Geoff Ewans joined us at Paignton for the journey home. A late departure for Paignton was recovered by the time we reached Taunton for the obligatory water stop. On the return from Cogload Junction over Somerton and round through Westbury, we made good time to Westbury and the engine ran well. On departing Westbury along the Avon valley, we followed a local service and were checked several times on the way back to Bath. A lively run through Keynsham back to Bristol Temple Meads saw some time regained, with the final run of the season enjoyed by all.

TORNADO ON TOUR by Huw Parker

'THE MAGNA CARTA'



Ready for the off, *Tornado* waits at King's Cross.

The week prior to 'The Magna Carta' railtour saw a period of intense activity at Stewarts Lane and it was late on Friday night before *Tornado* was released back to traffic and finally passed the obligatory fitness to run examination. Unfortunately, *Tornado* suffered a minor derailment before entering the shed following the Surrey Hills 'Belmond British Pullman' the previous Friday; although the locomotive was quickly back on the rails after some additional members of the support crew responded to a call for assistance, there was some minor damage that required repairs. After an incident such as this, the locomotive was quarantined until an inspection report identified the extent of any damage and a repair scheme developed before the repairs could be completed. At the same time, we had always intended to exchange the exhaust injector with a replacement spare, following some issues with wastage due to wear in the internal cones. This

now had to be fitted in alongside the additional repairs to put right the derailment damage and was planned for Thursday. The replacement injector was not an exact swap and the engineering team had to use the changeover valve from the old body on the new injector, which took much longer than planned but was completed in time to light a warming fire on Thursday night ahead of the FTR exam on Friday. The good news was that on testing it the next day, it performed perfectly and as a result the engine passed the cold inspection and functional tests. The bad news was that following the weighing of the engine, some adjustments were needed to balance the weights on each of the leading bogie axles and once this had been done the engine had to be weighed once more to confirm that the weight distribution remained even across all the remaining axles. Fortunately all was well and the support crew retired to bed ready for an early start the next day.

Graham Nicholas

Simon Kerry



'The Magna Carta' is seen at Langford.

Gareth Griffiths



The return run is seen at Swinderby.

'The Magna Carta' was due to depart King's Cross at 09:07hrs on Saturday, so the locomotive, support coach and stock were booked to leave Battersea Loop just before 07:00hrs. This meant that the crew were all up at 05:00hrs to make final preparations for departure, starting with a brew! The fire was spread across the grate and brought round, final checks and oiling was completed in good time to hand the locomotive over to the DB Cargo crew who would take charge of the train as far as Peterborough. For the first part of the trip, this was to be Traction Inspector Bob Hart, Driver Paul Major and Fireman Tim Steadman who took the locomotive and coach off the depot and onto the stock early. Rail traffic was evidently light, as the signallers at Victoria Panel allowed us away early for the run round via Kensington Olympia and Willesden to Finsbury Park, for the reversing move down through the tunnels into Platform six at King's Cross. An early arrival allowed the support crew to top the tender up from one of the platform coach watering hoses adding almost 500 gallons before they were forced to disconnect and prepare to depart.

An on time departure saw Driver Major easing the AI quickly through the tunnels and smartly away to the first pick up at Potters Bar. Good early running to Welwyn ensued where we were held to cross Digswell Viaduct behind faster

Huw Parker



Coaling complications... Again!

traffic, which delayed us into Stevenage, but by the time we were approaching the water stop at Holme Junction, we were running early again. Things were clearly going too well! Approaching the water stop at Holme, we were held South of Connington Crossing and upon contacting the signaller, the crew were told that the Mobile Operations Manager (required to supervise the water tanker) had been re-tasked at short notice to investigate reports of a body on the line in the Spalding area and we were waiting a replacement MOM. Eventually we drew forward to the water stop, only to find that access by the tanker was restricted by a weak bridge with a three tonne weight limit. Some quick thinking saw the tanker repositioned on the road below the formation and some Olympic hose throwing by the RO managed to pass the hose across a rather deep and wide drainage ditch. Less than five minutes later the tanker was empty and we were ready to continue with 4400 gallons of water in the tender, but the footplate crew had other news. A body had been confirmed on the line at Spalding and the line from Peterborough was closed; we were to be diverted via Newark.

Due to the closure, we were held at Holme Junction for 30 minutes before being allowed to move forward to Peterborough for the planned crew change and received instructions to stop at Newark where the guard's relief had arranged to meet the train following the Spalding line closure. After all the delays, speed restrictions and signal checks we finally arrived at Lincoln just 54 minutes late, but this had an impact of the time to service the locomotive, which was now further reduced by the need to shunt the stock and turn before the return journey. The train was reversed out of Lincoln Central and stabled alongside the University, before *Tornado* and support coach

'THE MAGNA CARTA'

drew through the station and into Terrace Sidings alongside the barrier crossing to service. Time was now important and we already knew that we would load two tonnes of bagged coal in 80 x 25kg bags, whilst taking water at the same time. Fortunately there was good access for the coal waggon and some improvisation provided a safe and stable platform to pass the bags across onto the footplate and up into the tender. Once they were all loaded, the coal space door could be shut and each bag cut open to empty the coal, with the empty bags dropped over the side of the tender. Whilst this was happening, the Duty Engineer conducted an inspection of the motion and running gear, whilst oiling round ready for the return leg. The fire had been cleaned before we started loading the bagged coal and despite loading by hand, servicing was completed relatively quickly and we were ready to head off to turn before 16:00hrs. However, the additional turning move added unplanned time to the schedule and the empty stock was late back into the station, which led to our departure being delayed by 14 minutes. Not bad considering that the allowed four and a half hour servicing time was reduced to less than two – including 80 bags of coal by hand!

By the time we reached Peterborough, much of the time had been clawed back, following a good run down from Newark and a shortened stop at Claypole Loop. A quick 'splash and dash' at the Connington water stop saw us back out onto the

Fast line, running early all the way to Digswell Junction. This is where *Tornado* really gets into her stride, with full regulator and the cut-off back to around 20%, she was quickly up to 75mph and speed stayed high until we slowed for Stevenage and then crossed back onto the slow lines at Digswell and set down again at Potters Bar. We made good time again from here, arriving back early into King's Cross.

Once our satisfied passengers had said their goodbyes and the usual group of other surprised travellers had moved off home, the train drew out of King's Cross back to Ferme Park and we detached the engine and coach to head off back round to Stewarts Lane. By midnight, *Tornado* was safely back inside Stewarts Lane Depot and left to cool down over the next few days before the engineering team returned to complete a boiler washout and some other minor items of routine maintenance on the locomotive and support coach. This is the side of managing the locomotive that many people do not give a second thought too, for each day of running, there are at least two-three days of preparation and often a further two-three days of arising work, routine maintenance of cleaning afterwards. Without a group of dedicated individuals who literally do the dirty work and without your continuing support and contributions, trips like this would not be possible. Together we can keep *Tornado* running and experience the grand spectacle of an AI doing what she does best, at speed on the main line. **TCC**



Lucia Hutton

On 22nd October *Tornado* hauled another successful 'Belmond British Pullman' tour of the Surrey Hills, this time with the addition of a Class 67 for train heating purposes making an already heavy consist even heavier!

