

# THE COMMUNICATION CORD



60163 TORNADO

New Steam for the Main Line

No. 43 Summer 2016

**Tornado passing Wyfordby 13<sup>th</sup> August 2016.**



Colin Cragg

## TALES OF 'THE ROBIN HOOD'

*by Graeme Bunker*

'The Robin Hood' was a new itinerary for *Tornado*, offering a chance to visit Crich Tramway museum or Chatsworth House. The routing took in the familiar ECML but was *Tornado's* first passenger trip on the Stamford route and would involve a first visit to Nottingham.

The weather was excellent and the

running from King's Cross just as good with early arrivals at Potters Bar and Stevenage to collect further passengers. The run north was also well to time with an early arrival at our water stop at Oakham and at Alfreton (for Crich) and Chesterfield (for Chatsworth). The train then ran onto Barrow Hill for servicing

where our friends there made us very welcome and helped to tank the train, including the kitchen car, and to assist with the coaling and servicing of *Tornado*. It was good to see a nice crowd out to welcome the locomotive.

The return to Chesterfield was necessarily via Sheffield and the locomotive ➤



## CONTENTS

PAGE 1	<b>Tales of 'The Robin Hood'</b>
PAGE 2	<b>Editorial</b>
PAGE 3	<b>From the chair</b>
PAGE 4	<b>Tornado on Tour</b>
PAGE 6	<b>Tornado on Tour - 'The Scarborough Flyer'</b>
PAGE 8	<b>Tornado on Tour - 'The Torbay Express'</b>
PAGE 9	<b>The 163 Pacifics Club</b>
PAGE 10	<b>AI Profiles</b>
PAGE 12	<b>AI Profile - No. 60114 W.P Allen</b>
PAGE 13	<b>Shed Notices</b>
PAGE 14	<b>'The Severn Valley Venturer'</b>
PAGE 15	<b>Social Media</b>
PAGE 16	<b>Covenantors' diary</b>
PAGE 17	<b>'The Magna Carta'</b>
PAGE 18	<b>P2 Dedicated Donations update</b>
PAGE 20	<b>Diary 2016</b>
PAGE 23	<b>'The Bath Spa Christmas Express'</b>
PAGE 24	<b>The big picture</b>
PAGE 26	<b>P2 engineering report</b>
PAGE 27	<b>Boiler Club badges</b>
PAGE 28	<b>The Boiler Club</b>
PAGE 30	<b>The Mikado Club</b>
PAGE 32	<b>Events attendance</b>
PAGE 34	<b>Historical P2 Memorabilia</b>
PAGE 35	<b>The Mikado Club badges</b>
PAGE 36	<b>The pattern making and casting of the Chimney</b>
PAGE 37	<b>P2 Profile - No. 2001 Cock O' The North</b>
PAGE 38	<b>The AISLT Photographic Archive</b>
PAGE 39	<b>Profile-Tony Lord</b>
PAGE 40	<b>From the archives</b>
PAGE 41	<b>Sponsors and contact information</b>

provided an ample spectacle, particularly on the long climb from Sheffield Midland to Bradway Tunnel, arrival at Chesterfield was, however, a few minutes late due to following a late running Plymouth service. There was plenty of time for passengers to take photographs and visit the footplate before boarding for the return.

As we headed for home passengers were not aware of a problem ahead at Grantham. Our booked water tanker, seen first at Oakham, had broken down around ten miles away from where it needed to be; a total loss of oil had rendered the vehicle immobile and caused a big problem. As we passed Nottingham for the first time a 'Plan B' was being worked on.

Thankfully after several phone calls assistance was rendered by the Lincolnshire

Fire Brigade who used their appliance and a nearby hydrant to water the locomotive. We were ready to go just 20 minutes after our booked time and despite the problems we were immensely grateful to Network Rail for giving the locomotive a fast line path all the way to Huntingdon. After two service trains had passed we left Grantham 31 minutes late behind a VTEC express and set off south. Averaging 76mph for 30 miles, including passing the location of *Mallard's* famous record run, we were only fifteen minutes late by Huntingdon. We continued to win back time and arrived into King's Cross just three minutes late. Without the help of the Fire Brigade, Network Rail and our magnificent locomotive we would have been a lot later.

Overall a great day out on a new route and one we shall look to do again. **TCC**



The train is seen at Woodhouse Junction.

Alan Weaver

## EDITORIAL by Graham Langer



Running a steam locomotive on the main line is always a bit of a roller-coaster ride and the last few months have proved no exception. Among her duties on 'The Belmond British Pullman', the Trust has been able to plan an increasing number of AISLT promoted tours for No. 60163, including the extremely successful 'Scarborough Flyer' in early June; perfect weather saw *Tornado* visit the resort with a train for the first time, coming off the return trip at York to allow it to proceed with modern traction. While she was stabled in York the chance of a 'catch ride' back to London at the head of a Pathfinder tour occurred but, despite the locomotive being prepared and a crew provided, *Tornado* was prevented from leaving the NRM compound by a computer glitch which deleted her from the Rolling Stock Library! You couldn't make it up!

With her position once more restored in Network Rail's 'virtual' stock list, *Tornado* returned to London to work 'The Belmond British Pullman' on 23<sup>rd</sup> July. In the meantime she had missed a BBP on the 18<sup>th</sup> June and the Kinder Transport special which had been scratched due to lack of custom. The good news is that we won a bonus outing on 'The Torbay Express' on 7<sup>th</sup> August before working 'back to back' days on 12<sup>th</sup> and 13<sup>th</sup> of the same month - well done the support crew!

Encouraging news continues to emanate from Darlington Locomotive Works as the construction of No. 2007 *Prince of Wales* forges ahead. An opportunity arose to trial fit the smokebox to the frames in time for a visit by the Gresley Society (which has sponsored the iconic 'face' of the locomotive), an exercise which allowed folk the chance to see what an imposing machine No. 2007 will be. However, in my opinion, one of the best developments at DLW has been the arrival of some young apprentices to cut their teeth on a bit of real, heavy engineering - the future of projects like ours is in the hands of young men like these! **TCC**

## From the chair by Mark Allatt



As I write this column in late-August, No. 60163 *Tornado* is already two-thirds into her 2016 programme with eight 'Belmond British Pullmans', four of our own promoted tours, an unexpected 'Torbay Express' and a visit to Didcot Railway Centre already under her belt.

Elsewhere in the issue of *TCC* you can read about 'The Scarborough Flyer' and 'The Robin Hood'. 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 Severn Valley Venturer' on Thursday 8<sup>th</sup> September from London Victoria to Bidgorth, 'The Magna Carta' on Saturday 8<sup>th</sup> October from London King's Cross to Lincoln, 'The Bath Spa Christmas Express' on Thursday 1<sup>st</sup> December from London Victoria to Bath & Bristol and 'The Christmas Canterbury Tale' on Monday 12<sup>th</sup> 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 White Rose' from London King's Cross to Leeds on Saturday 11<sup>th</sup> February and 'The Red Dragon' from London Paddington to Cardiff on Wednesday 1<sup>st</sup> March - bookings will open shortly. The rest of the programme will include some exciting firsts as well as some hardy perennials - including *Tornado's* return to the Settle & Carlisle Railway - so keep your eyes open

for its launch in a few weeks' time.

*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' during 2016 - just quote code TO10 at time of booking.

As the majority of our main line trains apart from the 'Belmond British Pullman' 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 2016 programme to see which trains you are able to support and also encourage friends and family to experience some of *Tornado's* magic.

*Tornado* is also making several heritage railway and centre visits during the 2016. We started with the Didcot Railway Centre over Easter and this will be followed by the Nene Valley Railway's 'East Coast Revival' later in August and the Severn Valley Railway's 'Pacific Power' event with *Flying Scotsman* in September.

As you know, last year marked the 25<sup>th</sup> anniversary of the launch of the project to build a new Peppercorn class A1. The A1 Project's London Road Show took place at the Great Northern Hotel on 20<sup>th</sup> April 1991 where David Elliott and I first volunteered to help the Trust - I know that there are a few more of us stalwarts still around too! As ever, we would like to use this 25<sup>th</sup> anniversary as an opportunity to highlight the importance of The 163 Pacifics Club - our desire to complete what we set out to do 25 years ago and purchase *Tornado's* tender. Thanks to your most generous support we now have well over 100 members of The 163 Pacifics Club - tremendous progress but we still have some distance to go before we can say "mission accomplished".

Meanwhile in Darlington Locomotive Works the construction of No. 2007 *Prince of Wales* continues to race ahead with the fitting of more frame stays and hornblocks to the frames and the final assembly of the smokebox and cab - assisted for a couple of weeks by two eager apprentices from Virgin Trains' Bounds Green depot. It is now full speed ahead to get the engine wheeled, although the queue of work at South Devon Railway Engineering means that this won't be in time for our convention in October. There will however be considerable other

progress to see and it gives us an excuse for an event in the New Year!

With well over £2m now pledged to our P2 project, we need to keep up our fundraising efforts if we are to achieve our 2021 target. We have already recruited over 760 covenantors to the P2 Project, The Boiler Club has passed 100 members and Dedicated Donations have raised over £170,000 from the sponsorship of a variety of components.



The P2 front end takes shape.

There is also of course the sponsorship of our locomotive's distinctive front-end by The Gresley Society Trust - a sight which has started to emerge once again from the mists of time.

However, in order to keep to our self-imposed schedule we need to raise around £700,000 every year until 2021 which gets harder as each year goes by due to the nature of our 'P2 for the price of a pint' monthly covenant scheme. And from an engineering perspective our next big leap forward will be to wheel No. 2007 *Prince of Wales*. 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 half way towards reaching our goal. If you haven't already signed up, please do look again at supporting this vital appeal.

Thank you again for all for your continued support for both *Tornado* and *Prince of Wales*. 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*, 2016 is proving to be yet another year of significant progress for the Trust. I look forward to welcoming as many of you as possible to our convention on Saturday 1<sup>st</sup> October. **TCC**

*Mark Allatt*



# TORNADO ON TOUR

THE 'BELMOND BRITISH PULLMAN' 27<sup>TH</sup> MAY



Tornado gleams outside the shed at Stewarts Lane, literally reflecting the work of the support crew and our friends from the MNLPS.



