

THE COMMUNICATION CORD



The A1 Steam Locomotive Trust
New Steam for the Main Line

No. 13 November 2008

Storming!

'A1' No. 60163
Tornado departs
Loughborough on
September 21,
with the empty
stock for the first
covenantor's train.

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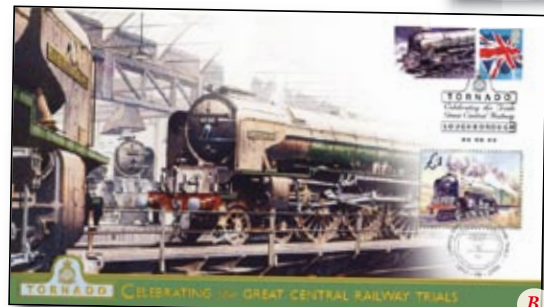


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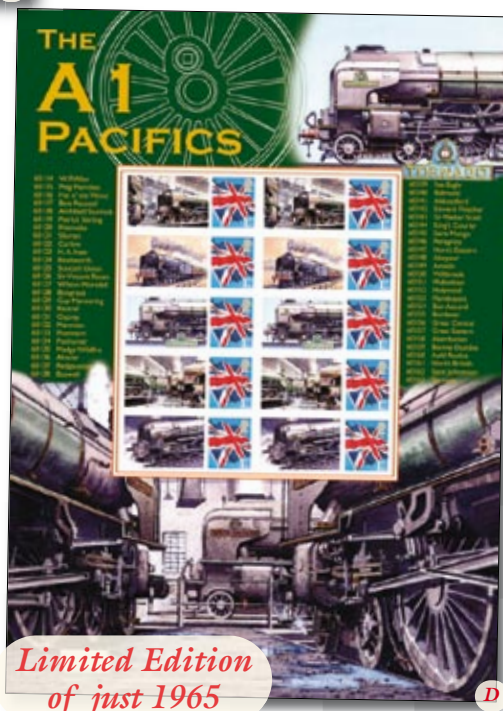


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Editorial

It's not going to be hard finding more copy to fill both *Top Link* and *The Communication Cord* as our locomotive No. 60163 *Tornado* reaches ever-more milestones; even if we do repeat quite a few superlatives along the way!

Whatever happens in the future in terms of new builds, none will never have the same reaction as *Tornado* has had. That is by no means a criticism of any group building a brand new locomotive from scratch – and indeed there are many that will succeed; it is quite simply the fact that No. 60163 is the pioneering locomotive.

What the construction and completion of *Tornado* has proved is that similar projects can be achieved, and one hopes that fellow new-build groups have been even a little



encouraged by what the Trust has achieved.

Your continued support for the construction AND operation of this impressive machine is much appreciated, and it is you that is to thank for the completion of a brand new 'A1' along with the professional engineering team led by David Elliott and our team of volunteers – but (and there always

is one) as our Chairman reminds us, this isn't a time for complacency. This isn't just a project to build a locomotive – but to build one for use on the main line. So do please continue to support the project.

So if you thought that all the excitement was over, you'd better wait for what's in store. It promises to be incredible.

Nick Brodrick, Editor

**A covenantor's special
rounds the curve at Kinchley
Lane on September 21.**



Ken Richardson/A1SLT Library

News by Nick Brodrick

What a wonderful few months it has been! Within a matter of days following the 'First Moves' media launch and Covenantors' weekend at *Tornado's* 'birthplace', Darlington Locomotive Works (DLW), the 'Pacific' was winched onto a low loader on August 20 for the 143 mile journey to its unloading point at Quorn on the Great Central Railway, where it was off-loaded the following day.

From there the 2008 built locomotive began what is hoped to be an epic journey over at least the next nine years and three months of its boiler certificate.

Tornado was now in a full railway environment for the first time: signals, points, stations, double track and fellow locomotives – far removed from DLW!

Its first moves at Loughborough (where

it had been dragged by a class '08' diesel shunter from Quorn) were undertaken on August 21, with Operations Director Graeme Bunker at the regulator and contract staff team member Chris Duckers on the shovel.

Such was the success of the yard movements, an evening series of 'gentle' runs to Rothley and back were carried out, with no sign of any warm bearings or any other negative side affects.