'THE BATH SPA CHRISTMAS EXPRESS' THURSDAY 1ST DECEMBER 2016

A Christmas trip to historic Bath and bustling Bristol by Mark Allatt

On Thursday 1st December 2016 No. 60163 *Tornado* will set out from London Victoria and head for the spa City of Bath and the historic port of Bristol, picking up passengers at Staines and Ascot. The first of our two Christmas steam specials, this main line venture with No. 60163 *Tornado* takes 'The Bath Spa Christmas Express' into Great Western Railway territory. The route, outward and return, is via Reading, Newbury, the Westbury East Chord and along the bucolic Avon Valley by way of Trowbridge. Passengers will have around four hours in Bath, or around three and a half if they choose Bristol.

The graceful city of Bath is a wonderful place to visit at any time of year, but never more so than in the festive tide. Bath Christmas Market sees the centre of Bath transformed into a magical Christmas paradise as over 170 chalets packed full of individual Christmas gifts line the streets surrounding the Roman Baths and Bath Abbey. The aroma of warming mulled wine and freshly baked mince pies, enjoyed with a generous sprinkling of cheering carols, will get even the biggest of humbugs into the Christmas spirit! Bath is a compact city and the station is only moments from the Baths and the Abbey.

'The Bath Spa Christmas Express' also offers an alternative destination, Bristol, awash with centuries of seafaring history. Maybe hop on a sightseeing bus to visit the dramatic Clifton Suspension Bridge, the SS Great Britain or the historic docks. Here also, the Christmas shopping possibilities are endless.

To meet the great demand at this time of year most seating is First Class Dining but a limited number of Standard Class and First Class Non-Dining seats are available too. **TCC**



Tornado at Bristol station 2009.

Robin Coombes



Pulteney Bridge, Bath.

- **First Class Dining**
Seats at a table for two* or four in a First Class carriage. Includes a silver service full English breakfast on the outward journey and a four course dinner on the return leg.
- **First Class Non-Dining**
Seats at a table for two* or four in a First Class carriage. Includes complimentary teas and coffees. A buffet car is also available.
- **Standard Class**
Seats at a table for four in a heritage carriage. An on-board buffet serving snacks and hot & cold beverages will be available.

| TICKET | PRICES |
|------------------------|---------|
| First Class Dining | £235.00 |
| First Class Non-Dining | £149.00 |
| Standard Class | £99.00 |

| TIMES (PROVISIONAL) | OUTWARD | RETURN |
|-----------------------|----------|----------|
| London Victoria | 09:30hrs | 21:50hrs |
| Staines | 10:10hrs | 21:05hrs |
| Ascot | 10:30hrs | 20:45hrs |
| Bath | 13:30hrs | 17:45hrs |
| Bristol | 13:50hrs | 16:45hrs |

Terms and conditions are available on request. Guaranteed 'tables for two' in First Class Dining and First Class Non-Dining are available for a supplement of £25.00 per person. All profits from this tour go towards keeping *Tornado* on the main line in future years.

Online and telephone bookings are handled by our booking agents UK Railtours. Go to www.ukrailtours.com to make an online booking, or call 01438 715050 to book over the phone. In the event of cancellation or haulage problems please see our full terms and conditions of carriage.

Tornado races north with 'The Magna Carta' near Abbots Ripton.



Adam Gurdick

• SHED NOTICES •

David Champion



● **Having an 'away day' 1** – David Champion was spotted on the Talylyn Railway most oddly dressed, enquiring minds need to know what was going on here!

● **Under the hammer** – As ever the last few months have seen several A1 artifacts pass through various auction houses including a nameplate from No. 60160 *Auld Reekie* at GC Auctions (which fetched £12,600) and a works plate from No. 60121 *Silurian*.

● **A1s at Butlins?** – As revealed in an interview with *Steam Railway* magazine, Brian Walker, working in association with Butlins, included A1s No. 60134 *Foxhunter*, No. 60160 *Auld Reekie* and No. 60162 *Saint Johnstoun* as possible candidates for preservation in the holiday camps. Alas, Eastern Region wanted twice as much for restoration and transportation than Crewe and LMS locomotives were selected in their stead...

● **Great Northern A1s** – Did you know that under Ivatt's original 'letters for wheels' scheme, 'A' referred to 4-2-2s? So the original Class A1 was the 1895 batch of six Stirling Singles! The 1870-93 batches (47 locos) were classified A2, and both are reported as being rebuilt as Class A3. A further tenuous connection with GNR No. 1 is that the late Malcolm Crawley, former vice president of the Trust, was instrumental in ensuring the single wheeler was recently re-united with the correct pattern of tender.



Graham Langer

● **Having an 'away day' 2** – Chris Ludlow, who painted the stunning picture of *Tornado* and *Prince of Wales* together, celebrated his 70th Birthday on 'The Belmond British Pullman' and guess what the traction was?



Michelle Been

● **Having an 'away day' 3** – Jeff Monk retired after 30 years as a train manager on the VSOE, 'Northern Belle' and 'Belmond British Pullman', *Tornado* carrying a headboard to mark the event on 30th September.



'THE CHRISTMAS CANTERBURY TALE'

MONDAY 12TH DECEMBER 2016

A Christmas trip to medieval Canterbury by Mark Allatt



On Monday 12th December No. 60163 *Tornado* will set out from London Victoria with 'The Christmas Canterbury Tale', picking up passengers at Bromley South and Sevenoaks. This is a very pleasant and gentle itinerary, featuring *Tornado* for the whole journey, with very civilised start and finishing times, ideal for a pre-Christmas day out.

The train's outward route takes *Tornado* into "the Garden of England" by way of Tonbridge and Ashford. From Canterbury West station it is a short walk to the city centre and the cathedral.

Canterbury's skyline is dominated by the stunning Cathedral, the oldest in England, generally regarded as the cradle of English Christianity. But the cathedral is only part of the story; the ancient ruins of St Augustine's Abbey and St Martin's Church form Canterbury's UNESCO World Heritage Site. Although Canterbury is a place steeped in tradition it is also a modern and vibrant city with a fine range of interesting and individual shops, cafes and pubs. There are no hills to cope with so it's an easy place to explore and passengers will have around three hours in this most welcoming of English cities.

The way home is a circular tour via Sandwich and Deal, and passengers may



Craig Streeten

glimpse the odd vestige of the area's coalmining past set amidst the otherwise idyllic coastal scenery. The train passes the Channel Ports of Dover and Folkestone before passing by the iconic White Cliffs of Dover. There will be a short break at Paddock Wood while *Tornado* takes on water.

As befits the season, the train will be mostly First Class Dining, but a limited number of Standard Class and First Class Non-Dining seats are available too. seats are available too. **TCC**



Canterbury Cathedral.

| TICKET | PRICES |
|--------------------|---------|
| First Class Dining | £215.00 |
| First Class Dining | £139.00 |
| Standard Class | £89.00 |

| TIMES (PROVISIONAL) | OUTWARD | RETURN |
|---------------------|----------|----------|
| London Victoria | 09:45hrs | 18:55hrs |
| Bromley South | 10:05hrs | 18:30hrs |
| Sevenoaks | 10:35hrs | 17:55hrs |
| Canterbury | 12:00hrs | 15:00hrs |

Terms and conditions are available on request. Guaranteed 'tables for two' in First Class Dining and First Class Non-Dining are available for a supplement of £25.00 per person. All profits from this tour go towards keeping *Tornado* on the main line in future years.