Above: Geoff Ewans on the whistle, Dave Proctor on the shovel.

Right: Paul Major (driver), Geoff Ewans (traction inspector) and Dave Proctor (fireman), clearly enjoying their 'office' for the day!



Tornado with the Pullmans at Putney.

THE 'BELMOND BRITISH PULLMAN' 23<sup>RD</sup> JULY



On 23<sup>rd</sup> July Tornado worked another successful 'Belmond British Pullman' round the Surrey Hills circuit and is seen at Betchworth.



# TORNADO ON TOUR

**'THE SCARBOROUGH FLYER'** by Andy Hardy



**Tornado with 'The Scarborough Flyer' at Malton.**

On the 4<sup>th</sup> June *Tornado* took her eagerly anticipated first public train to Scarborough, hauling the AI Steam Locomotive Trust's 'Scarborough Flyer' railtour from London King's Cross to Scarborough and York. The locomotive had been prepared, cleaned and polished at Stewarts Lane depot the previous day by members of the support crew, ready for an 04:00hrs departure from the depot the following morning to Wembley sidings, where the locomotive and its support coach joined the rest of the train for the move to King's Cross.

With the passengers on board, the train left King's Cross on time at 08:07hrs and headed north towards its next pick-up point at Potters Bar in the capable hands of Driver Paul Major and Fireman Wayne Thompson. Arriving a few minutes ahead of schedule, the train was held until the booked departure time. Once again *Tornado* got the train underway in a smart fashion, picking up the fast lines as far as Sandy, which was passed some eleven minutes early, before arriving in Holme loop for a water stop seven minutes

ahead of schedule. A roadside tanker replenished the water in the engine's tender and the crew took a short break waiting for the signals to clear, ready for the train to proceed into Peterborough for another water stop; here Paul was relieved by Stevie Hanczar who drove the locomotive for the rest of the tour. Another prompt start ensured the train was some seven minutes early at Stoke but this was lost with an unexpected signal stop south of Grantham, caused by an overrunning East Coast express service occupying a platform. Some good running was enjoyed north of Grantham but the earlier delay caused a late arrival of three minutes at Babworth loop, where water was again taken from a road tanker. Unfortunately the tanker had developed a flat battery and was unable to start the pumps; however, some quick thinking from the support crew and tanker driver saw a car flagged down and a jump start applied to the tanker. Examination of the fire also showed it starting to clinker which was dealt with by members of the team whilst the locomotive took on water.

Jack Beeson

Good running on the section from Babworth to York ensured an arrival nearly two minutes ahead of time, allowing plenty of room for passengers to disembark from the train and new passengers to join us ready for their trip to Scarborough. Joining the crew was James Cooper (who relieved Wayne Thompson), undertaking his first turn after passing out as a mainline Fireman. Leaving Scarborough, the train crossed the Ouse Bridge and *Tornado* once again got stuck into its work with some excellent running as far as Malton, where a two minute signal stop and slow running across the nine level crossings on the section to Seamer caused a late arrival of seven minutes.

Upon arrival at Scarborough the support crew set to work preparing the locomotive for the return working to York. It was known in advance that it would not be possible to get a lorry and grab to deliver coal directly into the tender. As a result some three tons of coal were delivered in 150kg bags to the platform which would need to be hand lifted into the tender. Whilst the Duty Engineer oiled the engine the support crew set to work lifting the first half of the coal into the tender whilst the passengers and visitors had a chance to admire the locomotive. The train was then reversed into Scarborough sidings and *Tornado* and her support coach ran round before propelling the coaches back into the platform for servicing. The engine then ran



Robin Jones

**Preparing lunch in the cramped kitchen.**



Robin Jones

**Robin Jones' daughter, Victoria, enjoys lunch. ( Robin Jones - editor of *Heritage Railway Magazine* ).**

onto Scarborough turntable for turning and to take water from the water tower. Unfortunately the water pressure meant water could not be taken from the tower but members of the crew ensured a hydrant was found and the locomotive watered before returning to its train. Finally the last load of coal was man-handled into the tender for a three minute late departure from Scarborough. The return journey to York allowed a 58 minute schedule which the engine tackled with ease. However a stop just outside York to let an outbound Scarborough train cross the single track Ouse Bridge meant the three minutes lost on departure were not made up.

On arrival at York, *Tornado* left the train and headed to the National Railway Museum North Yard for stabling whilst the final part of the railtour was handled by a Class 90 locomotive, arriving at King's Cross on time. Overall the locomotive performed faultlessly with good sections of fast running and high performance enjoyed by those both on-board and on the lineside. **TCC**



Clare Turner

**Not the most ideal way to have coal delivered.**



## TORNADO ON TOUR

### 'THE TORBAY EXPRESS' 7<sup>TH</sup> AUGUST

Owing to the non-availability of No. 34046 *Braunton*, The A1 Steam Locomotive Trust volunteered *Tornado* to cover 'The Torbay Express' on 7<sup>th</sup> August, returning the Peppercorn Pacific to some familiar haunts in the West Country on a route where she has recorded some remarkable performances. However, a problem with the exhaust injector during the fitness to run examination during the week meant that the support crew burnt some midnight oil to ensure she was available for traffic. As it was No. 60163 travelled down to Bristol on Saturday 6<sup>th</sup> August for the run the next day, which, despite concerns about a lineside fire caused by 'another' locomotive operating in the West Country, ran without diesel assistance; as usual, *Tornado* handled the duty with aplomb! **TCG**



Thomas Haynes

**Above: *Tornado* back on 'The Torbay Express'!**

**Right: Sun, sand, sea and steam! No. 60163 at Dawlish.**

**Below: *Tornado* negotiates the sinuous descent to Goodrington.**



Chris Grant



Chris Grant

## LET'S GET A TENDER BEHIND TORNADO

### Join The 163 Pacifics Club today!

Follow us on  
Visit: [www.a1steam.com](http://www.a1steam.com)



Andrew Southwell



By 2014 the Trust had repaid the £1m debt needed to complete *Tornado* and the conversion of BR Mk I BCK E21249 into her support coach.

However, the tender is currently owned by William Cook Cast Products Ltd (the Trust's Principal Sponsor) who funded construction of the tender in 2006.

The tender is leased to the Trust under a fifteen year loan agreement which will come to an end in 2021.

*Tornado's* tender is a development of those built for the original Peppercorn class A1s - mainly due to the different operating environment on the modern Network Rail main line.

We need to raise £200,000 by 2021 to purchase *Tornado's* tender and finally completing the project we embarked upon in 1990.

Although *Tornado* carries the number '60163' - the next in the Peppercorn class A1 series following No. 60162 *Saint Johnstoun* - her pre-nationalisation LNER number would have been '163'. There were therefore 163 ex-LNER express passenger Pacifics from the Gresley class A3s/A4s, Thompson class A1/I and Peppercorn class A1s.

If 163 people were to donate £10 per month over the eight years until we need to purchase the tender (or alternatively make a one-off donation of £960) with the addition of Gift Aid (£2.50 per month or £240 one-off) this would raise £195,600. This initiative comes with benefits for those who generously take part:

- A numbered certificate (1-163) recording the details of the donation and the number/name of your favourite ex-LNER Express Passenger Pacific
- Name inscribed on the official Roll of Honour in Darlington Locomotive Works which will detail the Pacific sponsored
- Entry into a draw for a main line footplate ride on No. 60163 *Tornado*.

Membership of The 163 Pacifics Club has grown steadily since its launch and over 100 of the available 163 ex-LNER express passenger Pacifics have already received new 'shed allocations'.

It really is that simple! Sponsor your favourite Pacific today and help give *Tornado* her paid-for tender behind by 2021.

**Together we can finish the job - Join The 163 Club today!**

For further information please visit [www.a1steam.com](http://www.a1steam.com), email [enquiries@a1steam.com](mailto:enquiries@a1steam.com), call 01325 460163 or write to The 163 Pacifics Club, Darlington Locomotive Works, FREEPOST RTJS-XECR-XARL The A1 Steam Locomotive Trust, Hopetown Lane, Darlington DL3 6RQ



AI PROFILES by Phil Champion

Have you ever wondered why one of the original Peppercorn class AIs is named after a geological period and another after an insurance company? Have you ever seen a *Marmion* or met *Will Brook*? Is *Bongrace* French for good manners and was *W.P Allen* related to Cecil J? Here to help you answer those tricky, name-related questions is this not very handy guide, telling you all you ever wanted to know about AI names and far, far more.

The Peppercorn class AIs had one of the most eclectic set of names of any British locomotive class. There were seven different categories in all, the largest being the thirteen that followed the noble LNER tradition of using the names of racehorses. Thankfully, this selection, each of which won at least one of the Derby, the St Leger or the Doncaster Cup, does not contain names that are ludicrous (such as *Pretty Polly* or *Captain Cuttle*) or unpronounceable (the infamous *Sayajirao*).

There are six AIs named after birds, the last four, all birds of prey, having been previously attached to A4s; the names that is, not the birds. Six are named after locomotive engineers, three each from the Great Northern and North Eastern Railways, while four have the names of constituent companies of the LNER (the name of the fifth major constituent, *Great Northern*, having already appeared on Gresley's first pacific, rebuilt by Edward Thompson as the prototype A1/1). To keep folk north of the border happy, ten had names drawn from the life and works of Sir Walter Scott while nine were given names associated with buildings, cities and areas of Scotland, though one of the latter also has Scott connections. Most of these nineteen names had already appeared on North British Railway locomotives. And last, or rather first, one was named after a local hero. **TCC**

AI PROFILE - No. 60114 W.P ALLEN by Phil Champion

Though designed under the LNER, No. 60114 was constructed by the infant British Railways at Doncaster in 1948 as Works No. 2031. By 4<sup>th</sup> July it was seen in the Erecting Shop nearly complete. On the 11<sup>th</sup> the un-named engine was on display for a week at a Loco and Rolling Stock exhibition at the 'Plant' resplendent in LNER apple green with 'BRITISH RAILWAYS' in block capitals on its lined tender (No. 731). It had a plain chimney. One commentator described it as looking extremely powerful. On 6<sup>th</sup> August it entered traffic from King's Cross shed. Our first recorded sightings are on the 9<sup>th</sup> at Doncaster shed, being seen in Leeds Central station six days later, arrival from Leeds into King's Cross (KX) at 14:40hrs on the 18<sup>th</sup> and hauling the 17:50hrs KX-Hull goods on the 20<sup>th</sup>. A brief return to its birthplace for non-classified repairs took place on the 24<sup>th</sup>; three similar visits were made in October. Sightings during the autumn were on the lower part of the East Coast Main Line: Potters Bar,

Peterborough and Grantham. As the first of its class to be named, a naming ceremony was held at King's Cross on 28<sup>th</sup> October.

