



THE COMMUNICATION CORD

60163 TORNADO

New Steam for the Main Line

No. 23 Summer 2011

Alan Weaver



Resplendent in her new Brunswick Green livery, A1 60163 *Tornado* crosses the River Ouse at York en-route to Scarborough with a test train. 18th May 2011.

BACK INTO TRAFFIC

By David Elliott and Graeme Bunker

Thanks to a fantastic effort by our volunteers and contractors, the locomotive was fully re-assembled, inspected and given an Engineering Acceptance (EA) certificate in time for the light engine test runs to Scarborough on 18th May – a date set in the project plan once the boiler had arrived back at York on 8th April.

A key element of this achievement has been the part played by Chris Walker since he was “volunteered” for the role of project planner and supervisor at York from February onwards. Chris’s capture of the individual jobs to be done and mobilisation of our volunteer labour force to work alongside our contractors went a

long way to ensuring that the components removed from the locomotive when the boiler was lifted were in a fit state to go back on directly. We hope that Chris is up for a similar role in future major engineering jobs.

The schedule did not allow time for the engine to be moved back to the paint shop for the final painting, so Ian Matthews aided by volunteers had to fit painting round the engineering work in the NRM, along with his other contracts which included painting *Flying Scotsman*’s tender in wartime black and the superb Garter Blue paint job done on the A4 *Dominion of New Zealand* (formerly known as *Bittern*).

Overall the engine went back together fairly easily, although the ash pan proved to be difficult as following from the foundation ring repair, the lugs which attach the ashpan to the firebox did not line up perfectly so some subtle adjustment was necessary. Also the modified damper door arrangement which operated freely when fitted off the boiler, was now very stiff. Use of an angle grinder and welder freed up the door.

A further problem arose when the boiler was lowered into the final position. When the ash pan was removed in January the exhaust steam injector sensing pipe which takes steam from the RH main steam pipe

From the chair by Mark Allatt



As you will read elsewhere in this issue of *TCC*, *Tornado* is now back in traffic on the Network Rail main line and has several successful tours under

her belt, albeit a little later than planned due to not working with Train Operating Company West Coast Railways.

We regret that it was not been possible to reach an acceptable working arrangement with West Coast Railways in spite of many attempts over the past three years. *Tornado* will continue to be operated on the Network Rail main line by DB Schenker, which has worked successfully with the Trust since the locomotive's completion in 2008.

Unfortunately, this late change has resulted in a significant re-working of *Tornado's* tours diary. As a consequence of not working with West Coast Railways, *Tornado* did not haul 'The Cathedrals Express' on Thursday 26th May, Saturday 4th June and Saturday 11th June promoted by Steam Dreams. Although *Tornado* was ready for traffic for 26th May, her first main line train in her new Brunswick Green livery was 'The Canterbury Tornado' on Saturday 18th June from Poole (*Tornado* from Willesden) to Canterbury and return promoted by Pathfinder – see 'Tornado on Tour' for details.

As stated in my letter that accompanied the last issue of *TCC*, all maintenance and repair work on *Tornado*, including the re-boring of the cylinder liners, has been carried out in accordance with the Trust's Quality Management System. This is the same system that was used to support the construction of the locomotive and has previously been subject to Notified Body audit, as part of the certification of the locomotive, leading to authorisation as a 'new locomotive' under the European Railways Interoperability Directive by the Office of Rail Regulation (ORR). I thought that you might be interested to

see a letter recently received from Mike Holmes, Principal Engineer, Rail Vehicles at the ORR, in which he states, "I consider that *Tornado* is complying with your maintenance plan and policy. The repairs and modifications have been completed to the relevant standards and appropriate quality control has been applied."

As you know, we are seeking additional main line work for promoters who use DB Schenker and heritage railway visits. We have therefore been delighted to visit our friends at the North Yorkshire Moors Railway, Didcot Railway Centre and the West Somerset Railway and to have started our programme of 'Torbay Expresses' a week early. For the latest news on *Tornado's* 2011 programme please keep an eye on www.a1steam.com.

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

And finally, thank you all for your support during this difficult time. Your kind letters and emails have certainly helped to keep the team motivated. I hope to see as many of you as possible out on our trains over the next few months. **TCC**



New editor for *The Communication Cord*

I'm delighted that Peter Shakespeare has volunteered to take editorship of *TCC* from the next issue. Peter is a career journalist, editor and publisher, currently working in the freight transport and logistics industry, Peter has had a lifelong passion for all things steam and has been an AISLT covenantor since 1999. Working mainline with 73096, 34016, 35005, 70000, 60019 and now with *Tornado*, he is an experienced support crew member and Mid Hants Railway fireman. Good luck Peter!



to the injector to tell it when to change over to exhaust steam mode was scored where it had come into contact with the ashpan. A repair was made to the pipe and the pipe slightly re-routed, however when the jacks under the boiler were removed, the firebox was slightly high on one side, the ashpan resting on the connector that had been used to repair the pipe. The drastic step was taken to cut out the entire length of sensing pipe under the ashpan, and thanks to the prompt attendance of our plumber/coppersmith, Tom Snowball, an new section of pipe installed following a different route. Great Northern Steam of Darlington assisted by rapidly making the extra LNER pattern pipe unions that were needed. With this impediment out of the way, the boiler and firebox sat correctly on their supports.

It is well known that the steam locomotive is a corrosive environment and although ours is quite new, almost all the bolts and nuts removed from the ashpan and smokebox areas required replacement – in the end around £1,200 of new bolts, nuts and washers were required.

On the 14th April, a mere six days after the boiler had been craned onto the frames, the engine was moved outside, the boiler filled and the fire lit for the un-lagged steam test. This was successfully completed the following day under the watchful eyes of the VAB boiler inspector John Glaze and the insurance company boiler inspector Alan Ratcliffe. Once the boiler had cooled down (a chance for the team to take weekend off), it was drained and the engine was back into the NRM workshop. This was followed by an intensive period of work to put everything else back on including renewing all the lagging and completing the annual C exam.