Online and telephone bookings are handled by our booking agents **UK Railtours**. Go to www.ukrailtours.com to make an online booking, or call **01438 715050** to book over the phone. In the event of cancellation or haulage problems please see our full terms and conditions of carriage.

- **First Class Dining**
Seats at a table for two* or four in a First Class carriage. Includes a silver service full English breakfast on the outward journey and a four course dinner on the return leg.
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Seats at a table for two* or four in a First Class carriage. Includes complimentary teas and coffees. A buffet car is also available.
- **Standard Class**
Seats at a table for four in a heritage carriage. An on-board buffet serving snacks and hot & cold beverages will be available.

AI PROFILE - No. 60115 MEG MERRILIES by Phil Champion



Looking like a Cuneo painting, Meg Merrilies is seen on shed at Haymarket.

The second Peppercorn AI to be constructed at Doncaster works (No. 2032), No. 60115 entered service on 3rd September 1948. This was almost a month after the class leader but from Gateshead shed rather than King's Cross. Livery was LNER apple green with black and white lining and 'BRITISH RAILWAYS' written on the tender (No. 733).

The first recorded sighting was at West Hartlepool on the 22nd. Its first reported train was the inaugural up 09:00hrs 'The Tees Tyne Pullman' and return five days later; it did these workings alone for a month. The un-named AI with its plain chimney could be found along the length of the East Coast Main Line. On 5th November it hauled the 05:48hrs Newcastle to Edinburgh train. Another named train hauled by No. 60115 in these early days was the up 'The Flying Scotsman' from Edinburgh on 10th January 1949. Its haulage of a down goods was observed at New Southgate on 11th May. Three days later found no. 60115 on a York to Grantham passenger working. King's Cross was reached frequently; for example on both 7th and 8th March 1950 it arrived there at 13:35hrs and departed with the 17:35hrs train.

Changes came in the early 1950s. Repainting into BR express blue was done in June 1950. With 13 AIs having being repainted before June and 12 others having appeared in blue from new, No. 60115, as second in the class, was in the middle for blue paint when it was one of three done that month. Also in June it

was named, probably while at Doncaster Works for general repairs which included the repainting; this was becoming the usual practice. While No. 60114 had run around for a year and a half as the sole named AI BR had come under pressure, according to Willie Yeadon, to incur the cost of the nameplates for the rest of the class. No. 60115 was one of three to receive names in June as the 7th, 8th and 9th class members named. Like certain others AIs it was named after a character in Sir Walter Scott's 'Waverley' novels. Literary sources show that Meg Merrilies was an "unusually tall, mysterious gypsy fortune-teller" with an "apparently supernatural ability to influence events." She was based on a real 18th century gypsy. Though evicted from the Bertram lands in the novel she remained loyal to the family and much of the novel's plot depended on her actions. Around this time the Flaman speed recorder fitted from new was removed as with the other 19 AIs so fitted. A lipped chimney replaced the plain version. In September 1952 No. 60115 became the 41st AI to be repainted into BR green livery.

A variety of traffic was recorded. Express passenger work included the

down six coach 'The Heart of Midlothian' seen passing through Three Counties on 6th June 1951, the up 'The Tees Tyne Pullman' on 15th and 16th December 1952, the up 'The Night Scotsman' into the capital at 06:20hrs on 5th April 1954, the up 'The Flying Scotsman' from Edinburgh to Newcastle ten days later and the up 'The Aberdonian' into King's Cross on 20th September 1955. Other important turns were the Newcastle to Hull special on 5th July 1952, the Delaval to Holloway ecs with 11 coaches on 2nd November 1950 and the 13:45hrs Carlisle to Edinburgh on 28th October 1953. *Meg Merrilies* was seen heading north with passenger trains around the Durham coast on 28th March 1953 (train ex-Liverpool) and 18th April. Special workings along the Waverley route at Riccarton Junction were seen on 28th and 29th October. Non passenger work featured, like the 19:20hrs Aberdeen to Edinburgh goods on 18th December 1952, the London to Peterborough coal empties on 17th November 1954 and the York to Edinburgh parcels from Newcastle twice in early 1955.

No. 60115 had six different boilers during its life. The fourth, from September

Bill Reed



Above: No. 60115 is seen at Edinburgh.

Peter Townend



Seen at Belle Isle on 1st July 1958, No. 60115 lifts the 15:10hrs Newcastle train out of King's Cross.

1956 to May 1958, was a (Thompson) Diagram 117 boiler. These were identical to the (Peppercorn) Diagram 118 boilers fitted to the AIs when new except for the round dome which was placed further forward, the thicker barrel plates and a 7 cwt. increase in weight. Sixteen AIs carried these at various times between 1955 and 1963; No. 60115 was the third to be so fitted. The later BR crest was applied to the tender in May 1958 after works attention. Again, being the second in the class did not make No. 60115 the second to be so treated – in fact in this case it was one of the last as at least 40 others had the new crest applied earlier.

The second half of the 1950s continued with main line passenger work. At various times between 1956 and 1960 *Meg Merrilies* worked these named trains a number of times each: 'The North Briton', 'The Heart of Midlothian', 'The Night Scotsman', 'The Talisman', 'The Flying

Scotsman', 'The Tees Tyne Pullman' and 'The Aberdonian'. Examples include the up 'The Heart of Midlothian' from Newcastle on 28th January 1956, the up 'The Flying Scotsman' noted both from and into Newcastle on a number of occasions, the down 'The North Briton' from Newcastle, the 22:15hrs 'The Night Scotsman' from King's Cross on five occasions in December 1956, plus the up 'The Talisman' taking over at Newcastle to run to King's Cross on 28th August 1958. Most workings appeared to be south from Newcastle but with some trips further north to Edinburgh. It also worked the up overnight train 'The Tynesider' into King's Cross several times in late 1958 and early 1959. Other work included the York to Edinburgh parcels from Newcastle at 11:50hrs on 3rd January and 25th February 1956. More prestigious was being at the front of the Royal Train when it was stabled overnight between Picton and Hordon on 27th May 1960.



At the end of her career, Meg Merrilies makes a sad sight at Doncaster.

Works attention was undertaken at Gateshead but with visits to Doncaster Works for general repairs. However the day after a special to Hull in July 1952, No. 60115 was under repair at Dairycoates shed. On 30th November 1960 *Meg Merrilies* was transferred to Copley Hill shed. While some new turns ensued such as the 1E15 17:20hrs (Suns) Leeds to King's Cross on 23rd July 1961, it still found its way back to the North East, being serviced at Gateshead on 4th November. Trips into Newcastle included the 17:35hrs from King's Cross on 12th March 1962, an up parcels on 16th June and the up 'Queen of Scots' from Newcastle on 25th August. Another named train hauled was the up 'The Yorkshire Pullman' on 21st July 1962. A Great Yarmouth to Leeds passenger train on 4th August saw No. 60115 at Lincoln then a Leeds to Norwich run a week later saw it pass there again. Worthy of note was the 18:50hrs King's Cross to Cleethorpes on 15th September. Our last sightings of No. 60115 in service are on 20th October 1962 with the 09:20hrs down 'The White Rose' and the 16:28hrs Doncaster to King's Cross which arrived at 19:49hrs. With rapid dieselisation, *Meg Merrilies* was withdrawn from Ardesley shed on 12th November – the same day as No. 60135, so making them the 4th and 5th AIs to be withdrawn. On 2nd December it was seen withdrawn at Wakefield shed. The end came on 24th May 1963 as *Meg Merrilies* entered Doncaster Works for cutting up. With a service life of 14 years 2 months No. 60115 lasted a year less than the class average due to the onset of dieselisation.