So from the 'A1's' first non-stop mile added to the milestone tally, another was added under 24 hours later when the locomotive hauled its first train in the form of the GCR's LMS director's saloon.

As if that were going to be a test for the 165 ton 4-6-2, a sterner test was given when a seven coach load was slung onto *Tornado's* coupling hook, which perhaps

unsurprisingly provided little in the way of a challenge for No. 60163.

It shouldn't be forgotten however, that the locomotive was hauling its first loaded trains ever and therefore like any ex-works locomotive was monitored very closely by its support team.

However, the early successes of No. 60163 was largely unseen and unpublicised, with a continuing series of running-in trials. That was until September 21 – when for the first time (more firsts!) *Tornado* took a fully loaded train of passengers, filled with just some of its thousands of Covenantors.

Tornado was in operation every weekend on the GCR until the 'Steam Railway Gala' from October 9-12. This was the final chance to travel behind *Tornado* in her now iconic launch livery of 'photographic grey' as it was its last passenger trains until

FROM THE CHAIR By Mark Allatt

Crowds of A1 Trust supporters throng around Tornado at Quorn during the special September 21 covenantor's day.



In my last column I said that this is just the start of what will be an amazing few months – and what an incredible few weeks (yes, that's all) it has been.

Our packed works during our First Moves Weekend on August 2/3 was followed up with an equally busy open day the following Saturday, with over 1,500 people coming to witness *Tornado* moving. The Mayor of Darlington enjoyed himself so much he came back again the following weekend!

We barely had time to catch our breath before *Tornado* was being winched onto a low-loader for the long journey to the Great Central Railway. It was then only a matter of days before not only was *Tornado* in steam but she was running light engine, then with an inspection salon and then finally hauling her firm proper train. All within less than 100 hours!

The people of the GCR went out of their way to make *Tornado* most welcome during her stay. Nothing was too much trouble and they seemed to smile as much as we did. As you can read elsewhere in this issue our locomotive's performance on the GCR has been exemplary - a real tribute to David Elliott and his team and also to all of our supporters whose faith in him never wavered.

September 21 saw around 1,000 Covenantors and their guests, our largest event ever, descending on the Great Central Railway for *Tornado's*

first passenger trains from as far away as Canada and Australia. It was smiles all round as *Tornado* performed in the faultless way to which we have now become accustomed. Whether they were experiencing their first 'A1' haulage in many years or their first ever, all were impressed with our locomotive's pace, grace and sheer power.

The following day was the *Steam Railway* magazine supported first public trains with around the same number of people making a pilgrimage to Loughborough. I'd like to express my thanks to Alexa Stott, Duncan Ross and their teams of helpers for handling the Sunday's logistics and making those 'firsts' such an enjoyable experience.

I'm delighted to be able to say that we have now 'ticked off' two-thirds of our mission - "to build and operate a Peppercorn class 'A1' 'Pacific' steam locomotive for main line and preserved railway use". Having arrived at the NRM on October 21 it is now just 8 days as I write until *Tornado* makes her first test run on Network Rail metals. All of this progress has, though, come at a significant cost. Over recent months the Trust has been spending in the order of £60,000 every month on construction and although she is now almost ready for the main line, now is not the time to falter.

It is thanks to your kind generosity that we have reached this stage.

We are therefore keener than ever to encourage as many supporters as possible to join us by becoming a Covenantor, making a donation, taking out a dedicated donation to sponsor a part of the locomotive (there are still many components left to support) and/or subscribing to our Bond issue. If you know anyone who wants to become part of *Tornado* please encourage them to sign-up. When you look at the list of components now available as dedicated donations, I am sure that you will find one that captures your interest and suits the size of your pocket. Details on all of these can be found in the 'how you can help' section of our new website www.a1steam.com.

We still have a huge amount to do if No. 60163 *Tornado* is to get certified for main line this year – but with your continued support I have every confidence that we can achieve this ultimate objective.

Finally, our Annual Convention will be in York on December 13. As usual this will be for Covenantors and their guests only, so please put this date in your diary. A booking form is enclosed with this mailing. We will inform you of details of future events and milestones as soon as we can be as confident as we can regarding the arrangements – please keep an eye on the events section of our website for the latest information. I look forward to seeing you in York for yet another momentous occasion. **TCC**

she enters main line service resplendent in her first livery of LNER express passenger apple green with 'British Railways' on the tender.