W.P Allen was a prominent trade union official who began his railway career on the Great Northern Railway then became a member of the Railway Executive. Naming a locomotive after such a person rather than directors reflects the fact that the AIs entered service during a Labour Government's tenure. It was the only AI to be named for eighteen months and the only one to carry a name while in apple green, (until *Tornado* - Ed). A regular working throughout November was the 13:30hrs KX - Doncaster. A series of comparative power trials with A2 No. 60539 took place in early May 1949 with No. 60114 working the 13:00hrs KX - Leeds on the 3<sup>rd</sup> and 5<sup>th</sup> plus the 09:50hrs Leeds - KX noted on the 4<sup>th</sup> and 6<sup>th</sup>. Then the trials were on the 'Flying Scotsman' (No. 60114's first prestigious workings) between 10<sup>th</sup> May - 13<sup>th</sup> between

the capital and Grantham (10:00hrs out with 612 tons and 16:20hrs return with 640 tons). The AI was recorded as steaming well with good riding and very smooth drawbar pull. Another named train hauled was the Down 'Tees-Tyne Pullman' on 9<sup>th</sup> June. Slightly off a normal run was working the 08:05hrs Newcastle - Paignton between York and Rotherham on 2<sup>nd</sup> July. In November 1949 *W.P Allen* was repainted in BR express blue with lion and wheel emblem on the tender while it was in Doncaster Works for general repairs. It was one of the earlier AIs to appear in these colours; eight had been in blue before November (seven from new and one repaint) while No. 60114 was one of five to come out in blue that month (three new and two repaints).

A transfer to Copley Hill shed came on 4<sup>th</sup> June 1950. It was one of six reallocated (Nos. 60114/17/20/23/25/33) to join the half dozen already there. Duties included Harrogate to KX expresses. Around this period, the utilitarian plain chimney was



Richard Greenwood

replaced by the more aesthetically-pleasing lipped version. Notable workings were a Down special from KX on 17<sup>th</sup> September 1950 and the Up 'Yorkshire Pullman' on 17<sup>th</sup> April 1951. Repainting into BR lined green took place in August 1952. *W.P Allen* was one of the later ones to be so treated; 34 had already been done and No. 60114 was one of a trio repainted that month.

A further move to Grantham on 15<sup>th</sup> February 1953 was reflected in No. 60114 hauling of the 09:10hrs ex-Lincoln train into Grantham on 22<sup>nd</sup> July that year. It had moved with Nos. 60125/44 to join the eight shedded there. A variety of work on the East Coast Main Line and linking routes ensued. Exemplifying this are: taking a KX to Newcastle train forward from its home town on 1<sup>st</sup> September; hauling the Down 'Flying Scotsman' into Newcastle on 17<sup>th</sup> June and 19<sup>th</sup> June 1954; and heading a passenger train from Stockton on 3<sup>rd</sup> October. A football special from KX was worked to its Newcastle destination on 8<sup>th</sup> January 1955; still in the North East no. 60114 pulled the 08:40hrs South Shields - KX on 30<sup>th</sup> July. Shorter workings took place like the 06:40hrs KX - Grantham train on 4<sup>th</sup> October 1956.

Reallocation to Doncaster took place on 2<sup>nd</sup> September 1957 to give that shed its sole AI at the time though it was joined by several others over the next few months. Runs continued from KX - Newcastle as well as to Leeds and York/Hull, the 14:10hrs from the capital to York/Hull being a frequent turn on late 1957 and 1958. Named trains featured like 'The Tynesider' (Down) on 18<sup>th</sup> and 26<sup>th</sup> December 1956, the Up 'Heart of Midlothian' from Newcastle on 21<sup>st</sup> January 1957 and the Up 'West Riding' on New Year's Eve 1958. On 11<sup>th</sup> October 1961 it was seen with 'The White Rose' at Hatfield. Special or additional trains were also worked by No. 60114. It arrived at KX at 20:53hrs with a train from Catterick on 15<sup>th</sup> February

1957, worked the 09:20hrs extra out of KX on Christmas Eve 1958. An example of the common practice of changing engines on the ECML is the diagram for 12<sup>th</sup> September 1959: out with the 10:45hrs KX to Peterborough and return from there with the ex-10:10hrs Edinburgh. As late as 1958 No. 60114 still carried the early BR lion on its tender.

Non-passenger workings also featured. On 20<sup>th</sup> June 1956 it ran light engine in the Down direction through Little Bytham. KX - York parcels was another turn: the 11:00hrs on 22<sup>nd</sup> November and the 20:40hrs on 1<sup>st</sup> December. After arriving with the train from Catterick on 15<sup>th</sup> February 1957 it departed KX at 23:00hrs on the parcels train to York. 12<sup>th</sup> August 1961 saw *W.P Allen* steam through Doncaster on an Up fast fitted freight. On 23<sup>rd</sup> March 1963 it was observed on an Up freight at York. On 10<sup>th</sup> April it was seen hauling the Up seed potatoes goods through Newcastle at 10:30hrs.

Passenger train diversions saw No. 60114 going via Cambridge instead of the ECML on 8<sup>th</sup> May 1960 while on 31<sup>st</sup> July the route via Bishop Auckland was used instead of the Darlington - Durham section of the main line. Several unusual workings were made later in the locomotive's life, on 29<sup>th</sup> July 1961 it headed a Lincoln - Blackpool special through Doncaster. Blackpool was certainly reached on 28<sup>th</sup> September 1963 with a Gainsborough MRS special - no doubt for the illuminations. More unusual was seeing No. 60114 at Leicester Central on 1X46, a Women's Institute special from Mexborough to Beaconsfield (for a trip to Bekonscot model village) and return. It went further afield on 7<sup>th</sup> July 1964 on a Sheffield - Cardiff then Worcester special but it failed and was under repair at Worcester shed until 7<sup>th</sup> August before being worked back to the ECML from Birmingham on the 11:41hrs 1N72 extra to Newcastle.

Even into the last year or two of its life *W.P Allen* hauled named trains. It arrived at KX with the Up 'Yorkshire Pullman' on 4<sup>th</sup> April 1963 and the Down 'Flying Scotsman' was brought by No. 60114 into Newcastle on 18<sup>th</sup> February 1964. On 4<sup>th</sup> April it passed through Grantham on the 'Tees-Tyne Pullman', deputising for a diesel - a not uncommon practice for AIs during that period. Its last recorded 'namer' was the same train on 20<sup>th</sup> April. *W.P Allen*'s last recorded passenger train was a Down troop special on 11<sup>th</sup> September but parcels and goods trains continued to be worked. Newcastle was reached at 15:00hrs on a Down parcels from York on 13<sup>th</sup> December 1964 while on Christmas Eve it brought the 07:33hrs Aberdeen - KX parcels into York - the final logging of No. 60114 hauling a train; the day before it had worked the 10:20hrs Dringhouses - Tyne Yard goods.

Withdrawal came on Boxing Day 1964, being the 22<sup>nd</sup> or 23<sup>rd</sup> member of the class to go along with No. 60158. It was still lying at Doncaster shed on 24<sup>th</sup> January 1965. On 3<sup>rd</sup> March it had moved, now lying withdrawn at Chater's Bank, Gateshead. On the 9<sup>th</sup> it was seen being towed through Newcastle by BI No. 61035 en route to Hughes Bolckow scrapyard in Blyth, Northumberland.

During its life No. 60114 was to carry eight different boilers. As the first of the class it had lasted longer than many others and its active life of sixteen years and four months was more than a year above the class average. The rush to dieselise shortened No. 60114's lifespan but it had given very good service as the pioneer of an illustrious class.

*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***



Peter Townend

Above right: No. 60114 at Rochdale in 1963.

Left: No. 60114 W.P Allen on Top Shed with No. 90428 to the rear and No. 60858 to the side - April 1962 .



• SHED NOTICES •

'EAST COAST REVIVAL' AT NENE VALLEY RAILWAY

by Graham Langer

Join us at the Nene Valley Railway for their August Bank Holiday event, 27<sup>th</sup> 28<sup>th</sup> & 29<sup>th</sup> August 2016. Two East Coast giants handle services over the long weekend, *Tornado* and *Royal Scots Grey* (masquerading as *Pinza*). Full details [www.a1steam.com](http://www.a1steam.com) The NVR will also be offering footplate experience courses with *Tornado*, details [www.nvr.org.uk](http://www.nvr.org.uk)

- Mk1 Coaching stock in use with *Tornado* and *Pinza*
- Double headed service
- Licensed Buffet Cars
- Tours of the locomotive shed
- Turntable Café serving hot/cold food and refreshments from 8:30
- Wansford Shop and Second-Hand Book Shop open
- Thomas working on his Branch Line from Wansford to Yarwell



Paul Davies

COLIN KERSWILL RETIRES

News has reached us of another DB Cargo (Schenker as was!) retirement. Colin Kerswill is stepping off the footplate after many years on the railway and numerous turns as a Traction Inspector with *Tornado*. Small of stature but large of character, those of us who worked with him will remember his ready wit and total professionalism. Colin joined Southern Region in 1956, based at Faversham then Hither Green, seeing out the end of Southern steam before making the transition to diesels. He was made a traction inspector in 2001, during his time with EWS (later to become DB Schenker/Cargo), and in this role has had many trips out with No. 60163. He is 'retiring' to continue his role as a footplate inspector on the South Devon Railway and we wish him all the best in the future. **TCC**



Above: Colin Kerswill in charge of No. 60163.

Right: Colin Kerswill (centre) with Rob Binstead and James Clarke.