This history was compiled by Phil Champion based on a database compiled by Tommy Knox and with reference to the RCTS book "Locomotives of the LNER Part 2A" as background. **tcc**

With reference to the article about the Trust photographic archive in TCC 43, the colour image of No. 60120 *Kittiwake* was incorrectly credited. It should have been attributed to Cedric Clayton and we apologise to his daughter Julie Blyth for this error – Ed.



Above: The raised platform over cylinders.

Frames

Frames - All the frame stays we have are now permanently bolted in except for the front boiler support which shares bolt holes with the outside motion brackets. Ian has continued to fit the remaining components for the footplating and splashers with permanent bolting advancing towards the middle of the engine from the back. The front sections will remain temporarily assembled until the cylinders and outside motion brackets are fitted.

The leading brake stay (which is the last of the large frame stays) has been delivered by North View Engineering Solutions (NVES) in Darlington and will be permanently bolted in place. NVES has made the 16 coupled hornblock liner back plates and welded on the 11-14% manganese steel wear plates. These are now in Darlington Locomotive Works ready for trial fitting. NVES has also made and delivered the front buffers and buffer collars.



Above: Leading brake stay nearing completion of fabrication.



Front buffer.

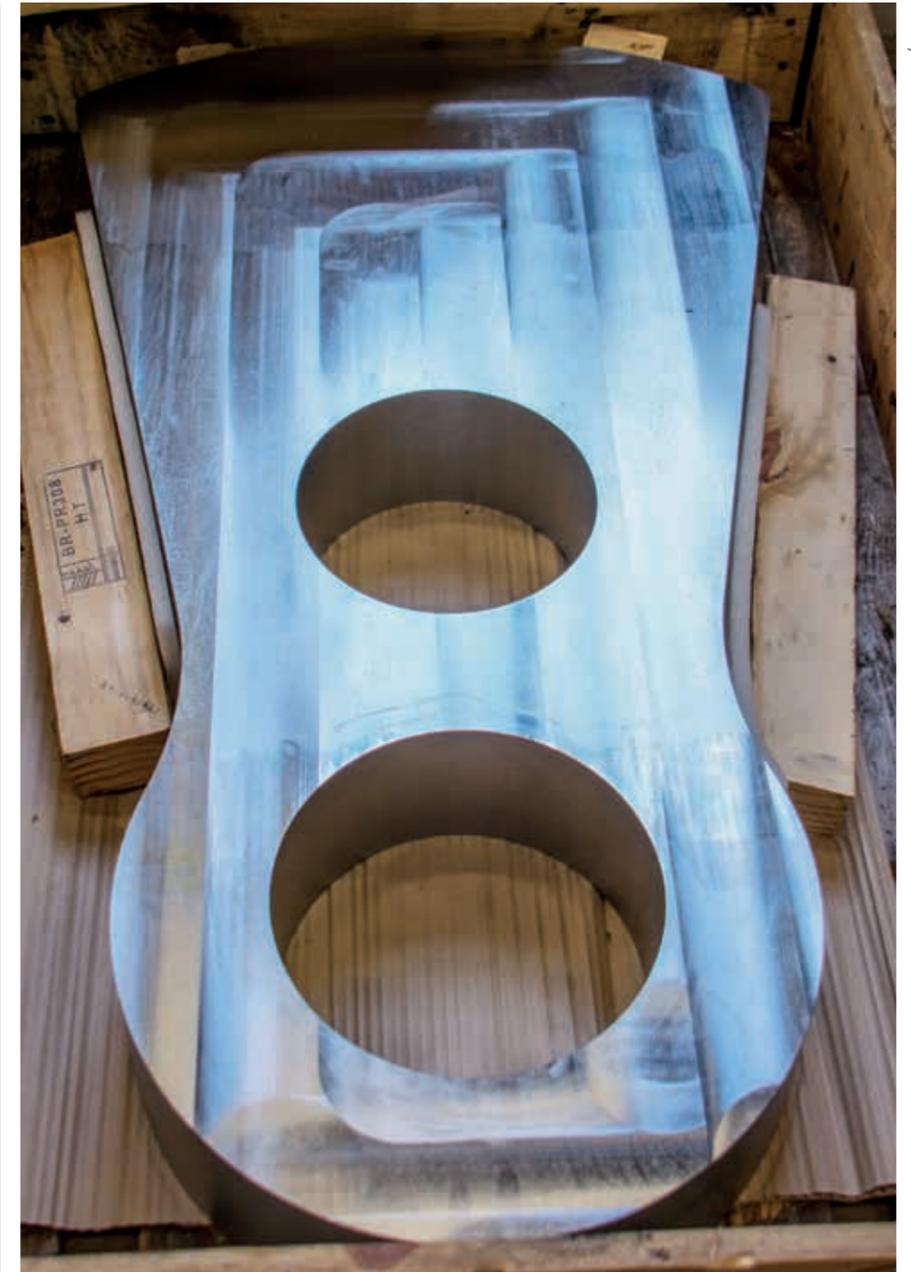


Hornblock liners ready for fitting.

All photos David Elliott

Wheelsets

The programme has been affected by late deliveries of axles and axle materials from South Africa - the crank axle stubs and crank pin were promised for the first week in July and became available at the end of July, the remainder of the axles were expected in first week in August. The pony truck and Cartazzi axles arrived near the end of September and at the time of writing the three plain coupled wheelslet axles are still awaited. The UK agents Railway Wheelset and Brake Ltd organised air freighting of the plain axles to reduce the six weeks taken by the normal sea freight. The plain axles have been machined by the South African supplier, however they require additional work which the manufacturers do not have the equipment to do, including rolling of stress relief grooves in all the inside bearing axles and machining keyways in the coupled wheel axles. This work has been contracted to Unilathe at Stoke-on-Trent which has also machined the crank axle webs from the forgings made by Somers Forge in the West Midlands. Unilathe has also partially machined the crank axle stubs ready for South Devon Railway Engineering to assemble the crank axle.



Right: Crank axle web.

Below: Cartazzi and pony axles at Darlington.



David Elliott

Mandy Grant

Help Britain's most powerful steam locomotive to build a head of steam

Join The Boiler Club today and help us to complete No. 2007 Prince of Wales in record time!



The boiler is the beating heart of a steam locomotive and to keep the construction of No. 2007 Prince of Wales on schedule for completion in 2021, we need to place the order for the boiler this year for delivery in 2018. We have established The Boiler Club to fund the construction of Prince of Wales's boiler. It is our desire to leave No. 2007 Prince of Wales debt free upon completion and therefore our aim is to raise at least £600,000 for The Boiler Club from 300 supporters each donating £2,000 to the project (in up to 40 payments of £50 by standing order) – we are already over a third of the way there.