On the 9th May with some of the paint still tacky, the engine and tender were re-united and slowly propelled onto the turntable in the Great Hall of the NRM in front of a sizeable audience of Covenantors and supporters to be seen in the BR Brunswick Green livery for the first time. After this event the locomotive was drawn out into the car park to be on display and to enable work to be completed. On 12th May the fire was lit and over the following weekend the engine remained on display in light steam whilst various systems including blower, injectors, air pumps, turbo-generator and whistles were tested. It had been intended that the locomotive would be returned to the workshop once the fire was out to enable the weighing and final inspection and checks on the work done. In the event this did not happen due to congestion in the Yard (*Dominion of New Zealand* complete with two tenders and support coach plus *Duke of Gloucester* with

support coach were in residence).

One consequence of this was that the weighing (spring setting) had to be carried out in the preparation bay. Shortly before the appointed date for this work the North Yorkshire Moors Railway (NYMR) electronic load cell weighing equipment developed a fault which would take at least a week to repair, and no-one else with suitable gear could do the work in the required timescale, so the decision was made with the agreement of the VAB to use an alternative method which involves lifting each wheel in turn with a small 20 ton hydraulic jack fitted with a calibrated pressure gauge. As the weight of the locomotive and tender is already known to a reasonable degree of accuracy, it is possible with the aid of a spread sheet to get a reasonable assessment of the weight on each wheel. However this



Geoff Griffiths

AI 60163 Tornado storms out of Parsons Tunnel, Teignmouth, with 'The Torbay Express.'

Our stay at Didcot allowed a chance to get the locomotive back to a very clean finish after all its work at the NYMR and on its main line test. The support coach was also given a thorough clean. The Great Western Society at Didcot made us very welcome and after we had undertaken the special Covenantors Event which was attended by many people we also undertook a boiler washout. All was satisfactory and on Friday 17th June the locomotive passed its FTR and was now ready to return to main line revenue earning trains.

On June 18th it was very much a case of being back in the old routine, as we headed off to London to meet our Pathfinder excursion to Canterbury. On the way we passed our friends with *Oliver Cromwell* heading to Somerset, lots of whistling ensued! After taking the place of the Class 67 at the head of the train we set off through the suburbs on a very easy schedule, an hour allowed for some 17 miles, before *Tornado* was able to open out and work the train up to 75mph for a dash through the Kent countryside. At Canterbury we were indebted to Network Rail's Andy Wilson who assisted with the shunting moves. The servicing done in quick time, there was even a chance for the support crew to take in one or two of the attractive sights that Canterbury has to offer.

Our return run via Dover the very steep climb of Martin Mill didn't trouble the loco at all, and led to an arrival over ten minutes early at Dover. This called for an impromptu photo call before continuing on the line at the foot of the White Cliffs and

a very fast trip to our water stop at Paddock Wood. Again we arrived early and we were then off again to London to hand over to the diesel.

Our day ended by heading back to Didcot, passing *Oliver Cromwell* (again!) and then on the Sunday heading to the West Somerset Railway to begin a stay hauling trains. Nine days in traffic at the WSR, the longest preserved line in the UK, showed that *Tornado* still had the pulling power in more ways than one, with additional vehicles being added to trains to cope with demand. As always we were made very welcome and we look forward to our next visit in August.

The locomotive is now working the 'Torbay Express', Sunday's from Bristol to Kingswear. Given locomotive availability problems, *Tornado* stepped in to help out on 3rd July, a very symbolic day for an East Coast pacific - the anniversary of *Mallard's* record breaking run in 1938. A sparkling run out, with a great climb of Whiteball and cruise around the sea wall, led to an arrival in Kingswear some 30 minutes early. On the return an early arrival into Exeter was the result of an excellent run around the sea wall section, before a climb of Whiteball saw speed at the summit around 64mph before *Tornado* was restrained to around its maximum on the descent through Wellington.

The locomotive has continued to perform well since re-entering traffic and with trips on the ECML, WCML and across the country in the coming months is going to be delighting many passengers from all parts of the UK.



Jon McDonald

AI 60163 Tornado paid a successful return visit to the Didcot Railway Centre.



Geoff Griffiths

AI 60163 Tornado on her first rail tour of 2011, Pathfinder's 'The Canterbury Tornado.'

method requires the track on which the locomotive is standing to be very close to level and flat. Initial readings in the preparation bay were giving odd results, so the loco was move clear and the rails over the pit was found to vary in height by as much as $\frac{3}{4}$ " over the length of the loco. As we know the spring rates (tons per inch of deflection) for each of the springs, further corrections to the results were made to allow for the uneven track which showed that whilst the spring settings were not completely in tolerance, the engine would not exert damaging forces on the track at up to the maximum of 50MPH required for the light test runs. On this basis and following the hot examination of the locomotive on 17th May by both boiler inspectors and Eddie Draper from the Lloyds Register Rail VAB, an interim EA certificate was issued for the test runs to Scarborough on 18th May and the engine and coach move to Grosmont booked for Tuesday 24th May. As described below this was delayed until Thursday 26th May by operating problems.

Arrangements were made for the NYMR to weigh the locomotive at Grosmont with the now repaired equipment on arrival. This permitted the issue of a further interim EA certificate to allow operation on NYMR trains on Network Rail infrastructure from Grosmont to Battersby and for the successful loaded test run from Tyne Yard to Crewe via Carlisle on Wednesday 8th June. On 9th June a full EA certificate was issued valid until 23rd January 2012 (which coincides with various annual equipment inspections).



AI 60163 Tornado is unveiled in her new livery at the NRM, York, 9th May 2011.