James Clarke

A poem by Paul Snaith

Born in the works,  
Born for the fire,  
Born before diesel,  
Or electrical wire,  
Thrashing down the outer track,  
Up to Waverley, there and back,  
Fire the coal for the destination,  
Pulling up at the railway station,  
"All aboard!" for the 'Cross awaits,  
Banging through the traffic gates,  
And through the bridges passing by,  
The green *Tornado*, see her fly!

● A1 ITEMS RECENTLY AUCTIONED –

Peppercorn Class A1 nameplates and parts routinely appear at the big railwayana auctions and recent sales have included nameplates from No. 60142 *Edward Fletcher* and No. 60115 *Meg Merrilies* (sold for £11,600 at Railwayana.net).

£11600



Alex Penfold

Richard Corser, Charters Manager at DB Cargo, and Colin Kerswill 'on the cushions' during the BBP run of 12<sup>th</sup> August.

'THE SEVERN VALLEY VENTURER'  
THURSDAY 8<sup>TH</sup> SEPTEMBER 2016

A late summer trip to Shropshire and Worcestershire by Mark Allatt



Jack Bossett

On Thursday 8<sup>th</sup> September 'The Severn Valley Venturer' will run from London Victoria to Bridgnorth and back, picking up passengers at Slough (for M25) and Reading. This main line steam railtour will feature No. 60163 *Tornado* northbound, hauling historic carriages with passengers in First Class Dining receiving a traditional silver service throughout the journey. This will be *Tornado*'s first visit to the Severn Valley Railway with a passenger train.

This special mid-week railtour will take No. 60163 *Tornado* all the way

from London to the Severn Valley Railway. *Tornado* will storm out of London Victoria, taking 'The Severn Valley Venturer' via Kensington Olympia, Willesden and Acton, picking up more passengers at Slough and Reading. The train will continue past Oxford's 'dreaming spires' to Banbury where *Tornado* will pause for water.

After travelling via Leamington Spa, Solihull and Tyseley, 'The Severn Valley Venturer' will pass through the revived Birmingham Snow Hill station, then on via Smethwick, Old Hill and Stourbridge

Junction to Kidderminster where *Tornado* will take the link that connects Network Rail to the Severn Valley Railway.

With No. 60163 still at the head, the train will call at Bewdley before travelling the length of this superbly preserved railway, passing through idyllic countryside before reaching Bridgnorth. Here passengers will have a break of around three hours. The pleasant town is just a short walk from the station, linked by an authentic cliff lift – an unusual feature for an inland location.

For the return journey from Bridgnorth to Bewdley we have requested the use of Bulleid West Country class Pacific No. 34027 *Taw Valley*. At Bewdley a DB Cargo Class 66 diesel will take over for the return journey which re-traces our outward route to London Victoria. Tour tickets will also be valid for travel on scheduled Severn Valley Railway trains, giving a variety of alternative itinerary opportunities. **TCC**



Bridgnorth across the River Severn.

TICKET	PRICES
First Class Dining	£225.00
First Class Non-Dining	£149.00
Standard Class	£99.00

TIMES ( PROVISIONAL)	OUTWARD	RETURN
London Victoria	08:30hrs	21:35hrs
Slough (for M25)	09:25hrs	21:45hrs
Reading	09:55hrs	20:25hrs
Bridgnorth	13:30hrs	16:30hrs

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.a1steam.com](http://www.a1steam.com) or [www.ukrailtours.com](http://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 from Bridgnorth.

● First Class Non-Dining

Seats at a table for two\* or four in a First Class carriage. Includes complimentary teas and coffees, as well as afternoon tea during the return journey.

● 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.



SOCIAL MEDIA by Mandy Grant


Social Media is now very much a part of everyday life; it is probably **the** most powerful free marketing tool available to organisations! For The A1 Steam Locomotive Trust, it is a great way for us to share controlled, relevant and up to date information, directly to those who either follow us or have an interest in our groups, furthermore, through people sharing our posts, it is also a successful way of expanding our audience to those who may not have heard about our organisation beforehand.

Through our social media presence, we can control and share factual information about our projects through the posts that we make directly, it is a place where supporters can openly share their views and photos. It is a very useful marketing platform, where we can publicise and promote our revenue earning tours and heritage visits to a potential

worldwide audience. In order to maintain the integrity of the groups and to help enforce our posting guidelines, particularly in the case of Facebook, we rely on a team of volunteers who monitor all group activity throughout the day and often well into the night, making sure that any occasional unscrupulous material posted by followers or a conversation which has become out of hand or irrelevant, is dealt with promptly.


There are many social media platforms out there and we have currently chosen to use Facebook, Twitter, Instagram, Google+ and LinkedIn. We hope that the broad spread of platforms will appeal to a wide range of social media users, both the 'young' and the 'not so young', giving as many people as possible the chance to follow, support and share our news! Many of the recent changes to the websites have been aimed at making them more tablet and mobile friendly. **TCC**


If you're not already following us on social media, here is a list of our current accounts:

**Facebook –**  The A1 Steam Locomotive Trust (Group)  
The P2 Steam Locomotive Company (Group)  
The P2 Steam Locomotive Company Dedicated Donations Scheme (Page)

**Twitter -**  @60163\_Tornado  
@Gresley\_P2\_2007

**Instagram -**  @60163\_Tornado  
@Gresley\_P2\_2007

**Google+ -**  The A1 Steam Locomotive Trust  
The P2 Steam Locomotive Company

**LinkedIn -**  The A1 Steam Locomotive Trust  
The P2 Steam Locomotive Company

If social media is not for you, you can still keep up to date via our websites  
**Website -** [www.a1steam.com](http://www.a1steam.com)  
[www.p2steam.com](http://www.p2steam.com)



Covenantors' Diary by Gemma Braithwaite

Firstly, I feel it appropriate to introduce myself. I have been working as the Project Administrator for the Trust and have recently taken on more duties leading to a change in job title - Office Manager. I have been working at DLV for almost two years now and you will usually find me in the office at the back of the workshop!

All of our supporters will now have received an invitation to The A1 Steam Locomotive Trust's 2016 Annual Convention. Thank you to those who have already returned the booking form and I look forward to receiving more

over the coming weeks.

Along with recent correspondence, a discount voucher for Nene Valley Railway was enclosed for our supporters to enjoy. *Tornado* is visiting NVR in August and over the Bank Holiday weekend (27<sup>th</sup> – 29<sup>th</sup>), during The East Coast Revival event, covenantors and club members are invited to travel behind *Tornado* at a discounted price. For more information, please see page 12.

I would also like to thank all of our supporters who took the time to update their details with the Trust – it was much appreciated. **TCC**



Gemma Braithwaite enjoying a very blustery day out at Nene Valley Railway.

'THE MAGNA CARTA' - SATURDAY 8<sup>TH</sup> OCTOBER 2016

An autumn trip to the medieval City of Lincoln by Mark Allatt

On Saturday 8<sup>th</sup> October 2016 No. 60163 *Tornado* will set out from London King's Cross station and head to Lincoln with this main line steam railtour, picking up passengers at Potters Bar (for M25) and Stevenage. 'The Magna Carta' will feature No. 60163 *Tornado* throughout, hauling historic carriages with passengers in First Class Dining receiving a traditional silver service throughout the journey. It will be *Tornado*'s first visit to Lincoln since 2013.

Lincoln is a great destination at any time of year. In the 'low town', close to the station, is the modern Brayford Pool waterfront, a vibrant centre with many places to eat and drink. Alternatively, passengers can make their way uphill through the superb shopping centre and to the 'high town' where lots of little shops and inns cluster around the castle and cathedral. Lincoln Castle is notable for housing an original copy of the 1215 Magna Carta and Lincoln Cathedral, the tallest building in the world for almost 250 years, the home of the legendary Lincoln Imp.

The outward journey takes 'The Magna Carta' from the newly restored King's Cross station via Peterborough and Spalding, heading on through the glorious wide-open Lincolnshire landscapes. *Tornado* will arrive in Lincoln at lunchtime for a break of over three hours. On the way home 'The Magna Carta' heads cross-country to Newark



Jack Beeson

*Tornado* passes Copmanthorpe with the 'Silver Jubilee Talisman'.

where it joins *Tornado*'s spiritual stomping ground, the East Coast Main Line, to head south through Grantham and down Stoke Bank. It was here, in 1938, that fellow LNER Pacific Gresley class A4 No. 4468 *Mallard* attained her world speed record for steam traction of 126 mph, which remains unbroken to this day. From Peterborough 'The Magna Carta' retraces its outward route back to King's Cross station. **TCC**



Lincoln cathedral.

TICKET	PRICES
First Class Dining	£225.00
First Class Non-Dining	£145.00
Standard Class	£99.00

TIMES ( PROVISIONAL)	OUTWARD	RETURN
London King's Cross	09:00hrs	21:00hrs
Potters Bar (for M25)	09:30hrs	20:30hrs
Stevenage	09:55hrs	20:00hrs
Lincoln	12:45hrs	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.a1steam.com](http://www.a1steam.com) or [www.ukrailtours.com](http://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 from Lincoln.
- **First Class Non-Dining**  
Seats at a table for two\* or four in a First Class carriage. Includes complimentary teas and coffees, as well as afternoon tea during the return journey.
- **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.



## P2 DEDICATED DONATIONS UPDATE *by Mandy Grant*

April to July has seen an amazing increase in component sponsorship, with forty individual components sponsored, raising nearly £5000.00 before gift aid. This is firstly due to the fact that we opened up the scheme to non-supporters for a limited period on the run up to Father's Day and secondly, we have recently sent out a targeted 'Dedicated Donations' leaflet to our regular supporters, which has also proved successful and we are most grateful to all of those people who have responded to the two campaigns!

Since its launch in 2014, 236 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. Since the last update in April, we have had money pledged for the components listed.