With LMS Jubilee class 5690 *Leander* and *Steam Railway* magazine appeal BR standard '7MT' Britannia class 70013 *Oliver Cromwell* also at the gala it was a send-off to remember, with over 7,000 visitors over the three days. Indeed, it was the GCR's busiest ever.

As this issue went to press, preparations for the locomotive's first run on the main line network were being made... **TCC**

IN THE MEDIA, by Mark Allatt

Press interest in our locomotive since the first moves continues at an extraordinary level. Newspapers and magazines from as far away as China and Germany covered the story and back in the UK there have been wall-to-wall articles in the railway press – professional, heritage and modelling – with many front covers and page after page of congratulatory prose.

Our move from Darlington to the GCR was covered at both ends by local radio, television and newspapers and this has also been followed by the specialist press. This was when the fun started... *Tornado* appears many times in almost every edition of every railway magazine you can buy at the moment, running light engine, hauling test trains and even wearing a face! We were visited again on the GCR by our old friend Andy Kluz from ITV for the Tyne Tees regional news and *The Times*, *The Daily Mail* and *The Guardian* have all made follow-up visits which resulted in substantial and positive coverage.

The locomotive has also become something of a television star away from the news programmers. The BBC programme *Flog It* filmed in DLW just before we left and has yet to be aired. Channel 5's *How do they do it?* was shown on September 11 and included ten minutes of presenter Robert Llewellyn in DLW helping to complete *Tornado*.

A very significant was also aired in October... After more than five years of work, Tom Ingall and his team did their last filming of the first passenger trains for their documentary *Absolutely Chuffed: the Men Who Built a Steam Engine* was shown on BBC 4 on October 16 followed later by *Tornado's* appearance in *Time Shift*.

New media has also become a major channel for publicising *Tornado* and attracting new supporters and hence funds. The overwhelming majority of our new supporters now contact the Trust through our website at www.a1steam.com. Press coverage of the first moves drove the number of visitors up to almost

WHERE'S THE MONEY? By Barry Wilson

Although the Trust's fundraising efforts continue to break all previous records there were significant increases in costs around materials, labour and certification throughout the last few months of activity in Darlington and during our stay on the GCR.

In order to put *Tornado* on the main line the Trust still needs to raise a minimum of £66,000 to pay the ever increasing costs of certification and for main line trials and at least £50,000 for a fully equipped and certified support coach. Then once *Tornado* is on Network Rail we will need to raise in excess of £800,000 to service the loans taken out and Bond issue taken up to ensure the locomotive's long term operations. I'd therefore like to again take this opportunity of again thanking all of those bond holders who have gifted their bonds to the Trust, thereby helping to reduce our future liabilities. **TCC**



On an Allelys transporter, No. 60163 is negotiated through the streets of Darlington as it leaves its 'home' town for the Great Central Railway on August 19.



Tornado is unloaded at Quorn & Woodhouse on August 20.

9,000 on August 1 and the average for the past month has been around 1,000 per day. Our www.facebook.com interest group now has over 220 members.

A large number of people have also posted videos taken of *Tornado* onto www.youtube.com, including most of the significant moments over the past three months. I've been amazed not only at the speed at which they have appeared on the site but also at the number of people looking at it and the quality of much of what is there. If you've never taken a look at www.youtube.com I suggest that you do. Just type '60163 *Tornado*' into the search function and enjoy the sight and sound of our locomotive approaching Kinchley Lane on a test run,

amongst many others.

To keep up to date with *Tornado's* press appearances go to the 'in the media' page within the news section of our website www.alsteam.com and click through to the actual articles and recordings. **TCC**

SEIZING THE MOMENT by Duncan Ross Coin on the line...

The first turn of *Tornado's* wheels under her own power took place at the stroke of noon on July 29. Around 500 supporters, contributing over £16,000, took part in this historic, and defining moment in the history of our project by sponsoring the first turn of the wheels.