Tony Streeter

Amongst the modifications fitted during the recent extended maintenance programme, the improved ashpan/damper arrangement has been found to be a success, with the damper handle no longer requiring superhuman strength to operate and the fire being much more controllable. The locomotive will now run hard without the fire door flap being sucked to the full-open position automatically; clinker formation is greatly reduced by the increased primary air keeping the ash below the fusion (clinker forming) temperature. Without having taken accurate measurements, the impression is that the locomotive is burning less coal and using less water than before, the former due to better combustion, the latter due to easier firebox control reducing the occurrence of blowing off, and both from the beneficial effect of new valve and piston rings reducing leakage inside the

cylinders.

The class 66 sanders are also successful, working whenever they are selected (until the sand boxes are empty). The inadvertent emptying of sandboxes has been reduced with the fitment of a flashing blue Sanders On light designed and made by Rob Morland and located in the driver's field of view to remind him that they are operating.

A number of other electrical modifications have been undertaken including provision of a strip of LED lights over the rear buffer beam to facilitate coupling and uncoupling in the dark, provision of extra conduits and cabling for the new GSMR radio system which will need to be fitted before the end of the year; the GPS tracker system which was fitted as an experiment last year has been made permanent and alterations have been made to the lighting between the frames to aid oiling up in the dark. **TCC**

40TH ANNIVERSARY TRAIN RE-RUN IN AID OF HELP FOR HEROES

Tornado and King Edward I to haul train celebrating steam's return to the main line in 1971

On 8th October 2011 60163 *Tornado* and 6024 *King Edward I* will haul a special train to celebrate the 40th anniversary of the return of steam traction to Britain's main line railway. A ban on steam was imposed by British Railways when it withdrew from service its last steam locomotives in 1968. This special anniversary train will retrace much of the route taken in October 1971 by GWR King class No. 6000 *King George V* and all of the profits will be donated to Help for Heroes, with all of the key parties involved pledging their services for free.

The 40th Anniversary train will run on Saturday 8th October from London Paddington (initially diesel hauled) to Hereford, picking up passengers en-route at Slough and Reading. At Hereford, the diesel locomotive will hand over to GWR King class 6024 *King Edward I* which will take the train on to Birmingham Snow Hill via Severn Tunnel Junction, Swindon, Oxford and Banbury. At Birmingham *Tornado* will take over and return the train to London Paddington.

Tickets will be priced at £75 standard class, £115 first class and £195 dining. Bookings are being handled by promoter

Steam Dreams and seats can be booked on-line at www.steamdreams.com, by telephone on 01483 209888 or by email at info@steamdreams.co.uk.

The proceeds from the sale of tickets will provide Help for Heroes with much needed funds for Britain's wounded and disabled armed forces personnel, helping them through the trauma of their ordeal, coping with their injuries and learning how to reintegrate into civilian society. To this end the key players are providing their services free of charge: the Trust is providing 60163 *Tornado* and Jeremy Hosking (with the 6024 Society) 6024 *King Edward I*; Network Rail has agreed to waive any track access fees while Bells & Two-Tones will be sponsoring the provision of water for the steam locomotives; operator DB Schenker will not charge for its role and Steam Dreams is providing the booking services. *Steam Railway* magazine

will be the official media partner and provide all of the on-train literature. More sponsors are being sought for other aspects of the train to ensure that the maximum amount from the ticket sales goes to Help for Heroes. **TCC**



TORNADO NEEDS YOU by Mark Allatt

The cost of *Tornado's* firebox repairs (especially when you add the dismantling and re-assembly) and winter maintenance, combined with the delay to the start to the 2011 season due to these repairs and the unexpected stoppages last summer means that our reserves are significantly depleted. Although the actual repairs and modifications to the firebox at DB Meiningen cost around £76,500, the total cost of *Tornado's* extended winter maintenance was just under £250,000, including repaint, transport, light engine moves, two test runs and a loaded test run, more than £160,000 in excess of budget which was set prior to the discovery of the foundation ring issues..

There are, however, many ways in which you can help to get the Trust back on an even financial keel. You could consider forgoing another pint of beer a month and increase your regular covenant (beer is now more than twice the £1.25 a pint it was in the North East when the project was launched in 1990), you could sponsor

either a component on *Tornado* (there are still plenty of bits available to sponsor at all prices), support a 'slice' of the support coach (although we have hit the halfway point we still have a long way to go), make a donation (all sums gratefully received) and/or take part in our new legacy giving scheme (although we hope that it will be some time before the Trust benefits from your estate).

The Trust is seeking to raise funds from as many sources as possible. Be it for a birthday or anniversary present, please remember *Tornado*. In addition to the schemes above (the dedicated donations and support coach 'slices' can be assigned to someone else) there is of course a huge range of *Tornado* merchandise available, including some in her new livery, all of which make ideal presents for boys and girls of all ages. As you will see we are now talking orders for the new Hornby models. Please either use the enclosed order form or shop on-line at www.a1steam.com. **TCC**

SUPPORT COACH UPDATE by Mark Allatt

Due to *Tornado's* extended winter maintenance and its associated cost, very little work been done on E21249 at Darlington Locomotive Works since the last edition of *TCC* was published. Mike Wood has been refurbishing the coach's sliding window ventilators and the two overhauled vacuum cylinders have arrived at DLW from Rampart in Derby.

The support coach used by *Tornado* since her main line debut, BCK 14007, is being returned to its owners as Thompson B1 61264 is now nearing the completion of its overhaul at Barrow Hill Roundhouse, Chesterfield.

As mentioned in *The Tornado Telegraph* No.20, due to the delay in completing the refurbishment of BCK E21249 at DLW and the need to return our temporary support coach to its owners, the Trust has hired BCK 21268 (built at Derby in 1962) from The Royal Scot and General Trust to plug the gap.

The AISLT Trustees are now reviewing the project plan for the refurbishment of E21249 at DLW and the Trust's projected cashflow to determine the future pace of the project.