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](mailto:dedicated.donations@p2steam.com) **TCC**

Boiler hand rail knob 1 front lower RH  
Boiler hand rail knob 2 LH  
Complete Boiler hand rail and connectors LH  
Complete Boiler hand rail and connectors RH  
Footplate over cylinder leading RH  
Footplate over cylinder leading LH  
Plain footplate over intermediate and trailing coupled wheels LH  
Plain footplate over driving and intermediate coupled wheels RH  
Footplate over motion bracket LH  
Footplate in front of firebox upper curve LH  
Footplate in front of firebox lower curve LH  
Footplate in front of firebox lower curve RH  
Ejector valve on steam stand handwheel casting  
Blower isolating valve on steam stand handwheel casting  
Turbo-generator valve on steam stand handwheel casting  
Lubricator heating valve on steam stand handwheel casting

Boiler pressure gauge isolating valve on steam stand handwheel casting  
LH water gauge handle casting (drain valve)  
Slacking cock flange  
Slacking cock  
LH tender water isolation valve  
RH tender water isolation valve  
Boiler pressure gauge isolating valve body casting on steam stand  
Atomiser isolating valve on side of boiler handwheel casting  
Rear drag box wing bracket LH machining  
Cladding sheet firebox throat plate RH  
1" BSW driven bolts and nuts - leading LH horn block to frame Nuts 9 - 21  
3/4" BSW driven bolt and nut - buffer spring cases to buffer beam Nuts 1 & 2

## DIARY 2016/2017

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

- **Saturday 27<sup>th</sup> to Monday 29<sup>th</sup> August** – Nene Valley Railway 'East Coast Revival' – Nene Valley Railway
- **Wednesday 7<sup>th</sup> September** – Belmond British Pullman – London Victoria to Bath & Bristol
- **Thursday 8<sup>th</sup> September** – 'The Severn Valley Venturer' – AISLT promoted tour, bookings through UK Railtours
- **Friday 23<sup>rd</sup> to Sunday 25<sup>th</sup> September** – Severn Valley Railway Gala, 'Pacific Power'
- **Friday 30<sup>th</sup> September** – Belmond British Pullman – The Golden Age of Travel (Surrey Hills) (Provisional Date)
- **Saturday 1<sup>st</sup> October** – Annual Convention.
- **Saturday 8<sup>th</sup> October** – 'The Magna Carta' – AISLT promoted tour, bookings through UK Railtours
- **Saturday 22<sup>nd</sup> October** – Belmond British Pullman – The Golden Age of Travel (Surrey Hills)
- **Friday 4<sup>th</sup> November** – Belmond British Pullman – The Golden Age of Travel (Surrey Hills)
- **Thursday 1<sup>st</sup> December** – 'The Bath Spa Christmas Express' – AISLT promoted tour, bookings through UK Railtours
- **Wednesday 7<sup>th</sup> December** – Belmond British Pullman – The Golden Age of Travel (Surrey Hills)
- **Monday 12<sup>th</sup> December** – 'The Christmas Canterbury Tale' – AISLT promoted tour, bookings through UK Railtours
- **Saturday 17<sup>th</sup> December** – 'Belmond British Pullman' – The Golden Age of Travel (Surrey Hills)

**2017**

- **Saturday 11<sup>th</sup> February** 'The White Rose' – London King's Cross to Leeds – AISLT promoted tour, bookings through UK Railtours
- **Wednesday 1<sup>st</sup> March** – 'The Red Dragon' – AISLT promoted tour, bookings through UK Railtours

**Belmond British Pullman**

Tel: 020 3117 1300

Web: [www.belmond.com/british-pullman-train](http://www.belmond.com/british-pullman-train)

**Severn Valley Railway**

Tel: 01562 757900

Web: [www.svr.co.uk](http://www.svr.co.uk)

**UK Railtours**

Tel: 01438 715050

Web: [www.ukrailtours.com](http://www.ukrailtours.com)

**Nene Valley Railway**

Tel: 01780 784444

Web: [www.nvr.org.uk](http://www.nvr.org.uk)

## 'THE BATH SPA CHRISTMAS EXPRESS' THURSDAY 1<sup>ST</sup> DECEMBER 2016

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

On Thursday 1<sup>st</sup> 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 seats are also available. **TCC**



**Tornado at Bristol station 2009.**



**Pulteney Bridge, Bath.**

TICKET	PRICES
<b>First Class Dining</b>	<b>£235.00</b>
<b>Standard Class</b>	<b>£99.00</b>

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.a1steam.com](http://www.a1steam.com) or [www.ukrailtours.com](http://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.**

Bookings now  
also being taken for  
**'The Christmas Canterbury Tale'**  
Monday 12<sup>th</sup> December 2016



Tornado calls at York with 'The Scarborough Flyer' on the 4<sup>th</sup> June.





P2 ENGINEERING REPORT *by David Elliott*

Frames

We now have three large frame stays (inside motion bracket, intermediate and trailing frame stays) which have been permanently installed into the frames with the latter two fully bolted in. This has enabled Mick Robinson to fit the last two hornblocks for the intermediate coupled axle. Following welding by North View Engineering Ian Matthews has completed machining and fitting of the front draw hook block into the buffer beam. This has enabled the last of the bufferbeam angles to be permanently bolted in place which has enabled Ian to complete filling and priming of the buffer beam. North View Engineering Solutions at Darlington are manufacturing the sixteen coupled hornblock liners.



Above: Front bufferbeam draw bar block trial fit.

Right: Fabricated frame stay (grey) being fitted.



David Elliott

Wheelsets

With the approval by our Assessment Body Ricardo Rail of the proposed improved crank web material, the forgings for the webs have been ordered from Somers forge in the West Midlands, with delivery promised for the beginning of August. We were expecting delivery of the material for the stub axles and crank pin for the crank axle in late July and the remainder of the engine axles and material for outside crank pins by early August. With the expected delivery dates for all the other parts known, a detailed project plan for the assembly of the wheelsets has been drawn up and discussed with South Devon Railway Engineering (SDRE) at Buckfastleigh in Devon who have been contracted to assemble the wheels to the axles, fit the crank pins and fit and machine the tyres. The crank axle components need to be fully machined and the plain axles will require some finish machining. Timson Engineering at Kettering (who have machined all the axleboxes and roller bearing spacers) have been contracted to do this work. In order to facilitate the accurate set up of the coupled axles in the frames and to protect roller bearings during wheelset assembly, all the axles with inside bearings will have their roller bearings and axle/cannon boxes fitted at Darlington prior to



Eight driving wheels ready for tyres to be fitted.

pressing on wheels and fitting and machining tyres. Provided all the components arrive on the promised dates, and no other significant problems occur during the assembly process, we hope to have all the engine wheelsets assembled by the end of this year.

P2SLC

Smokebox

Ian Matthews has hand worked the external radius of the outer front of the door frame to remove the residual machining marks and it has been permanently welded into the barrel. Drawings have been prepared and components kits supplied for the smokebox superheater and anti-vacuum valve covers, smokebox door internal baffle, doubler plates for inside the bottom half of the barrel and the smoke lifting plates. The superheater cover and anti-vacuum valve covers are now made and fitted. The large doubler plate in the rear lower part of the smokebox has been welded in.

The smoke box door hinge brackets, which (in common

with several parts on the P2 smokebox) incorporate complex curvature, were created by starting with flame cut profiles and machining them in a series of steps to approximate the finished shape. Ian Matthews then ground and polished them to the finished shape. The door hinges have been extensively smithed and machined to fit the door and are now welded on. Ian has made and fitted the lamp bracket, whilst Mick has made and fitted the handrail and door opening knob. M Machine turned the door boss which has since been welded on. This enabled the door to be hung on its hinges and the smokebox to be set up on the temporary saddle for the very successful visit of the Gresley Society on 2<sup>nd</sup> July.



The smokebox was set up for a visit by the Gresley Society.

David Elliott



Ian is making good progress with the smoke lifting plates including smithing the 2" half round beading for the front edges.

The chimney casting has been delivered, and quotes have been sought for machining it.

During the first two weeks in July we have had two apprentices from Virgin Trains East Coast (VTEC) Bound Green depot at DLW for some different railway experience. Simon Nadolny and Michael Olley have both proved adept at fitting driven bolts and assisting Ian with the smoke lifting screens. We were due to have two more VTEC apprentices in early August.

David Elliott



**Above: Smoke lifting plates trial fit.**

**Top right: Smokebox superheater and anti-vacuum valve covers.**

David Elliott



**Smoke lifting plates trial fit.**



David Elliott



Bob Hughes

**Smokebox door furniture being fitted.**



**Above: Simon Nadolny drilling and reaming holes for driven bolts.**



**Above: Finished chimney casting delivered.**

**Left: VTEC apprentice Michael and Ian Matthews form beading on smoke lifting plate.**

### Boiler fittings

M Machine are continuing to machine castings and details for the two combined injector control valves. Thanks to a chance encounter with the chief engineer of the 35006 Locomotive Company during the most enjoyable re-naming and first passenger carrying runs of Merchant Navy class *Peninsular and Orient S N Co* at the Gloucester and Warwickshire Railway on 16<sup>th</sup> May, we have been offered (and have taken delivery of) a brand new Davies and Metcalfe LM 12/13mm injector (one of the same batch of which we have two injectors for *Tornado*). This will serve as the live steam injector for No. 2007

### Design and engineering management

Recent design work has mostly concentrated on production of manufacturing drawings to keep one jump ahead of work at DLW. The detailed design of the monobloc cylinder block is also underway.



**Davies & Metcalfe 12mm LM injector.**

## Attention all Boiler Club Members!

### P2 Boiler 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.





# 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!



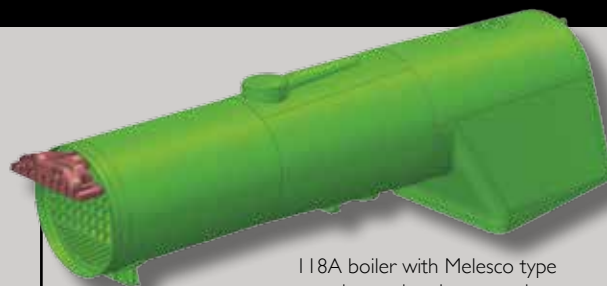
The boiler is the beating heart of a steam locomotive and to keep the construction of No. 2007 *Prince of Wales* on schedule for completion in 2021, we need to place the order for the boiler this year for delivery in 2018. We have established The Boiler Club to fund the construction of *Prince of Wales's* 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!**

For further information please visit [www.p2steam.com](http://www.p2steam.com) email [enquiries@p2steam.com](mailto: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, Hopetown Lane, Darlington DL3 6RQ



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



**Above: Beading applied to the cab edges.**

### Cab

The cab roof sub-assembly is complete including making and fitting the grills over the ventilators which are required to prevent fire irons inadvertently making contact with overhead line equipment. Accompanied by use of a large amount of oxygen and propane, Mick and Ian have completed forming and fitting the 2" round beading on the rear edges of the cab sides. The results are excellent!