- Special benefits for members of The Boiler Club:
- Opportunity to buy ticket (seat already reserved) on one of No. 2007's first main line trips
 - Reasonable access to No. 2007 at all times
 - Opportunity to buy exclusive Boiler Club badge
 - Opportunity to join one of the teams building No. 2007
 - First choice of other components to sponsor
 - Special limited edition version (signed/numbered) of the first official painting of No. 2007 Prince of Wales with No. 60163 Tornado
 - Special Boiler Club day with Tornado

Together we can build this remarkable locomotive - join The Boiler Club today!



118A boiler with Melesco type superheater header as used on Tornado

- No. 2007's boiler in detail**
- Use of diagram 118A Tornado boiler with detailed modifications to improve overhaul life
 - Interchangeable with Tornado boiler
 - Tornado boiler is 17in shorter than P2 boiler – No. 2007's smoke box will be extended within the cladding
 - 250psi of No. 60163's boiler will be retained to improve economy and increase maximum power



2007 PRINCE OF WALES
 Building Britain's Most Powerful Steam Locomotive

For further information please visit www.p2steam.com email enquiries@p2steam.com call 01325 460163 or write to The Boiler Club, P2 Construction Fund, Darlington Locomotive Works, FREEPOST RTJS-XECR-XARL, The A1 Steam Locomotive Trust, Hoptown Lane, Darlington DL3 6RQ

Cab

Having ascertained that the cab is in gauge (with a few millimetres to spare), Ian and Mick have completed riveting the cab together and forming and fitting the beading along the rear edges of the cab sides. The cab has been reinstated on the frames and the cab floor brake equipment cubicle (as first employed on Tornado) installed. Steve Wood is machining and making up the runners for the side windows.

David Elliott



The cab, fully riveted.



Above: Ian Matthews forms a rivet head.



The fully assembled 'front end'.

Mandy Grant



Ian sets up a footplate closure panel behind the cylinders.

Smokebox

Further work has been done to complete the final shape of the door hinges. Ian Matthews has fitted the smoke lifting plates with the smokebox on the frames and made up the closure panels which fit between the door frame and the smoke lifting plates. The chimney has been machined and installed in the smokebox. The whistle has been completed (apart from tuning) by M Machine in Darlington and trial fitted to the front of the smokebox. The whistle has been made with movable stops for each of the three chambers and a temporary top with adjuster screws. When a suitable opportunity arises, we will use the chime whistle pad on Tornado to tune the whistle to the pre-war tone of C, F and A flat on 250 psi steam.

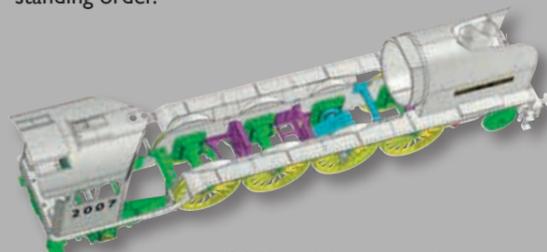
“We want eight and we won’t wait - let’s make a Mikado!”

Help us to wheel new Gresley class P2 2-8-2 No. 2007 Prince of Wales by spring 2017

Following the success of The Founders Club (to get the project to the point of cutting the frames) and The Boiler Club (to fund the construction of the boiler) we have decided to establish The Mikado Club to fund the wheeling of No. 2007 *Prince of Wales*.

We set an initial target for The Founders Club of at least £100,000 from 100 ‘Founders’ but due to the overwhelming generosity of our supporters we actually raised £450,000 from 360 donors. Our aim for The Boiler Club is to raise at least £600,000 from 300 supporters each donating £2,000 in up to 40 payments of £50 and we are already over one-third of the way there.

If we are to remain on schedule to complete No. 2007 *Prince of Wales* in 2021 we need to wheel the engine by spring 2017. We have therefore set ourselves the challenge of raising £200,000 through The Mikado Club from 160 supporters each donating £1,000 (plus Gift Aid) to the project in up to eight payments of £125 by standing order.



CAD model showing where we expect to be when this appeal is successful.



Special benefits for members of The Mikado Club

- Reserved seat on one of No. 2007’s first main line trips
- Reasonable access to No. 2007 at all times
- Opportunity to buy exclusive Mikado Club badge
- Opportunity to join one of the teams building No. 2007
- First choice of other components to sponsor
- Special Mikado Club day with *Tornado*
- Special limited edition version (signed/numbered) of Stephen Bainbridge’s new painting of No. 2007 *Prince of Wales* at Darlington station



Join The Mikado Club today!

Thank you for your valued support.

Together we can build this remarkable locomotive!



2007 PRINCE OF WALES
 A Gresley class P2 2-8-2 steam locomotive

For further information please visit www.p2steam.com email enquiries@p2steam.com call 01325 460163 or write to The Mikado Club, P2 Construction Fund, Darlington Locomotive Works, FREEPOST RTJS-XECR-XARL, The A1 Steam Locomotive Trust, Hoptown Lane, Darlington DL3 6RQ

Boiler fittings

It has always been our intention for *Prince of Wales* to make boiler fittings throughout the build programme and a start was made last year with combined injector control valves. The reasoning behind this was to avoid the last minute rush that we experienced with *Tornado*’s boiler fittings, and also to provide us with spares for *Tornado* as both locomotives use the same types of fittings. The first of the injector control valves (Driver’s side) is now finished which is just as well as we currently have a possible problem with the one on *Tornado*.

In the mean time during a conversation with David Harriman, the owner of South Lincs Foundry which cast most of *Tornado*’s boiler fittings, he mentioned that, thanks to Brexit, business was quiet and did the Trust want any castings made in the near future? When it was pointed out that our ability to order these items was limited by the Trust’s cash resources he made an offer to do the casting work on beneficial payment terms. Needless to say this generous offer was accepted and orders placed for the castings for the steam stand, its valve castings and the blower valve. These have now been delivered.

The superheater header has also been ordered, modifying the *Tornado* pattern to allow for the two anti-vacuum valves on the P2 header (3D model). These pattern modifications are reversible such that in the future, castings for either loco can be produced.



Above: Castings for the steam stand and fittings and the chime whistle.



CAD of the superheater header.



The injector body casting.

FUNDRAISING FOR No. 2007 PRINCE OF WALES by Mark Allatt

Pledges towards building No. 2007 *Prince of Wales* have passed £2m just 2½ years after project’s launch. Public interest in seeing a new Gresley class P2 become a reality sooner rather than later remains high and 750 people have already signed up to the ‘P2 for the price of a pint of beer per week’ (£10 per month or more) covenant scheme since its launch two years ago.

In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (110 people have pledged £2,000 each - target of 300 people), Dedicated Donations (almost £170,000 from existing supporters sponsoring a variety of components) and the The Mikado Club (now 105 members). In addition sponsorship of the locomotive’s distinctive front-end by The Gresley Society Trust has meant that the project has already received donations and pledges of over £2m (including gift Aid) of the £5m needed over the planned seven year build.

We are delighted with the level of support that the project to build Britain’s most powerful steam locomotive has received since its launch. Donations received to date

have been converted into over one third of the new locomotive now being in existence by weight.