Support coach fundraising

We are delighted that the 'Use Your Loaf'

campaign has reached the halfway mark thanks to generosity of the family of the late Mr GD Speight (see page 11). There is, however, still an awful lot of work to be done to complete the coach, and there are a number of ways that you can help.

Volunteers to help with the work are always welcome, but you need to be available at the works during normal working hours. Please email volunteer@a1steam.com for more information

Make a personal subscription to 'Use Your Loaf'

Introduce Friends & Family to 'Use Your Loaf' and more people hooked on *Tornado*.

Use Your Loaf: Following the success of our dedicated donation scheme for the construction of *Tornado*, "an A1 for the price of a pint" we've decided to raise the bread for the support coach in a different way: 'Use Your Loaf':

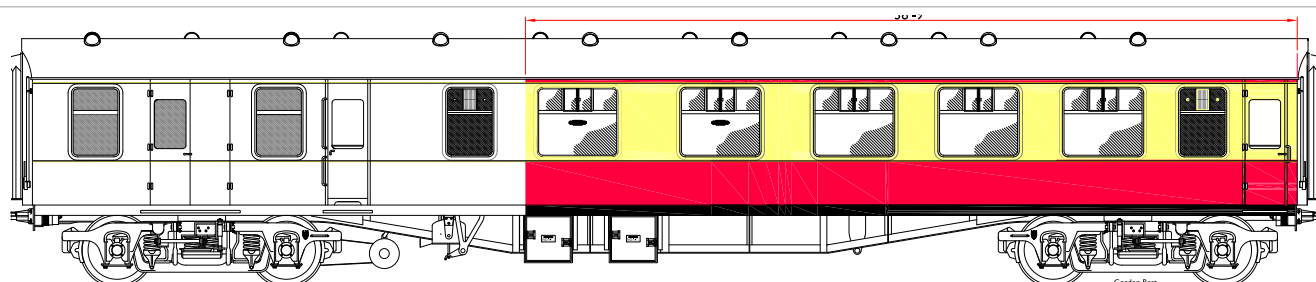
- **The coach is 63ft 6in in length – 762 inches – or 1524 'slices' at ½ inch each.**
- **Each 'slice' can be sponsored for £50; £100 for a 'doorstep'; £1,000 for 'half a loaf'; and £2,000 for a 'loaf';**
- **If all are sponsored, it would**

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

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

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

As of 6th July the 'Use Your Loaf' campaign has raised £46,450 which translates to 38ft 9in of the coach's length, an increase of £15,250 since the last *TCC* was published, as illustrated on the diagram. Good progress but we still have a very long way to go. We look forward to reporting progress in future Trust communications as coloured section grows to the full length of E21249. **TCC**



A generous donation from the family of the late Mr GD Speight has pushed the 'Use Your Loaf' total to just over half way.

TORNADO ON TOUR *by Graham Nicholas*



North Yorkshire Moors Railway): A1 60163 Tornado rounds the curve at Darnholm on the 31st May.

Alan Weaver

North Yorkshire Moors Railway, 28th May to 5th June 782 miles run

Following completion of winter repairs, *Tornado* was able to take up a short notice but very welcome booking at the North Yorkshire Moors Railway, her third visit to one of Britain's premier heritage lines, amidst spectacular National Park scenery. With operation over two extended weekends and a rake of Blood and Custard Mk1 coaches on hand to complement her new Brunswick green livery (with the early-1950s 'cycling lion' British Railways crest), *Tornado* was soon recreating sights from the golden era of trainspotting.

Didcot Railway Centre, 11th June

We were very grateful to the Great Western Society for being able to host at short notice a covenantors' event to celebrate *Tornado's* return to steam. And what a remarkable day it was with three of the country's most distinguished new build/recreation steam machines in action together. As well as our own loco, the broad gauge Firefly locomotive was in operation, together with the newly commissioned steam railmotor No.93, resplendent in its maroon livery – even the sun managed to shine for the occasion.



Ian McDonald



Steve Town

'The Canterbury Tornado', 18th June

Kent circular (Canterbury) 1Z70 charter for Pathfinder Tours 291 miles run

The day of the long-awaited return to mainline charter train action. In the lottery of re-arranged and missed bookings arising from the extended firebox repairs, the honour fell to Pathfinder as being the first tour promoter to feature a trip with *Tornado* in her new Brunswick green livery. Whilst the overall feeling on the day was one of relief, it shouldn't go unnoticed that our loco put in a model performance. Originating from Poole, the A1 took charge from Willesden and was no more than two minutes late throughout the day, most of the time in fact running early.

West Somerset Railway, 20th to 30th June 797 miles run

Another heritage railway where *Tornado* has already built up a welcome reputation is the West Somerset Railway to Minehead and it was here where 60163 went next to pick up a busy tour of duty, with a mixture of service trains and driver experience days. Thanks are due both to our hard-working operations team and to the West Somerset Railway for putting together this visit to fit around the evolving 2011 diary; thanks also to the sales team for responding equally to make the most of the public exposure and generate much-needed merchandise sales as we work towards rebuilding the project's finances.

AI 60163 *Tornado* made a popular return visit to the West Somerset Railway in June.



Joanne Connors

'Torbay Express', 3rd July

Bristol to Kingswear and return 1Z27 charter for Torbay Express Ltd 241 miles run

The first in what has ended up as a straight run of five consecutive appearances on the Torbay Express to Kingswear. *Tornado* again ran admirably to time, arriving in Kingswear 16 minutes early on the outward run and Bristol 11 minutes early on the return leg. It was only made known after the run that a broken tender spring had in fact been discovered on arrival from the West Somerset Railway the day before. Smart work by Pete Neesam, ably assisted by Steve Wood, saw to it that the spare spring was fitted in double quick time and *Tornado* made her booked appearance as planned. Nice work guys!