A further trial assembly of the cab roof and sides onto the engine frames has been done to check that the top of the roof is in gauge. If it is too tall, we can correct this by shaving a small amount off the bottom edges of the sides before the bottom angles are riveted on. The cab glazings have been delivered by Romag of Consett. Colin Vickridge has finished the cab side window frames and has delivered them DLW - they are a lovely job!

The material has been acquired for the window runners. The bronze spectacle window frame castings have been delivered and they are being CNC machined along with the glazing retaining strips from sheet material. **TCC**



**Cab side window frames.**



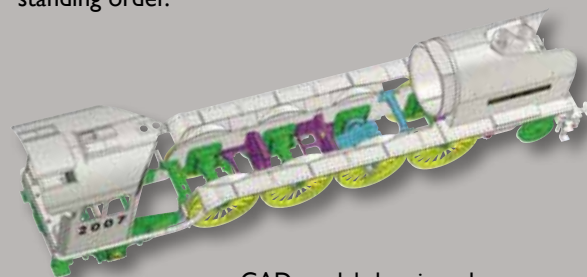
# “We want eight and we won’t wait - let’s make a Mikado!”

**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  
Building Britain's Most Powerful Green Locomotive

For further information please visit [www.p2steam.com](http://www.p2steam.com) email [enquiries@p2steam.com](mailto: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, Hopetown Lane, Darlington DL3 6RQ

## EVENTS ATTENDANCE by Mark Grant

### P2 Roadshow, Great Central Railway, 18<sup>th</sup> & 19<sup>th</sup> June

The GCR is always a good place to go and following our roadshow visit last year, we decided to go again. Mandy and I travelled down on Friday evening and on the Saturday morning we made our way over to the GCR at Loughborough. There we met up with volunteers John Rawlinson and Bob Reid. Setting up the stand on Platform 1 it was a breeze as we now use two ‘pop up’ displays as opposed to the huge stand we originally had. The problem with that one was it was now out of date! It just shows how much the project has moved on in three years! The weather was kind to us and we had plenty of visitors taking leaflets and wanting to know more about the P2 and our progress to date. It still amazes us how many people are unaware of Tornado, let alone the P2!

Sunday was much the same apart from the fact that there were just three of us manning the stand. Although we didn’t sign up any new covenantors, we spread the news amongst plenty and I’m sure we’ll hear back from some of them. We’re always after more volunteers to assist us, so if anyone is interested, please contact me on: [mark.grant@p2steam.com](mailto:mark.grant@p2steam.com)

Next up is Aln Valley Railway on 3<sup>rd</sup> and 4<sup>th</sup> September! **TCC**



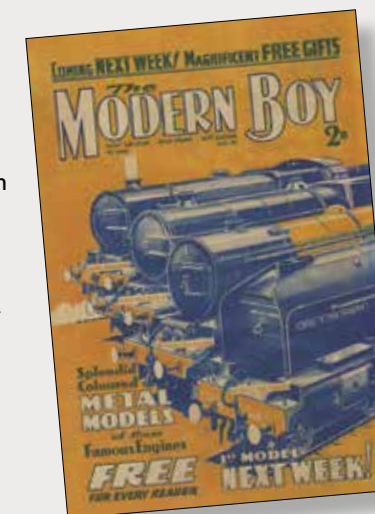
Mandy Grant, John Rawlinson and Bob Reid at GCR Loughborough.

## HISTORICAL P2 MEMORABILIA FROM THE COLLECTION

by Mandy Grant

Since last writing, I have managed to obtain another 1934 copy of ‘The Modern Boy Magazine’ this time from the week prior to my previous article. The main cover image shows a collection of the big name locomotives of the day, and advertises the forthcoming free gifts to be included in subsequent copies of the magazine. The smaller image shows a further advert from inside the magazine. It’s exciting to think that it should once again be possible to recreate this awesome line up, using the same class of preserved and newly built locomotives!

**TCC**



## Attention all Mikado Club Members!

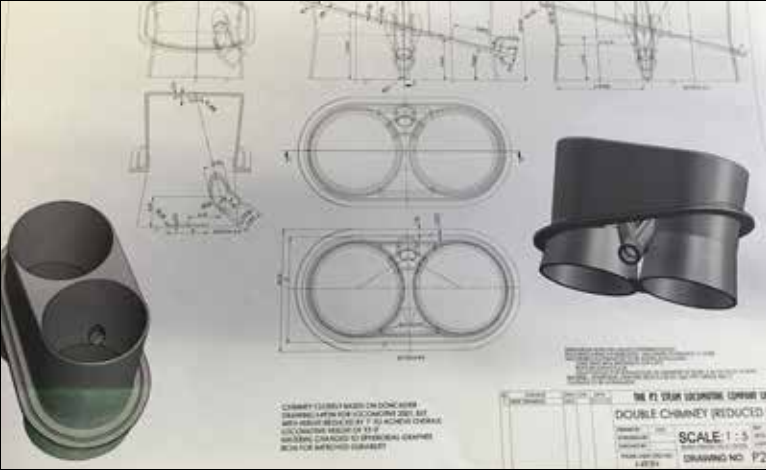
### P2 Mikado Club Exclusive Badges Are Now Available To Purchase

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.





**THE PATTERN MAKING AND CASTING OF THE CHIMNEY**



Above and right: Chimney plans are drafted and 3D models drawn up.



Above: Chimney pattern under construction.

Below: Chimney pattern half finished.



Above: Chimney port core is lowered into mould.



Right: Chimney port cores in mould.



Above: Molten metal is poured into the mould.

Left: Casting before vents and sprues are removed.

Below: Finished chimney casting.





## P2 PROFILE – No. 2001 COCK O’ THE NORTH by Andy Hardy



**Cock o’ the North at Doncaster in 1934 with Nigel Gresley and the design team.**

**In February 1933 the LNER authorised construction of two new locomotives for use on the Edinburgh to Aberdeen expresses. Subsequently known as the P2 class the order was later revised to just one locomotive. The frames were cut and laid in February 1934 with construction of the rest of the locomotive following quickly under Gresley’s direction. On the 22<sup>nd</sup> May 1934 Cock o’ the North rolled out of Doncaster works. The new locomotive was unlike anything seen before and was the first 2-8-2 express passenger locomotive to be built in the UK.**

Built with Lentz rotary cam poppet valves, a double chimney and Kylchap blast pipe, ACFI feed water heater and semi streamlined front end and cab. It was coupled to a standard design of tender as fitted to the LNER Pacifics. The tender however was the first to feature an all welded tender tank, supplied by Metropolitan Vickers. The engine was also fitted with a Crosby chime whistle that had been presented to Gresley some years before. The locomotive soon commenced running in trials and the opportunity was taken to display the locomotive around the LNER railway system. The official press launch took place at King’s Cross on the 1<sup>st</sup> June 1934 and in the following few days the locomotive was displayed at Ilford, Aberdeen and Edinburgh with people flocking to see the new locomotive.

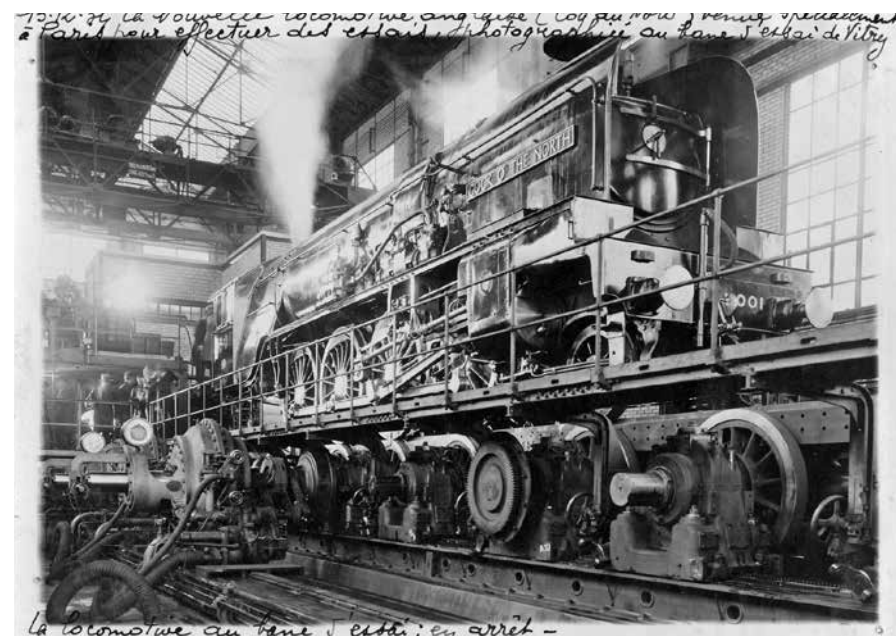
With running in completed the locomotive undertook test runs with the railways dynamometer car. On 19<sup>th</sup> June the engine took a test train of 19 carriages totalling 649 tons from King’s

Cross to Barkston and back. During the testing the results showed a maximum of 2,100 horsepower at the drawbar making it the most powerful express locomotive in Britain. The maximum speed obtained during the test was 76mph. On other tests higher speeds were attained with the locomotive reaching the mid 80s. With testing completed the locomotive was transferred to Haymarket shed on the 31<sup>st</sup> July 1934 and entered traffic over the route of which it was designed. The engine gained much local and national interest with many of the famous railway authors of the time traveling to see and ride on the locomotive. A brief trip to Doncaster was made in August 1934 for the fitting of tablet catching apparatus to make working the single line section of the route easier, with a return north to Scotland soon after.