We are hopeful that we will have completed the rolling chassis for No. 2007 *Prince of Wales* by spring 2017 – see our wheeling appeal on page 32 - and we remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to continue to raise in excess of £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes.

We would encourage all of our supporters who haven’t yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly covenantor, joining The Boiler Club, taking out a Dedicated Donation or subscribing to The Mikado Club. It’s time to get on board!

This year will see further major announcements as the construction of new Gresley class P2 No. 2007 *Prince of Wales* gathers pace.

For more information on how you can help to build Britain’s most powerful steam locomotive visit www.p2steam.com, email enquiries@p2steam.com or call 01325 460163. 

Design

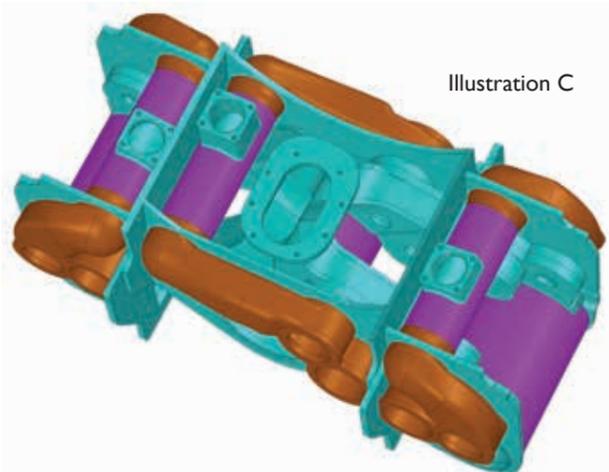
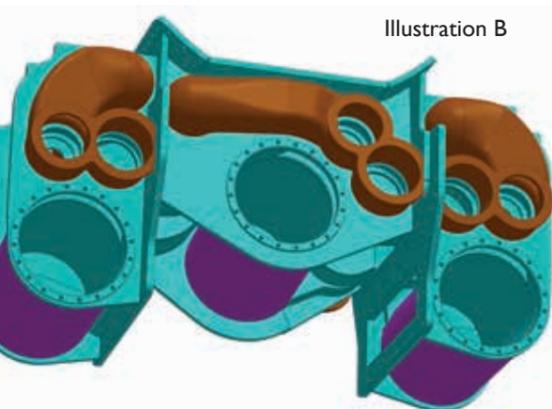
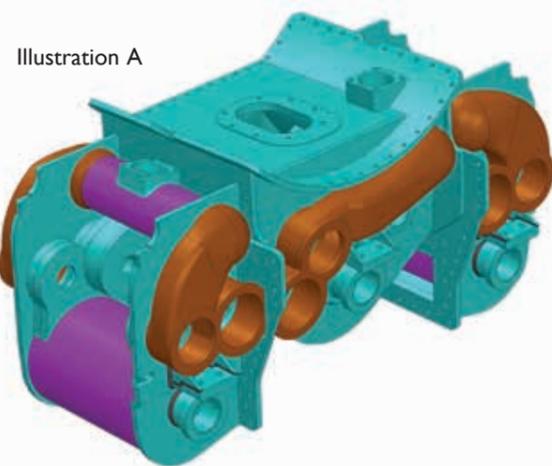
The design activity has continued to provide manufacturing drawings for the workshop as well as a major effort to bring the design of the one-piece cylinder block to a stage where we are able to approach possible manufacturers. Our original idea was to make the block as a welded steel fabrication (a common practice in Germany and the United States in the final days of steam), however our sponsor, and Principal Sponsor for *Tornado*, William Cook Cast Products, has expressed an interest in looking into the possibility of producing it as a steel casting. A meeting is scheduled to take place shortly to progress this proposal.

The cylinder block has been extensively re-designed to overcome some of the known problems with No. 2001 *Cock o' the North*, principally around separation of steam and exhaust passages within the cylinder block to reduce the tendency of the incoming live steam to transfer a significant amount of heat to the outgoing exhaust steam and to minimise the clearance volume in the cylinders. The clearance volume is the space left in the steam ports and the end of the cylinder when the piston is at the end of its stroke, and which was considered excessive on the original P2 poppet valve design. Both these features reduce the efficiency of the cylinders and give rise to high coal and water consumption. We are also having to address the overall width of the cylinders to meet modern clearances with platforms, and which needs to be reduced by 2" to give us the widest route availability. This is being achieved mostly by using higher pressure steam (250 PSI compared with the original 220 PSI) which enables the cylinder diameter to be reduced from 21" to 19.75". The balance of 0.75" reduction in width is being achieved by using steel instead of cast iron for the cylinder block which permits the cylinder walls to be thinner. **tcc**

Key to CAD drawings:

- **Turquoise:** welded fabrications from plate and machined from flame cut blanks
- **Brown:** cast valve chests and steam passages
- **Magenta:** cylinders and steam chests from tube

Note: Illustrations 'A' and 'B' are of the complete block, illustration 'C' has the smokebox saddle removed to enable the exhaust passages to be seen. The model still requires welding details.



graphics - David Elliott

P2 DEDICATED DONATIONS UPDATE by Mandy Grant

July to October has seen a steady increase in component sponsorship, with 17 individual components sponsored, raising over £2000.00 before gift aid. We are most grateful to all of our supporters who have responded to the Dedicated Donations campaign!

Since its launch in 2014, 253 individual components have been sponsored as part of the Dedicated Donations Scheme,

this is in addition to many of the smokebox components which have been sponsored directly by The Gresley Society Trust.

If you would like to sponsor a component on No. 2007 *Prince of Wales*, or you know of a company who may be interested in sponsoring an item, please contact us at dedicated.donations@p2steam.com **tcc**

Covenantors' Diary by Gemma Braithwaite



The 2016 Annual Convention was a huge success and I would just like to take this opportunity to thank all of you who attended – from the feedback I have received, I am glad you all had an enjoyable day. There were over 240 attendees at the presentations throughout the day and over 100 for the Annual Dinner. With that in mind, I have booked the 2017 Convention and I hope this will be just as popular as 2016's!

The monthly open days at Darlington Locomotive Works are always successful and I would like to take this opportunity to thank Charles Tremeer and all the guides who make these possible. Moving forward into 2017, we will be introducing speakers every quarter throughout the year. Currently, we anticipate David Elliott delivering an informed presentation in March, June and September. Remember, our open days at Darlington Locomotive Works are the third Saturday in every month 11:00hrs – 16:00hrs.

I have also organised the P2 Roadshows for 2017. **tcc**

P2 BACK ON THE ROAD by Gemma Braithwaite

In 2017, The P2 Steam Locomotive Company will be travelling across the country to the following roadshow destinations.

- **14th January 2017** – The London Transport Museum
- **18th February 2017** – The Great Northern Hotel – Peterborough
- **18th March 2017** – Doncaster Museum & Art Gallery
- **22nd April 2017** – York Railway Institute
- **13th May 2017** – Darlington Locomotive Works
- **17th June 2017** – Newcastle Mining Institute
- **1st July 2017** – Edinburgh: Jury's Inn
- **14th October 2017** – Dundee: Heritage Trust Discovery Point
- **25th November 2017** – Aberdeen: Jury's Inn

On the day, key members of the team behind the project, will present the background to the project, the history of the class since lost to time, the plan to build the improved Gresley class P2 No. 2007 *Prince of Wales* and how members of the public can help pledge their support. The presentation is open to existing supporters as well as those who have an interest in the public. We would encourage our supporters to attend at least one of these Roadshows and bring along friends and family who may be interested in helping us build Britain's most powerful steam locomotive.