AI 60163 *Tornado* leaves Bristol Temple Meads with the 'Torbay Express,' 3rd July 2011.



Chris Roscoe

The Big Picture: On a glorious July evening, A1 60163 *Tornado* approaches Goodrington with the return 'Torbay Express', 3 July 2011.





FORWARD DIARY

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

2011 Tours Diary

- **Thursday 4th August** - 'The Cathedrals Express' - Cambridge to Bath & Bristol and return - promoted by Steam Dreams
- **Saturday 6th August** - 'The Cathedrals Express' - London to Severn Valley Railway & Worcester and return - promoted by Steam Dreams
- **Saturday 13th August** - 'The Cathedrals Express' - London King's Cross to York and return - promoted by Steam Dreams
- **Saturday 27th August to Wednesday 7th September** - West Somerset Railway, Minehead
- **Saturday 10th September** - 'The Cathedrals Express' - London Euston to Chester and return - promoted by Steam Dreams
- **Thursday 15th September** - 'The Cathedrals Express' - London King's Cross to Lincoln and return - promoted by Steam Dreams
- **Saturday 17th and Sunday 18th September** - 'Model Rail Live' at Barrow Hill Roundhouse, Chesterfield
- **Wednesday 21st September** - 'The Caledonian Tornado' - Crewe to Glasgow Central and return including both Shap and Beattock banks - promoted by HF Railtours
- **Friday 23rd to Sunday 25th September** - Severn Valley Railway, Kidderminster
- **Friday 30th September** - 'The British Pullman' - circular tour from London Victoria - promoted by VSOE
- **Saturday 1st October** - AISLT Annual Convention at Barrow Hill Roundhouse, Chesterfield
- **Saturday 8th October** - Help for Heros - London Paddington - Hereford - Birmingham - London Paddington with 60163 *Tornado* and 6024 *King Edward I* - promoted by Steam Dreams
- **Wednesday 12th October** - 'The British Pullman' - London Victoria to Bath & Bristol and return - promoted by VSOE
- **Friday 14th to Sunday 16th October** - A1, A2, A3, A4 event at Barrow Hill Roundhouse, Chesterfield
- **Saturday 22nd to Sunday 23rd and Friday 28th to Sunday 30th October** - Mid Hants Railway, Alton
- **Friday 11th November** - 'The Cathedrals Express' - Northampton & London to Canterbury and return promoted by Steam Dreams
- **Thursday 24th November** - 'The Cathedrals Express' - London King's Cross to York and return promoted by Steam Dreams
- **Saturday 26th November** - 'The Cathedrals Express' - London Euston to Ludlow and return promoted by Steam Dreams
- **Wednesday 14th December** - 'The Cathedrals Express' - London to Haslemere & Sherborne and return promoted by Steam Dreams
- **Monday 19th December** - 'The Cathedrals Express' - Basingstoke & London to Ely via Broxbourne and return promoted by Steam Dreams

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

The following tour operators are running the trains listed above

Steam Dreams

Web: www.steamdreams.com
Tel: 01483 209888
Email: info@steamdreams.co.uk

Pathfinder Tours

Tel: 01453 835414
Web: www.pathfindertours.co.uk
Email: office@pathfindertours.co.uk

Mid Hants Railway

Web: www.watercressline.co.uk
Tel: 01962 733810

VSOE 'British Pullman'

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

Severn Valley Railway

Web: www.svr.co.uk
Tel: 01229 403816

HF Railtours

Telephone Pathfinder Tours: 01453 835414
Web: www.hf-railtours.co.uk
Email: office@pathfindertours.co.uk

Torbay Express Ltd

Web: www.torbayexpress.co.uk
Tel: 01453 834477
Email: contact@torbayexpress.co.uk

West Somerset Railway

Web: www.west-somerset-railway.co.uk
Tel: 01643 704996
Email: info@west-somerset-railway.co.uk

Barrow Hill Roundhouse

Web: www.barrowhill.org
Tel: 01246 472450
Email: project_man@barrowhill.org

**AI 60163 Tornado poses
in front of covenantors
on the Didcot turntable.
11th June 2011.**

lan McDonald



With *Tornado* back in all her glory, isn't it wonderful to have so many good things to talk about and photographs to admire in this issue of *The Communication Cord*. The memories of those dark winter days at York certainly seemed a world away as many Covenantors and friends came to Didcot in June to celebrate our 2011 Covenantors' Day Out and watched *Tornado* moving imperiously up and down the running line under azure blue skies escorted by Didcot's very own Red Arrows – the Red Kites that soar on thermals over this wonderful preserved railway centre. It was a pleasure to be able to catch up with some of you during the day. And we were all in firm agreement that it was great to have *Tornado* back and looking so fine.

Before arriving at Didcot, *Tornado* had a couple of engagements to undertake in the north of the country. First of all, at York on 9th May, we had the long promised unveiling in a sparkling new Brunswick Green livery. The National Railway Museum events team very carefully and professionally moved the engine onto the turntable in front of an admiring and enthusiastic audience of Covenantors and guests. Such engine movements are usually only done when the Museum is closed and we were very honoured that the National Railway Museum permitted this rare move for only the second time in recent years. It was lovely to have so many

Covenantors there to join the Trustees in celebrating the beginning of the next chapter of *Tornado's* life. A big thank you must go to our friends at the National Railway Museum for looking after our engineering team during the extended winter maintenance and helping us with the launch.

After a couple of light engine test runs to Scarborough, *Tornado's* next booked performance was the first official public main line runs in her new livery on the North Yorkshire Moors Railway and some of our more northerly-based Covenantors were able to take advantage of this visit. Even the work of idiotic cable thieves, which delayed *Tornado's* arrival, could not spoil the enjoyment of this visit and the

celebrations of the 175th anniversary of the railway. I believe the 'Pie & Peas' specials to Battersby were a particular success!