Gresley had always been an advocate of a locomotive testing station in the UK and had built up a friendship with Andre Chapelon, who had inspired some of the design for No. 2001. As soon as

the locomotive was complete, Gresley entered a dialogue with Chapelon about the possibility of testing No. 2001 on the stationary test plant that had recently opened in France, the LNER not having one of their own and the only other in the UK not being capable of taking such a large locomotive. In November 1934 the engine was sent to Doncaster Works ready for preparation for its trip to the Vitry test plant near Paris. A few modifications were made, including the removal of the infinitely variable cams fitted to the locomotive as built and replaced by stepped cams giving only pre-determined positions of cut-off.

The locomotive left for France via the Harwich train ferry on the 4<sup>th</sup> December 1934 and arrived in Paris the following day. Testing commenced straight away with a Doncaster crew working the locomotive and Doncaster engineers observing the tests. Some problems were found with the axleboxes and these were modified in the Paris workshops and test continued.



**No. 2001 on the test plant at Vitry.**

The opportunity was also taken to find the best blast pipe nozzle settings. The results obtained from the testing were as expected by the LNER engineers although not as good as the French pacific locomotives also undergoing test. The opportunity was also taken to test the locomotive on the French railway system, again with good results although at times maintaining steam pressure was a problem. The French crew suggesting a larger firehole door and a bigger shovel would go some way to solving the problem. Prior to the engine returning to the UK the engine was cleaned up and placed on display at Paris Gare du Nord in company with a French pacific on the 17<sup>th</sup> February 1935.

On its return from France on the 21<sup>st</sup> February 1935 the locomotive once again returned to Haymarket shed and continued to work the Scottish expresses. On the 30<sup>th</sup> September 1937 the locomotive was withdrawn from traffic and sent to Doncaster for rebuilding as a streamlined locomotive as per the second batch of P2 locomotives. The engine also lost its Lentz valve gear and ACFI feed water heater in favour of the traditional Walschaerts valve gear and a traditional injector. The engine returned to traffic on the 14<sup>th</sup> April 1938 and returned to Haymarket shed. The engine continued to put in good work in Scotland, returning to either Cowairs or Doncaster works as required for attention. The only major work carried out being a new middle connecting rod and some minor boiler repairs during 1938. Although other members of the class suffered from broken crank axles and broken crank pins No. 2001 seemed to escape from any of those problems, although it did suffer from overheating bearings like its sister engines.

With Gresley’s death the new LNER

CME Edward Thompson looked into trying to standardise the locomotive fleet and the P2 class were earmarked for rebuilding as Pacifics. The rebuilds were controversial and sparked much debate. Their ungainly appearance was not popular with the staff and public alike and the locomotives rode badly prompting complaints from the crews. However, as Pacifics, the problems that had plagued the class disappeared, sacrificing power instead. No. 2001 was returned to Haymarket shed in September 1944.

In August 1946 the locomotive was renumbered No. 501 and again in May 1948 as No. 60501 under the new British Railways numbering system. New problems started to appear on the class including the serious fault of cylinder blocks working loose. No. 60501 stayed in Scotland until



**Above: Cock o’ the North rebuilt with an A4 type front end and Walschaerts valve gear.**



**No. 2001 after rebuilding by Thompson.**

27<sup>th</sup> November 1949 when the locomotive was transferred to York. As Pacifics the locomotives were found to be unsuitable for work in Scotland and an attempt was made to find more suitable work south of the border. Problems continued plague the class and *Cock o’ the North* was eventually withdrawn at Doncaster shed on 22<sup>nd</sup> January 1960 and cut up the following month. Following its rebuild the locomotive had been into the works 26 times for repairs and overhauls. In its entire working life *Cock o’ the North* completed almost 980,000 miles in traffic.

TCC



**No. 2001 climbs away from Inverkeithing with the 14:00hrs Edinburgh Waverley to Aberdeen on 28<sup>th</sup> August 1936 – Eastern Region.**



## THE AISLT PHOTOGRAPHIC ARCHIVE *by Tony Watson*

When the project to build a new AI was beginning to turn into reality some 25 years ago, it was becoming evident that a permanent photographic record of the events taking place was needed. This unique undertaking would be an obvious subject for books, films and other media to satisfy rail enthusiasts of the future. So, right from the start of the AI Trust's work, cameras and high-quality photographers were present. However, whilst there were many photographs being taken by a variety of individuals, it became evident that an 'official' collection, to gather all this output together, was desirable. To this end an official AISLT photographic archive was commissioned in 2004 by the then marketing director David Bedding. The aim was to create an easily accessible visual record of all the Trust's activities since formation in 1990, plus all future activities, and of course of No. 60163 *Tornado*.

The earliest photos from the 1990s included meetings of the Trust's founding members, and their visits to other railways and organisations. These included visits to the Tanfield and Great Central Railways, Tyseley Locomotive Works, Ian Storey Engineering and others. Much of this early activity as well as the first covenanter's and Board meetings were captured on video by Ted Parker and many of the early images in the archive are actually stills taken from Ted's videos.

By 1994, with the cutting of *Tornado's* frames, a record of each stage of the construction of the locomotive was beginning to emerge. As new parts were obtained, a photographic record was taken and added to the Archive which was beginning to grow. By the end of the 1990s, the collection had grown to over 1000 images (mostly in shoeboxes!) and it was clear that this needed properly organising. In 2003 covenantor Keith Drury had just joined David Bedding's newly-formed Marketing group of volunteer staff. Keith took on the design of the Photo Archive, and developed its systems. Many readers will remember visits from Keith to borrow their precious photographs on promise of safe return, and the conversation, "Oh, and please sign this licence, so the Trust can make use of your pictures!"

From the outset, the archive was planned to be fully digital, avoiding the many, expensive requirements for storing paper prints or slides, etc. So that the



Peter Townend



AISLT

**Above: No. 60144 King's Courier exiting Gasworks Tunnel, September 1959 taken by Peter Townend. The Trust has an extensive collection of historic photos such as this one taken by Peter Townend when he was at 'Top Shed'. Peter is a Vice President of the AISLT.**

**Left: The Archive contains a record of *Tornado's* construction, such as this scene of a connecting rod being forged in 2002.**

Trust would hold only copies of the images, donors would always get their originals back (plus a free set of their digital versions). Collection of photos made by others always involves strict attention to intellectual property (IP) rights and regulations, which are largely identical worldwide. To determine how the Trust could meet these, David Bedding and Keith visited the largest UK Museums holding similar archives and the processes they use to give appropriate attention to IP rights were built into the Trust's new Photo Archive systems. Thus, for example, the Trust does not legally 'own' many of the images in the Archive; the image copies are licensed for use by the Trust by the owners who keep ownership and copyright. Users of images from the Archive are similarly bound by licence.

The Archive's systems include cataloguing each image, so that we have proper records of each one, obviously including the image owner, the originator (mostly, but not always, the owner), the owner's file name, the date and number of each deposit, the date of the

photograph, the photograph type (scans from prints, slides or negatives were the usual order of the day in the early days, largely today replaced by digital camera images), image size, ownership status, and other information. Keith created several 'libraries' within the archive. These were 'Historical AIs' (the Trust has benefitted from many donations by expert photographers of the day), 'The AISLT' (mainly covering non engineering or operations, such as meetings etc), 'Other Locomotives and Railways' (mainly historical images of other than AIs), '*Tornado* Construction' and '*Tornado* Operations'. Many hundreds of the Archive images from each of these categories have appeared over the years in Trust publications, the railway press, books and other media.

By the time *Tornado* was ready to go main line in 2008, Keith was finding it increasingly difficult to find the time necessary to maintain the archive and I volunteered to lend a hand. Within a couple of years, the archive team had evolved to Neil Whitaker, Chris Woodcock and myself. Neil eventually



P2SLC

**The Trust has expanded the Archive to include many photos of the P2s, some of which have never been seen before.**

'retired' from the archive team to devote more time to his young family and the occasional stewarding or merchandising outing, leaving just Chris and myself.

Today's archive has now grown until we now have just short of 15,000 images. As images are received from donors, the first thing that happens is a copy is made which is then given a library number; this, combined with the date, location, number and contributor becomes the copy's file name, which is placed in the relevant library. The original is kept separately in a 'deposit' folder. Whilst the original remains untouched, the library copy could be cropped etc, although this is rarely necessary. This way there are always two copies of each donation. Details of all these images is held in a searchable database that contains all the



Photo by Cecil Vogel c/o Nigel Vogel

**The Trust Archive contains a number of rare colour images such as this one of No. 60120 Kittiwake with a northbound train that is signalled to stop. When this photo was taken in late June 1962, the locomotive was based at Copley Hill (56C) motive power depot in Leeds.**

above items of information plus much more.

Over the years, we have been well-served with excellent contributions from skilled photographers, such as Jack Beeston, Ian McDonald, Peter Townend, Geoff Griffiths and many others, whilst David Elliott, Rob Morland, Bob Hughes and others have been prolific in sending us workshop photographs of the various

stages of both No. 60163 and No. 2007's construction and each and every new item of equipment as it is acquired or manufactured. We have also been assisted by Steve Armitage who has applied his skills to digitally restoring many of the earlier images to something like their original glory.

The Trust always welcomes quality photographic contributions of *Tornado*, or indeed *any* original vintage railway photographs from the steam era. Perhaps you have built up a collection of negatives, slides or prints over the years and, as time advances, you are wondering what would be the best course of action in order to let your precious photographs be seen and also be preserved for generations to come? This equally assists the Trust with advertising and publicity as well as providing a modest but invaluable source of income from our digital presentations to clubs and societies. Originals or high-resolution scans are both welcome; we can even offer a scanning service for you if you haven't your own facilities! In this way, you would have found a good home for your images with the AISLT and at the same time help in securing *Tornado's* future. So why not contact AI photos [photos@a1steam.com](mailto:photos@a1steam.com)? Donors will always be acknowledged, and full credit given. **TCC**



Jim Meads

**The Archive contains complete collections of historic photos, some of which have never been published, such as this image by Jim Meads of rebuilt P2 No. 60505 Thane of Fife seen near Hadley Wood.**



## PROFILE – TONY LORD by Graham Langer

Tony's mother worked on the railway during World War 2 and his uncle was a railwayman all his life. He had a clockwork train set from a very early age and was once, at the age of three, taken to Colwick Motive Power Depot near Nottingham where he asked, "Where do you keep the key to wind them up".