There is no admission fee (although donations are most welcome) and presentations will commence at 11am.

TORNADO TOUR DIARY - CHRISTMAS 2016 TO SPRING 2017

Below are the future operations *Tornado* is confirmed to be involved in. More details will be published on www.a1steam.com as trains are finalised. Contact details for tour companies are below.

2016

- **Thursday 1st December** – 'The Bath Spa Christmas Express' – London Victoria to Bath and Bristol – AISLT promoted tour, bookings through UK Railtours
- **Wednesday 7th December** – 'Belmond British Pullman' – The Golden Age of Travel (Surrey Hills)
- **Monday 12th December** – 'The Christmas Canterbury Tale' – London Victoria to Canterbury – AISLT promoted tour – bookings through UK Railtours
- **Saturday 17th December** – 'Belmond British Pullman' – The Golden Age of Travel (Surrey Hills)

Spring 2017

- **Saturday 4th February** – 'Belmond British Pullman' – The Golden Age of Travel (Surrey Hills)
- **Saturday 11th February** – 'The Red Rose' – London Victoria to Cosford, Telford Central and Shrewsbury - AISLT promoted tour – bookings through UK Railtours
- **Wednesday 1st March** – 'The Saint David' – London Paddington to Cardiff - AISLT promoted tour – bookings through UK Railtours
- **Friday 31st March** – 'Belmond British Pullman' – The Golden Age of Travel (Surrey Hills)
- **Saturday 29th April** – 'The North Briton' – Leicester to Carlisle – AISLT promoted tour – bookings through UK Railtours
- **Monday 1st May** – 'The Heart of Midlothian' – Peterborough to Edinburgh – AISLT promoted tour – bookings through UK Railtours
- **Saturday 6th May** – 'The Talisman' – London King's Cross to Darlington – AISLT promoted tour – bookings through UK Railtours
- **Monday 29th May** – 'The Cornishman' – London Paddington to Penzance - AISLT promoted tour – bookings through UK Railtours

Belmond British Pullman - Tel: 020 3117 1300 Web: www.belmond.com/british-pullman-train
UK Railtours - Tel: 01438 715050 Web: www.ukrailtours.com

P2 PROFILE – No. 2002 EARL MARISCHAL by Andy Hardy



No. 2002, now sporting smoke deflectors, with a heavy passenger train at Montrose.

In November 1933 an order was placed for a further five P2 class locomotives, however soon after it was decided to only proceed with one locomotive. The new locomotive followed in numerical sequence from *Cock o' the North* and gained the number 2002 and also the Doncaster works number 1796. The first diagram for the engine had been issued in October of that year showing piston valves and a single chimney, something Gresley soon changed to a double chimney like sister engine No. 2001. As construction progressed the drawing office issued an instruction for the nameplate to be cast as 'The Earl Marischal' although an amendment was soon issued by the drawing office to produce the nameplates as 'Earl Marischal'.

Although substantially similar to *Cock o' the North*, *Earl Marischal* differed in detail to ostensibly allow for comparison between the two locomotives. From the outset No. 2002 was equipped with piston valves operated by Walschaerts/Gresley valve gear and two injectors. The tender also differed from No. 2001 by using a standard LNER non-corridor high sided riveted tender running on disc wheels. The locomotive was completed and entered traffic on the 6th October 1934 and assigned to Doncaster shed. Running in trials were undertaken before entry into regular service on Doncaster to King's Cross trains. At this point the locomotive was fitted with 5 7/8" diameter blastpipe tops and No. 3 taper blocks. During the early runs the engine struggled to maintain full working boiler pressure, with sharp drops in pressure when running, only returning to higher pressure at station stops. The blast pipe diameter was soon changed to 5 3/4" in January 1935 and the results achieved in operation proved satisfactory.

With piston valves the locomotive demonstrated very different characteristics to the poppet valve equipped *Cock o' the North*. No. 2002 soon gave problems with smoke clearance and the locomotive returned to Doncaster from the 15th March until the 17th April 1935 to be fitted with two somewhat ungainly smoke deflectors. These were placed over the outside of the casing next to the smokebox fitted 17" from the base and 6" at the top. The original front of the casing had its leading edge cut back 12" and the beading discarded. Although of unconventional appearance the deflector plates worked and solved the issues of drifting smoke.

Whilst working trains to London No. 2002 had a minor mishap at King's Cross shed on the 29th December 1934 with the pony truck wheels becoming derailed. Examination at the scene could not find anything wrong with both the locomotive or the track and the engine was returned to Doncaster on the 2nd January 1935

hauling the No. 2 braked goods from King's Cross. At Doncaster the locomotive was pushed round a tight curve (used for testing the P2 and A3 class locomotives before entering traffic) to see if it would derail again. The P2 did not derail but the shunting engine pushing No. 2002 came to grief, derailing itself. However someone noticed a slight movement in the wheel as it turned and on further examination it



As rebuilt by Thompson and re-numbered by BR, No. 60502 heads a fast freight.

Ian MacCabe Collection



Above: In original condition, No. 2002 is serviced at King's Cross.



Above: With the A4 front, No. 2002 lifts a heavy fast fish and milk service from Aberdeen.



Earl Marischal's official works' portrait.

was discovered the axle was slightly bent. This was repaired and a modification made to the swing link to allow greater movement, a modification later applied to No. 2001 and the remaining four locomotives during construction. The engine soon returned to regular duty and performed well before being transferred to Haymarket shed in Edinburgh on 9th June 1935 where it remained for thirteen days before being transferred onwards to Dundee shed.

In October 1936 the next batch of four P2 locomotives had been completed and *Earl Marischal* entered Doncaster works for overhaul. The latest batch of P2 engines had been built with a full

streamlined front end similar to the A4 class locomotives. Whilst undergoing overhaul No. 2002 was rebuilt to match the new locomotives with fully streamlined front end. The locomotive returned to traffic and was sent back to Scotland to continue its duties on the Edinburgh to Aberdeen main line. *Earl Marischal* was withdrawn from traffic and rebuilt as a Pacific locomotive in June 1944 having completed 360,907 miles as a 2-8-2 type locomotive.

Entering traffic as a Pacific No. 2002 returned to Aberdeen Ferryhill shed. In May 1946 the engine was renumbered 502 and then further re-numbered 60502 in June 1948. The locomotive was transferred

to Edinburgh Haymarket September 1949 followed by another transfer to York two months later. Like the rest of the A2/2 class No. 60502 was plagued by troubles and frequently visited the works at Cowlairs, Inverurie and Doncaster for repairs. On the 26th June 1961 *Earl Marischal* entered Doncaster works for the final time. The locomotive had run 673,947 miles as a Pacific giving a total of 1,034,854 miles during the whole life of the locomotive. This was the highest mileage of any of the class and the only one to exceed one million miles. No. 60502 was the final member of the class to be cut up, going under the cutters torch on 3rd July 1961.