By the time you receive this magazine, we will be looking forward to *Tornado's* tour to the Severn Valley Railway and Worcester hauling 'The Cathedrals Express' on 6th August. Promoter Steam Dreams has very kindly offered a discount to any Covenantor wishing to travel on this tour. I wrote to you about this in June and I do hope some of you have been able to take up this offer.

Please may I also remind you that Head of Steam Darlington Railway Museum's exhibition *The Tornado Story* is taking place from Monday 3rd October

IN MEMORIAM – MR GD SPEIGHT

The Trustees are honoured to announce that a donation of £10,000 has been received from the family of the late Mr GD Speight. Mr Speight was a long term supporter and covenantor of the Trust and his three daughters decided that it would be a fitting tribute to their father that this donation should be made in his memory.

The donation has been specifically made towards the Support Coach Fund which brings the total raised to £46,450. It also means that Mr Speight's memory will live on into the future as a significant donor to the Support Coach and we look forward to welcoming the family when the Coach is in service behind *Tornado*.

An added bonus has been the Gift Aid that this donation has attracted, resulting in the Trust's funds being increased by £12,500 in total from this act of generosity on the part of Mr Speight's family.

The Trustees have already thanked the family for their generosity but take this opportunity to do so again.

Roger Dye, Legacy Manager **TCC**

Covenantors' Diary continued

2011 to Saturday 31st March 2012 and Covenantors are entitled to free entry to the Museum on production of a valid Covenantor card.

This edition of the Diary would not be complete without a mention of the Covenantor event of the year – our Annual Convention. You should already have received your invitation to the Convention. Once again our apologies for the change of date to 1st October which I hope will not have inconvenienced you. As I have already explained in my earlier letter, the move of date is due to changes in *Tornado's* operational calendar; specifically being asked to haul a fundraising train for the Help for Heroes charity. This is a great honour for the Trust and I hope some of you will also support this worthwhile cause and travel with us on 8th October.

A final word now on gift aid. As from 6th April 2011 gift aid relief was reduced from 28% to 25%, so that for every £1 donated the Trust can now only receive £1.25 instead of £1.28. This may not seem much but gift aid is very important to the Trust and this change is having an effect on our income. Several Covenantors have increased their covenant in recent months and if more of you were able

to do the same or support us in another way – for instance by helping us reach our fundraising target for the support coach – this would help us greatly. As you will have seen elsewhere in this edition of *The*

Communication Cord, we have received a substantial donation for the support coach and I hope this will encourage others to buy a 'slice' or a 'doorstop' to help us complete this project as soon as possible. **TCC**

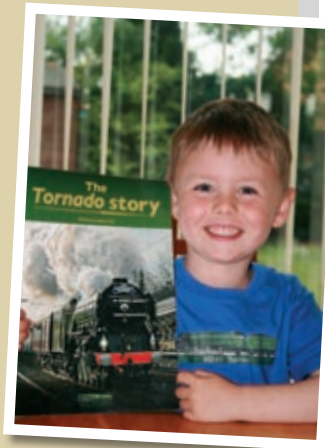
Tornado's Young Fan – Daniel Whitaker

Five-year-old Daniel Whitaker from Northampton has been one of *Tornado's* biggest fans ever since he saw her first moves at Darlington in August 2008. Of course, his interest in *Tornado* comes from his Dad, Neil, who is a volunteer with The A1 Steam Locomotive Trust, and his Grandad who fondly remembers the original Brunswick Green A1s working through Newcastle, and occasionally Carlisle, in the 1960s.

After the first-moves, Daniel enthusiastically followed *Tornado* during both of her stays at the Great Central Railway, Didcot Railway Centre, and even persuaded his Mum to spend a week by the sea at Minehead for a family holiday when the locomotive first visited the West Somerset Railway in 2009.

Daniel has strong opinions on the subject of *Tornado's* liveries for such a young lad and he likes to make his feelings on the subject known to the Trust's Chairman whenever he meets him! Grey was once his personal favourite but this has since been overtaken by Apple Green.

Daniel attends a local primary school and has talked to his class about *Tornado* for his "show and tell". Hopefully he's been successful in recruiting several more young fans! **TCC**



Neil Whitaker

RAISE YOUR GLASS TO CELEBRATE THE SUCCESS OF TORNADO by Gill Lord

WYLAM BREWERY LTD
South Houghton Farm
Heddon on the Wall
NE15 0EZ

E: admin@wylambrewery.co.uk
W: www.wylambrewery.co.uk
T: 01661 853377



Best Before End
L

TORNADO



Pale Ale

ABV 4.1%

TORNADO

Raise your glass to celebrate the success of the Peppercorn class A1 60163 Tornado, the first main line steam locomotive to be built in the UK since the 1960s. This beer has been made by Wylam Brewery to be sold exclusively at the Head of Steam – Darlington Railway Museum, the site where Tornado was built. 25 Pence from the sale of this beer will be donated to The A1 Steam Locomotive Trust to help ensure Tornado's future operations on the main line.

Honey-coloured with a tangerine aroma from the late hop, light and soft bodied with a citrus/pine bitter finish and a hint of malt. Cold Filtered. Ingredients: Water, malt, hops and yeast. Suitable for vegetarians.

Contains barley gluten
2.2 units of alcohol
SERVE CHILLED



Alc 4.1% Vol 500ml e

The A1 Steam Locomotive Trust and the Head of Steam, Darlington Railway Museum have joined forces with Wylam Brewery to produce a new Pale Ale to be sold exclusively at the museum. The new beer, described as "honey coloured with a tangerine aroma" went on sale at the museum in July and 25 pence from every sale is being donated to the Trust to help

ensure *Tornado's* future operations on the main line.

"It seemed to be the right thing to do," says Dave Tetlow, Head of Steam Museum Manager. "Wylam Brewery already brews a number of railway themed beers for the Museum including Locomotion No1 lager and Rocket Ale and was delighted to produce a beer especially to

promote *Tornado*".