Before he left school, he met the Careers Officer from Nottinghamshire County Council who kept telling him that the Colwick Depot did not accept electrical apprentices, little did he know that Tony's uncle who by that time was the Deputy Depot Manager, had arranged an interview for him with the Depot Manager, who had already sent a letter to Tony accepting him. Thus, in 1961, Tony started work at Colwick on the Eastern Region and in the first week was introduced to electrical maintenance procedures for general plant and machinery, diesel electric shunting locomotives, steam locomotives that were fitted with Stones generators and simple lighting installations. Things then moved on quickly.

At the start of the second week, he was sent off with a team to Grantham, then after a small job he and the team rushed off to catch a main line train (pulled by an A1 locomotive) to Newark Northgate. They then walked to Newark Castle station where he was based for the next six months. When Tony arrived at the station, he found it was totally gas powered for lighting and heating. When they left six months later, the lighting, heating and all other systems were electrically powered. This also applied to underground sub-mains to the goods shed, signal box and yard lighting. Tony also attended technical college one day a week to get the qualifications necessary to become an electrician after his six-year apprenticeship. He also completed courses on mainline diesel electric locomotives, railcars and railway track maintenance machinery such as tampers and liners.

At this time Colwick Motive Power Depot (40E) was also the central point for the area covered by Doncaster and Lincoln main offices, so he worked at Grantham, Peterborough, Lincoln and various other locations until the depot was taken over by the Nottingham Division of British Railways. He then became part of the Midland Region. One good thing about this was that when he turned 18 years old, he had to undertake Main Works Training for six months, which was done at Derby Locomotive Works rather than Doncaster.

Once released from the works, Tony went back to the depot at Colwick, only to find that it was to be closed and they were all moving to Wilford Road Nottingham. He finished off his apprenticeship there but during that time he was given office training as a Technical Officer. He spent only a short time as a qualified electrician before becoming a Technical Officer in the Plant & Machinery Department and started on the design side of electrical work covering the whole of the Nottingham Division. After a short time as an electrician he became a Technical Officer in 1967 being promoted to Senior Technical Officer at the Chief Civil Engineer's Office in Euston.

In 1975, the British Railways Board created a new organisation called the BRB Chief Architect's Building Services Department, based at Marylebone Station. Tony was told to apply for one of the new posts and therefore became a Senior Engineering Assistant (MSI) in a management post. Working permanently in London became very dull and he therefore decided to seek employment outside London, even if it meant



**A man happy in his work! Tony emerges from Tornado's firebox.**

leaving the railway. After a number of applications, he was interviewed for the post of Senior Technician at County Hall, Glenfield, Leicester. This new post was in the Street Lighting section of the County Surveyor's Office and he subsequently became Assistant Lighting Engineer. He remained in that post until 1983 when he decided to move on and was eventually accepted as an Area Engineer with the National Inspection Council for Electrical Installation Contracting (NICEIC). The variety of work of this organisation was incredible so he stayed with that charitable body until he officially retired in 2009, but they asked if he would carry on part time for another two years and he eventually 'managed' to leave them in 2015.

Tony found out about *Tornado* in 2004 when a good friend asked him if he would like to attend a lecture on "the new build steam locomotive". He went to the talk and was very impressed. In 2006, the Derby Railway Engineering Society, of which Tony is still a member, organised a visit to Darlington Locomotive Works, which he attended. It was at that time he signed up as a Covenanter with the Trust. He and his wife Gillian attended the conventions in 2006 and 2007 and when a call was put out to Covenantors to help on a stand at the Great Central Railway at Quorn and Loughborough in 2008, Tony asked Gillian if she would mind him helping and she said, "Only if I can as well". They also worked at Barrow Hill on the A1 stand and it was here that Gillian complained to Mark Allatt that the items for sale and the stand itself were not good enough. The next thing Tony knew was that Gillian had accepted the post of Merchandising Manager for the Trust. Somewhere around that time she had also joined as a Covenanter. She eventually became a Trustee and Tony now works for her!

In 2011 Tony and Gillian moved to County Durham and Mark Allatt told Tony that he was then the Buildings Manager at Darlington Locomotive Works at twice his usual salary of £0! This is a voluntary post he still fills. He got the works cleaned up, re-plastered and painted internally. At present he is involved with energy conservation work and bringing the upper floors of the building back into use. He also obtained Listed Buildings Consent for putting the Darlington Locomotive Works sign on the front of the building. Tony still gets involved with the merchandising operations of the Trust in case of technical problems with the equipment, logistics, stand manning and stewarding on the Trust's own trains pulled by *Tornado*, in his 'spare' time! **TCC**

## FROM THE ARCHIVES by Graham Langer



**Tornado's boiler is delivered to DLW in 2006.**

● **Summer 1996** – The initial plateway of the cab floor for *Tornado* was under manufacture. In addition, British Steel Engineering of Renishaw had started the production process of the outside pair of cylinder castings and Lloyds had started the process to cast the rear truck and front bogie wheels. The three cylinders were unveiled at Tyseley on 25<sup>th</sup> May and by late summer a selection of patterns, including those for some of the smaller components required to complete the frames, had been delivered by Coxill Patterns to TLW where tenders were being issued for their casting and machining.

● **Summer 2001** – Work continued to find a supplier who could build a boiler based on the original LNER diagram 118 design while meeting modern EU pressure vessel directives and satisfy Railway Safety Ltd., HMRI, Railtrack and our insurers. The Trust approached a dozen UK firms of which three responded but the turmoil the British pressure vessel industry was going through at the time caused them to drop out, either through lack of resources or because of the Trust's requirement



**Summer 1996 - Dorothy Mather and David Champion with the new cylinders at Tyseley.**

that the boiler be designed and built by the same company. In consequence attention turned to Europe. Interlok, a Polish company, initially expressed an interest but gradually Dampfkloswerk Meiningen emerged as the front runner. Based in the former East Germany, the ex- Deutsche Reichsbahn locomotive works was still capable of manufacturing such engineering masterpieces and, critically, was still part of German Federal Railways (Deutsche Bahn).

● **Summer 2006** – The boiler arrived! Following a successful hydraulic testing in Meiningen, witnessed by all the required approval bodies, *Tornado's* boiler was given the confirmatory CE marking. After some very careful – and somewhat euphoric – inspection, the whole unit was parked overnight on the field behind the Locomotive Works. Sunday morning saw the early arrival of a large crane plus other lorry loads of associated equipment. The boiler was soon swinging gently from the crane ready to be lowered into the works.

● **Summer 2011** – Following the return of her boiler from Germany, *Tornado's* overhaul was completed at the National Railway Museum and she was out-shopped in BR green for the first time. After completing a test run to Scarborough on 18<sup>th</sup> May and a visit to the North Yorkshire Moors Railway, No. 60163 travelled south to resume her duties on 'The Cathedrals Express' tours and a summer working 'The Torbay Express' as well as visiting Didcot Railway Centre. In Darlington work continued on the support coach with attention starting to turn to the bodywork. **TCC**



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



THE A I STEAM LOCOMOTIVE TRUST CONTACTS

President **David Champion** ([david.champion@aisteam.com](mailto:david.champion@aisteam.com))  
Vice Presidents **Peter Townend** ([peter.townend@aisteam.com](mailto:peter.townend@aisteam.com)),  
**Ben Godfrey** ([ben.godfrey@aisteam.com](mailto:ben.godfrey@aisteam.com)), **Tim Godfrey**

Board of Trustees

**Mark Allatt** Chairman ([mark.allatt@aisteam.com](mailto:mark.allatt@aisteam.com))  
**Graeme Bunker** Operations ([graeme.bunker@aisteam.com](mailto:graeme.bunker@aisteam.com))  
**David Burgess** Company Secretary ([david.burgess@aisteam.com](mailto:david.burgess@aisteam.com))  
**David Elliott** Director of Engineering ([david.elliott@aisteam.com](mailto:david.elliott@aisteam.com))  
**Gill Lord** Merchandising ([gill.lord@aisteam.com](mailto:gill.lord@aisteam.com))  
**Rob Morland** Electrical ([rob.morland@aisteam.com](mailto:rob.morland@aisteam.com))  
**Chris Walker** Finance ([chris.walker@aisteam.com](mailto:chris.walker@aisteam.com))  
**Advisers to the Board**  
**David Breakell** Legal ([david.breakell@aisteam.com](mailto:david.breakell@aisteam.com))  
**Richard Corser** Finance ([richard.corser@aisteam.com](mailto:richard.corser@aisteam.com))  
**Andy Hardy** Archivist ([andy.hardy@aisteam.com](mailto:andy.hardy@aisteam.com))  
**Sophie James** Education ([sophie.james@aisteam.com](mailto:sophie.james@aisteam.com))  
**Tony Lord** Premises Manager ([tony.lord@aisteam.com](mailto:tony.lord@aisteam.com))  
**Graham Nicholas** Quality & Certification ([graham.nicholas@aisteam.com](mailto:graham.nicholas@aisteam.com))  
**Huw Parker** Project Management ([huw.parker@aisteam.com](mailto:huw.parker@aisteam.com))  
**Richard Peck** Commercial Manager ([richard.peck@aisteam.com](mailto:richard.peck@aisteam.com))

Editor

**Graham Langer** ([graham.langer@aisteam.com](mailto:graham.langer@aisteam.com))

Picture Editor

**Tony Watson** ([tony.watson@aisteam.com](mailto:tony.watson@aisteam.com))

Design

**Kevin Lumb** ([kevin@limegroveprintanddesign.co.uk](mailto:kevin@limegroveprintanddesign.co.uk))

Office

**Gemma Braithwaite** ([gemma.braithwaite@aisteam.com](mailto:gemma.braithwaite@aisteam.com))

\* All information correct at the time of going to press late August 2016. For up-to-date information and dates please check the website [www.aisteam.com](http://www.aisteam.com).

- The A I Steam Locomotive Trust, Darlington Locomotive Works, Hopetown Lane, Darlington DL3 6RQ
- e-mail: [enquiries@aisteam.com](mailto:enquiries@aisteam.com) ● website: [www.aisteam.com](http://www.aisteam.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.

© 2016 The A I Steam Locomotive Trust except where shown. Views of contributors are not necessarily those of The A I Steam Locomotive Trust.