You will recall that, as part of the

celebration, the Trust promised to present an inexpensive – but appropriate – memento of the occasion. The memento is in memory of all the enthusiasts who, years ago, placed coins on the line. Three 1948 threepenny bits were placed on the track in front of the driving wheels prior to the first movement. One of these 'Coins on the Line' mounted and framed will be presented to Mr Phil Clarke from Nuneaton, Warwickshire – the first name that was pulled out of the hat.

A second 'Coin on the Line' will be presented to a 'First Turn of the Wheels' sponsor who celebrated a special occasion on the day – or date – that the wheels first turned. The occasion can be anything memorable – fond or otherwise

SOMETHING FOR THE WEEKEND

Now that *Tornado* is up and running, a range of commemorative merchandise is being prepared – all of which raises money towards the locomotive.

Some of the products are directly produced by the Trust, others are collaborations with outside bodies, but together they make a range to suit all pockets!

We do hope you'll find something you like... safe in the knowledge that sales are helping the 'A1'.

Win with our latest raffle!

For the latest *Tornado* draw we have fantastic prizes to give away – a footplate experience with *Tornado* worth £2,500, two premier

dining tickets on a *Tornado* Steam Traction-organised railtour (worth around £340) and a Hornby 'Talisman' train pack, worth £183. Tickets are just £1 each and you should find books enclosed with this TCC. Please buy plenty!

The *Tornado* Story

The official story of how *Tornado* was built, produced by the Trust itself using its unique photographic archive. Printed on high-quality paper, this 40-page pictorial album costs £10 – and all profits go straight to the project!

Tornado First Day Covers

Renowned First Day cover producer Buckingham has produced *Tornado* covers (sale price £9.95) and 'Cinderella stamps' (£4/7.50 dependent on version) with a percentage

Workplates

Those of you who have seen the locomotive close-up will have spotted its distinctive LNER-style brass builder's plates on the cabsides. You can have a replica – the ideal high-quality memento – for £165. All profits to the Trust.



of the profits going to the Trust. Click on the Trust's website www.alsteam.com for details.

Sterling silver *Tornado* relief

Tornado's profile in Sterling silver is the subject of this

limited-run collectors' piece, mounted on a BR totem-shaped varnished piece of wood and in a special box with certificate of authenticity. Each costs £295, with all sales including a donation to the Trust. More details at www.ibexgoldltd.com

Works grey 'OO' gauge limited-edition *Tornado*

Modelmaker TMC, in association with the Trust, is producing a very limited edition model of *Tornado* in its current 'photographic grey'. Based on the Bachmann 'OO' gauge model of the 'A1' and featuring tender and other modifications to more accurately reflect the changes made to the original design, it comes complete with headboard, numbered certificate and in a TMC presentation box.

Priced at £250 (plus £6 P&P) each sale includes a donation to the Trust.



The new TMC
modified *Tornado*
Bachmann model.



Letters

*Tom Ingall documents the build-up to No. 60163 *Tornado's* first passenger trains.*

Dear Covenantors,

It's been a while since I couldn't sleep with excitement. Normally on Sunday morning, chez Ingall, I'm the last one awake. Mrs Tom is away at 4.30am for a Sunday breakfast programme on local radio. Ms Tom wails me awake from her cot at (if I'm lucky) 7.30am. Today, it's different. I'm sitting down just before 5am to write this, having been already awake for a couple of hours. Judging by the counter on the A1 Steam Locomotive Trust's website I'm not the only one. The site registers 9 people online in the small hours. They like me must be counting the hours until the first passenger trains.

This is slightly strange. Even after all this time I'm still really an outsider to the project. It's not my hard work, which is about to be tested. It hasn't been my diligence which has seen the project through. For years, I've just been the observer clinging on to the coat tails of The A1 Steam Locomotive Trust with a documentary film crew. At first, when exasperated BBC colleagues wondered why I was always disappearing off to Darlington, I was forced to mumble something about brand new steam engines, dashing for the door before their comments could reach my sensitive ears. I think they thought it was a phase I was going through. Now though, with so many finishing lines in sight, with *Tornado* working so faultlessly, with a transmission date looming for 'the film,' it does feel like I've been on the journey with you.