TCC

Attention all Mikado Club Members!

P2 Mikado Club Exclusive Badges Are Now Available To Purchase

To purchase your badge please send a cheque for £5 made payable to 'The P2 Steam Locomotive Company' and send to The A1 Steam Locomotive Trust, Darlington Locomotive Works, Hopetown Lane, Darlington DL3 6RQ.



PROFILE – HUW PARKER by Graham Langer

Huw is a serving Lieutenant Colonel with the Corps of Royal Engineers, which he joined directly from school through RMA Sandhurst in 1980 and was commissioned in 1981. He has held a variety of military appointments and seen tours of duty ranging from the Falkland Islands, Germany, Canada, Northern Ireland, the Balkans and the Middle East. Latterly, he has been based at the Defence Equipment and Support organisation in Bristol where he has primarily been responsible for Deployable Infrastructure, Protected Mobility and Logistic Vehicles.

Only just old enough to remember steam on the main line, he has been told that watching trains from his pushchair gave his mother some respite from an energetic two year old! Born and brought up in Formby, he has memories of watching steam locomotives for hours (probably Jinties!) shunting the coal yard at Freshfield Station on the Liverpool-Southport line and having to be prised away from the chain link fence when it was time to go home! He was only five when he joined his father and uncle following No. 70013 *Oliver Cromwell* through to Southport and out over the Moss towards Wigan on one of the last days of steam specials.

Huw began his involvement within the Railway Preservation scene at Steampoint Southport as the embryonic railway centre began to develop the ex-Southport MPD (27C) into a local transport museum. H&S rules were much more relaxed in those early years and he began as a very junior member at the age of 11. He remembers travelling to and from Southport by train and after a full day cleaning and emptying the locomotive shed of accumulated dirt and rubble, his mother continually hoped he didn't meet anyone they knew on the way home! Along with members of the Liverpool Locomotive Preservation Group, he became involved with the restoration of ex-LMS Jinty 0-6-0T, No. 7298 after owner Derek Foster asked if he wanted a "little job". This grew into a firm friendship and with several others and Huw was drawn into supporting the operation of No. 7298 at many preservation sites across the UK, as well as being heavily involved in the original restoration and subsequent operation of No. 76079 and S160 no. 5197. He took part in the Rocket 150 Rainhill Cavalcade celebrations, where No. 7298



Mandy Grant

Huw (on the right) in his element, with Steve Hanczar, Bob Hart and Tony Jones after running 'The Border Reivers' on 27th June 2015.

became the yard shunter. En route to Dinting, Huw remembers his first time on the footplate on the mainline on Miles Platting Bank with No. 35027 *Clan Line* and No. 925 *Cheltenham* in tow and a water stop at Manchester Victoria – shades of things to come!

He moved to the Llangollen Railway in North Wales when the Jinty visited there in 1981 and after a spell at the East Lancashire Railway with both No. 7298 and No. 76079, Llangollen became his home railway. After many years helping to look after No. 7298, Huw eventually bought it from Derek in 1998 and operated the locomotive with support from the Llangollen until it was recently sold. At Llangollen, Huw saw the railway grow from a ¾ mile out and back operation to the 10 mile steam operation of today and has been involved in many of the extension projects on the way.

Huw first became involved with *Tornado* when the AI visited Llangollen for the very successful *Betton Grange* 'Steam, Steel and Stars III Gala' in 2012 and he was the rostered driver for several turns during the locomotive's visit. *Tornado* opened the first section of the extension to Corwen, which Huw and a small group of individuals had planned and built in the previous 12 months. Although not driving the first train, he enjoyed the experience so much that he took an offer from John Wilkinson to join them for a run on the Main line. This first run was a London to Shrewsbury trip, through the Severn Tunnel, over the Welsh Marches and included a footplate trip from Ludlow to

Shrewsbury which Huw remembers well as the rain was lashing down during the Ludlow stop where he got soaked pulling coal down to assist the fireman!

Since those first turns as a support crew member, Huw is now responsible for managing the database of AISLT support crew volunteers. Once the operational commitments are known, he asks for availability and organises the allocation of individuals to specific duties to ensure *Tornado* is always turned out to the standard we now expect. This would be a straightforward task if only the commitments could be fixed! However the nature of working steam on the main line is such that changes and short notice jobs frequently occur and Huw will then contact volunteers and seek to arrange cover – occasionally with less than 24 hours notice! He is one of our Responsible Officers, or ROs, who take charge of the support crew to ensure the locomotive is fully prepared and manages all aspects of support during a trip, liaising with the Steam Traction Inspector and footplate crews. Other responsibilities include fully briefing the team, ensuring all the required paperwork is in order and communicating locations and times for the resupply of coal and water throughout the day. As well as the locomotive, Huw is the first to acknowledge, supporting *Tornado* is very much a team effort; our DB Cargo Footplate Crews, Support Crew, Merchandising Team and even the chef are key to ensuring that any trip is a success. **TCC**

FROM THE ARCHIVES by Graham Langer



AISLT

The sight that greeted covenantors at Darlington in 2006.

● **Autumn 1996** – All three cylinders were sent to Ufone Engineering for machining, with the middle cylinder being worked on first. All three were due to be returned to the Trust by early 1997 for fitting to the frames. The locomotive's six 6'8" driving wheels arrived at Tyesley Locomotive Works from Lloyds of Burton-upon-Trent to await machining and assembly.

● **Autumn 2001** – Gerard Hill took over from Phil Champion as editor of *Top Link*, the AISLT house journal that replaced *The Pioneer* that year. It was known that the inside-cylinder casting 'grew' in the casting process. Concessions were granted to enable Ufone to machine the cylinder and to ensure the bore was the correct length and the valve chest ports were positioned accurately. In other news it became clear that Railtrack's new height restrictions would mean lowering the boiler fittings and cab.

● **Autumn 2006** – The basic frame structure for the tender was nearing completion at Ian Howitt's works at Crofton with the fitting of the front and back drag boxes. Because the Trust was unable to source disc wheels at a

realistic price it was decided to use spoked wheels – at least three AIs ran with them. By the autumn a dimensional survey indicated that the frame was correct within tolerance in length, distance between frame plates and squareness. Work on finalising the tank drawings was completed and a revised layout was schemed for the brake actuating gear to facilitate conversion to air brakes from the original steam operation. The redesigned brake cross shaft and hand brake arrangement were detailed and the associated stress calculations made.

● **Autumn 2011** – Roaring back into traffic *Tornado* had completed a trip over the newly illuminated Royal Border Bridge, started a tour from Scotland for the first time, visited the East Lancashire Railway and hauled an Armistice Day special as well as what you might call more 'routine' work. Following her spell in the workshop at the beginning of this year, *Tornado* had been run in on the North Yorkshire Moors Railway and had started a new season on the mainline, which included a month working the 'Torbay Express', numerous 'Cathedrals Expresses' and culminated in an epic run from Crewe to Glasgow and back over both Shap and Beattock banks. **TCC**

The A1 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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* All information correct at the time of going to press mid-November 2016. For up-to-date information and dates please check the website www.a1steam.com.

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● e-mail: enquiries@a1steam.com ● website: www.a1steam.com ● tel: 01325 460163

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: 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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