If you would like to try the new ale – and support *Tornado* on the main line – please telephone 01325 460532 or email headofsteam@darlington.gov.uk for further details or call in and buy from the museum shop at Head of Steam Darlington Railway Museum, North Road Station, Darlington DL3 6ST. **TCC**

MERCHANDISE UPDATE *by Gill Lord*



Geoff Griffiths

AI 60163 *Tornado* at Thomason Foss, NYMR, 31st May 2011.

Our visit to NYMR was arranged at short notice, but our sales team did us proud and rallied to the cause! The team was kept very busy and sales for the 8 days we attended were extremely good.

The weather for the time we were there was as usual very mixed, but the new roof over Pickering station kept us dry on the three or four wet days.

The crowds turned out in force (even on the rainy days) to see *Tornado* in her new livery, looking especially resplendent when pulling a rake of maroon carriages. The bridge over Pickering station was filled to capacity every time *Tornado* approached, crowds of photographers vying for the best position on platform 2. Once *Tornado* had left for the journey back to Grosmont, the next place to visit was our stand to purchase a souvenir of their day out at NYMR with *Tornado*.

The visit coincided with the 175th celebration of the opening of the Pickering to Whitby line. On the evening of Thursday 26th May, I was lucky enough to travel from Whitby to Pickering on the dining train, also on this train were the board of NYMR, looking magnificent dressed in their 1836 costumes. The evening started with a reception at Whitby followed by a walk, crocodile fashion, to the station, exactly as the Directors and



Tony Lord

L-R: Simon Kohler of Hornby presents the new model of *Tornado* to Terry Newman & Gill Lord, NYMR, 28th May 2011.

engineers did 175 years ago.

On Saturday 28th May, Simon Kohler, marketing manager for Hornby Hobbies visited Pickering to present the Trust with the very first batch of 12 Hornby R3060 Railroad *Tornado*. These went on sale immediately and two days later I had to order further supplies. By the time you read this, the *Tornado* Train Pack and the *Tornado* Special Edition should be available on-line and also at stands and trains pulled by *Tornado*.

The Haynes *Tornado* Manual was also launched that week. The sales were extremely good, some customers amused that they could 'have a go' at building their own *Tornado* and comments such as 'my shed is not big enough' were heard more than once! Again I had to order further supplies, so well done to Geoff Smith and all those involved in making this successful publication possible. The manual is also available to purchase on-line, at stands and on trains.

NYMR was a very successful start to the 2011 season, and may our visit to West Somerset Railway continue in the same way. **TCC**

*Please remember to buy all of your *Tornado* merchandise from the Trust as all profits go directly to *Tornado*.*

Letter to the editor

From Mr W M Bratton (Covenant 631)

I refer to the excellent article in TCC No. 22 by Phil Champion in respect of double heading. I found it really interesting as I have always had a 'thing' about double headers.

This in turn took my memory back to my own library of years gone, and to a photo I took at York in 1961... 50 years ago exactly and which I regard as a classic for its era, as I grew up with these two locos – AIs and BIs – and here was a double header!

I was surprised that you only have 15 such occasions in the Tommy Knox database, so here is another for Tommy and also a print of my original, details on the reverse of the photo. Please feel free to use the photo if you wish (I would be honoured) and keep it for your own library.

Also my regards to Phil Champion for his excellent article. **TCC**



WM Bratton

York 21st May 1961: BI 61304 (51A plate) and AI 60138 *Boswell*. Standing on the up fast middle road (now no longer in existence) waiting for a road south with a train of vans. Time of the photo (from memory) was approximately late morning to midday (11am-12 noon).

THE LAST DAYS OF A SAINT – NO 60145 SAINT MUNGO by Bruce Robinson

In a previous article, the story of the original Peppercorn Pioneers was outlined within which, note was made of the spur or impetus provided by the sight of the last AI to survive. In this article, we shall turn the clock back a little further and describe the last operational days of this AI No 60145 *Saint Mungo*.

The first AI to be withdrawn was No 60123 *H.A. Ivatt* ex Ardsley Shed. This occurred after she had incurred collision damage at Offord. Withdrawal of the class gathered pace until the end of summer 1965 saw the almost complete abolition of the AIs.

However, the first of two special duties beckoned for 60145 when York Shed failed A4 60004, and substituted the AI for the Warwickshire Railway Society 'Pennine Railtour'. This tour, running on Saturday 4th September 1965 saw the AI reach Birmingham and Banbury.

On 4th October, Ardsley's and Neville Hill's AIs were withdrawn along with four stored at York. No 60121 followed a week later and 60151 on 24th November. This left No 60124 *Kenilworth* at Darlington and 60145 at York. Thereafter, 60145 made periodic visits to Newcastle on relief passenger workings.

The remainder of 1965 saw both 60124 and 60145 allocated as standby engines or working the odd passenger relief. However, the demise of the AIs was due to take place at the end of 1965 coincident with the planned closure of Darlington Shed.

Towards the end of 1965, Tyneside

enthusiast John Arnott-Brown learned of the plans to withdraw the remaining two Pacific's at work in England. As a consequence John lobbied the authorities to lay on a special train to mark the passage of steam hauled passenger trains. This was duly agreed and arranged with John receiving a pass to travel on the footplate. Advertised as "the last run of an AI Pacific hauled train" against the 31st December 1965 18:30 relief from York to Newcastle "an additional train ostensibly ran for the benefit of passengers heading for Scotland (for New Year festivities) but also for railway enthusiasts".

With 60124 in Darlington works for minor repairs, the privilege fell upon York Shed's 60145 *Saint Mungo* to haul the special. At York, over several days, the locomotive shed staff prepared the locomotive whilst the enthusiasts polished her for the occasion. Bereft of nameplates, one enthusiast offered to paint her name back on, after this offer had been declined, the enthusiast commented "I'm glad in way that we won't as 60145 will make her last run under a variety of names!"