As Mark Allatt said to me recently in one of the many, interviews we've shared over the years, "this is the moment when I don't need to defend my hobby any more." He's absolutely, one hundred percent right. *Tornado* has really achieved something. Suddenly, for the first time since the outbreak of trainspotting, railways are cool in the general public's eyes.

There's much anecdotal evidence to support this view. Besides working for the BBC, I'm also involved with the Great Central Railway. Over the whole of 2008, we've heard the telephones ringing, slowly at first, but becoming a jangling cacophony of enquiries. "When is it here?", "When is it running?", "What colour will it be?" The 'it' of course referring slightly

impolitely to your wonderful engine. A week after the Thomas event (when the Fat Controller's brand new grey engine (which might have stolen the show appeared), on a day when *Tornado* wasn't even running, I saw a five year old boy dragging his parents to the shed. "I want to see *Tornado*", he was demanding, while pulling along his dad at arm's length. The last piece in the jigsaw – my once reluctant colleagues at work suddenly taking an interest. The true scale of what's been achieved is apparent even to them and in that scale the admiration lies.

"There have been
emails, meetings,
late night phones calls,
tearing up of schedules
and plans"

Of course, this is the result of many months of planning. Swapping hats from BBC to GCR, there have been emails, meetings, late night phones calls, tearing up of schedules and plans as dates have come and gone. We understand those sorts of things. Our own projects always ebb and flow from imagined timelines. As such the relationship between the railway and the trust has remained genuinely cordial throughout. In fact, I'll confess to a slight relief. At one stage, *Tornado* was looking set for a touchdown on Leicestershire metals in May 2008, just at the same time as the other big star of the year, No. 70013 *Oliver Cromwell* was being completed. The fear of God ran through me as I contemplated looking after the launch of two big engines, both with separate identities, separate reasons to be important, in the space of two weeks.

I'm rather glad *Tornado* slipped dates in that regard. The launch of *Oliver Cromwell* went very smoothly after hours of hard work in the shed at Loughborough. The space between the two engines making their return / début has ensured time for both of them to capture the imagination.

We'll still get to unite the 'first and last' locos at the 'Steam Railway Gala' a couple of weeks after I'm writing this. In fact, I'm losing sleep through excitement already about that event. Or at least I think it is excitement.

Of course, there have been many people at the GCR who have been working hard too, juggling, fixing, arranging, supervising. The list of staff and volunteers who have put their time in is long. I'd like to thank them – and I've only not mentioned their names for fear of missing some off. Literally, there are tens of people, working away towards the successful completion of the railway's involvement with *Tornado*.

In a perfect example of life, (for once) fitting together very neatly, the August completion of No. 60163 would be just ahead of a short steam season being compiled for BBC 4. This meant after years of working away with a regional programme slot in mind the call came from network. I'm most pleased for the two colleagues who didn't scoff when I said "Let's make a film about this new steam engine." Edward Young who has filmed the majority of it and Marcel Guillou who has directed and produced it with me, have kept faith (and the cameras rolling) when I was questioning my sanity amongst the tatters of schedules which never happened. It's their hard work, which has captured a flavour of yours.

The very last event our cameras recorded, (well – for this project anyway...) were the covenantors' trains. Then it's back to the edit suite, to finish putting together the film. There's the voice over to write and record and some technical hoops to leap through. The programme was featured on BBC during October, with the title is 'The men who built a steam engine'. As Mark says though, I think you've done more than that... There's a moment we can all work hard to grasp here – the chance to engage the public with railways without the sniggering stereotypes.

Back to the present day. It's just getting light. Somewhere else in the country, a couple of hundred miles away Nigel Harris will be getting into his car to begin the journey to Loughborough. He's our first driver today and will share the footplate with Graeme Bunker for the 10.15 departure from Quorn. Not far from me, Edward will be packing up his camera gear ready for one last filming trip. Marcel is already in Loughborough. The weather forecast is wonderful. It's going to be a brilliant day. I can't wait for it to begin.

Congratulations and good luck for all your future endeavours with *Tornado*.

Tom Ingall. TCC

- that happened in on July 29 in any year. Sponsors have been invited to submit their 'memorable moment'.

The final 'Coin on the Line' will be presented to Darlington Railway Museum – Head of Steam – for permanent display.