On the evening of 31st December, *Saint Mungo* arrived at York station gleaming with the finishing touches of a Union Jack placed under her smokebox door and two smaller Union Jacks adorning the lamps. Departing late from York at 18:48 (Her departure was delayed as a result of delays encountered to feeder trains bringing enthusiasts from far afield as Bristol), the crew endeavoured to claw back the time. *The Railway Observer* reported that

"the AI had no difficulty in keeping to the easy schedule on the down journey of 59 minutes for the 44 miles from York to Darlington and 44 minutes for the 36½ miles from Darlington to Newcastle arriving at 20:25. Locomotive departed Newcastle at 20:36 putting in a creditable performance with a net time of 95 minutes to return to York and achieving a maximum recorded speed of 88mph at Otterington. Her arrival at York was somewhat poignant being described at the time as "the dying embers of East Coast steam".

Although earmarked for withdrawal at the end of 1965 a last minute change of plan saw both locomotives "retained along with 60124 until the end of March" as a decision had been made to defer the closure of Darlington shed until March 1966.

During January and February both 60124 and 60145 eked out their time on standby duties in the Darlington and Stockton areas. Some work was gained, notably working on the 14th January the 08:40 Birmingham - Newcastle into Newcastle and on the 16th January, the 16:00 Newcastle - York Parcels and on the 16th March, the Tyne Yard - Darlington freight. Oddly, in early March, 60145 visited Thornaby shed where she underwent some repairs to her boiler, a strange event in these dying days of steam. However, as the end of March drew close, the final acts in the story were about to be played out.

It was still practice to pass out firemen as drivers on steam and this duty was covered by York Shed, in the words of the

AI 60145 *Saint Mungo*, stands on a freezing Darlington Shed, February 1966.



B. Robinson Collection

then York Shed master, "the turn that was chosen for the duty was the Sunderland mail returning with 3M06. Since the load was heavy and the BIs would not do time on the main line, that is where (60)145 came in after it had been withdrawn from traffic. I was able to persuade HQ much against their better judgement to get it reinstated for what I used to call the passing out parade i.e. passing firemen to act as drivers. At that time there were no arrangements for this to be done on diesel locomotives".

York duly arranged to borrow 60145 for this duty, the locomotive working light engine from Darlington to York on the 18th March. On Saturday 19th March it was tried out on the 14:10 Dringhouses (York) – Healey Mills freight. From 21st through to 25th March, 60145 was diagrammed for 3M30.

Darlington Shed closed to steam on 27th March 1966 and 60124 and 60145 were withdrawn on the final day of Darlington shed, both 60124 and 60145 were in steam.

However, York still found difficulties maintaining the timings of the newspaper working with the BIs. As a result temporary salvation arose, 60145 was reinstated to traffic on the 17th April and re-allocated back to York. On 18th April 1966 she was once again working the 3M30 train. However, she only ran for two days, early on Tuesday morning 19th April it worked the 03:50 York – Stockton passenger and made its way to Newcastle. But on arrival back at York, the middle cylinder found to be cracked. It was laid aside and V2 found to cover for rest of week.

Interestingly, Tim Littler of the Altrincham Railway Excursion Society had requested use of 60145 on ARES 'Waverley', however her condition had precluded her use for this special, although the passing ARES special observed her allegedly in steam on the 23rd April!

By mid May, 60145 was observed languishing at York Shed sans chimney. It has been suggested that around this period, that an attempt to preserve the A1 was effected by a consortium headed by Geoff Drury (saviour of A2 *Blue Peter*). However, it is far from clear whether this suggestion is correct or not (perhaps the readership could enlighten).

Final withdrawal however came on the 19th June 1966, when 60145 was officially withdrawn from traffic. In late July 1966, her tender was also removed, its actual fate remains something of a mystery. The last observation of her at York was made on 5th August 1966. She was transferred to Hull via Wakefield arriving at the Hull Dairycoates MPD in early



A1 60145 Saint Mungo, minus nameplates, works the Warwick Railway Society's 'Pennine Railtour', 4th September 1965.



A forlorn A1 60145 Saint Mungo awaits her fate at Hull Dairycoates MPD in September 1966. Her end was swift.



L-R: Tim Littler and Charles Roads with A2 60532 Blue Peter.

August where she remained for 6 weeks.

Her final journey to the breakers came on Saturday 24th September when most likely hauled by a 350HP diesel electric shunter, she was tripped across the city

to the Sculcoates yard of scrap merchant Albert Draper and Sons. On the same morning, steam would have been used to move the steel mineral wagons that would be filled with her scrapped remains. The scrapping commenced the following Monday and by the end of the week little remained of her. Thus ended the life of the final class A1. Today, some small parts of her exist, chiefly the Glasgow Transport Museum possesses a nameplate and works plate whilst a private collector has a regulator handle bearing the inscription 60145. It is also rumoured that a part of a spoke still exists, in use as a paper weight. The only other material of this last A1 is colour footage shot by John Arnott-Brown depicting her working the 3M30 train, possibly the last ever footage of an A1 working.

There is undoubtedly more to tell relating to both *Blue Peter* and *Saint Mungo*. The author would be appreciated if the readership would assist in filling in the missing links, specifically: The fate of 60145's tender, the circumstances behind the attempt to preserve 60145 and any sightings of A2 *Blue Peter* during the period August 1967 to February 1968. **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 on 18th July 2011. For up-to-date information and dates please check the website www.a1steam.com.

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Darlington Locomotive Works is normally open to the public on the third Saturday each month (11am – 4pm).

Access to the works is via Head of Steam (the newly refurbished Darlington Railway Museum) where covenantors are entitled to free entry.

Charity registration No. 1022834.

The Trust respectfully requests that anyone wanting to see *Tornado's* main line passenger trains follows the rules of the railway and only goes where permitted.

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