...mile a minute

Tornado travelled at a 'Mile a Minute' in autumn 2008. Join in the celebration of its progression from an idea to a main line steam locomotive. We are offering the opportunity to be part of the sponsorship of the moment *Tornado* achieved the iconic speed of 60 miles per hour: 'A Mile a Minute'. With a donation of £25 you can have your name – or the name of a loved one or friend – on a certificate that will record the moment when *Tornado* travelled at: 'A Mile a Minute'.

As part of the celebration of *Tornado's* 'Mile a Minute' moment, the Trust will present to one of our supporters an inexpensive, appropriate - and unrepeatable - memento of the occasion. All the forms that we receive will be put in the hat.

A similar memento will be produced and presented to someone who celebrates a special occasion on the day that *Tornado* hit 60mph - this could be the birth of a child, grandchild or great grandchild, a significant wedding anniversary or a wedding, or a significant birthday. It's not too late to take part in this exciting initiative – go to www.a1steam.com and look at the 'how you can help' section, email enquiries@a1steam.com or call 01325 4 60163. **tcc**

ENGINEERING REPORT General

A momentous period in our history! The last three months has seen the successful first moves, transfer to the Great Central Railway, mileage accumulation runs and approval from the Office of Rail Regulation (ORR) for passenger running. The locomotive has run 'straight out of the box'.

The quality of the valve setting is excellent with a very even beat both forward and reverse over a wide range of cut-offs. The heavy loaded test run has shown that the locomotive is capable of high power outputs which the boiler is readily able to keep up with.

Brakes

With the overhauled brake equipment has been fitted brake testing was undertaken and after some initial leak sorting and modification of chokes on the distributors, the air brake system is working well.

A subsequent visit by Keith Nicholson from the Interfleet Notified Body (NoBo) during the first runs period enabled commissioning of the vacuum brake system, and Keith later pronounced that the brake system was in a suitable condition to estimated run of up to 60mph and to haul passengers at 25mph on the GCR. Keith has since made a further visit to fully sign off the brake system, including a set of light engine brake test runs from 20mph to 60mph in 5mph stages to check that the stopping distance is inside the Network Rail composite braking curve. The final results are awaited



Neil Whittaker/ALSLT Library

but from rough measurements observed during the tests, the locomotive appears to be well in the requirements.

Steam and air systems

This was completed sufficiently to complete the first moves at Darlington, and three visits by Tom Snowball and Brian Gunn to Loughborough have completed the steam and air pipework (mainly fitting the definitive gauges and completing the steam heat system); all of which is now working.

Both air pumps have now had their governors adjusted and are working properly, the rear pump needed the governor dismantling and refitting as the

valve piston rod was tight in its guide. This is probably as a result of it sitting on the shelf for a long time before we fitted it.

After fitting new gaskets, the exhaust steam injector is reasonably steam and water tight, however a modification is needed to bring the water delivery valve up into the cab, as unlike the live steam injector where the water control is by simple valve (in this case on the tender), the exhaust injector control is by sliding one if the steam cones forwards or backwards to vary the delivery rate. A drive system using universal joints is under design.

Electrics

The electrical system was successfully powered up and the battery charge modifications undertake to enable the turbo alternator to support both chargers on full load. The marker light fittings were fitted on September 29 and are all working.

The tender alternator belts have arrived and these have also been fitted.

Otherwise the system has proved reliable and the cab and underframe and inspection lamps are a great asset when inspecting or maintaining. The turbo alternator still has a tendency to run away when first started up (sounding like a large industrial vacuum cleaner) which can be avoided by applying steam very gently and slowly. This procedure will be incorporated in the operating instructions.

Mandy Sharpe spent three days at Loughborough during which time the TPWS/OTMR installation was completed and Thales visited to carry out the first-in-class tests on the TPWS which have been passed successfully without modification to the aerial mounting brackets. Mandy has since returned for one day to complete the TPWS/OTMR testing and commissioning.

Lubrication

Many thanks are due to Terry Newman from NELPG who has made a full set (plus spares) of the Worsteds trimmings for the gravity lubrication system. Peter Neesam has been trained to make them and they appear to be working well.

The mechanical lubricator and pump lubricators are working and have been set at maximum whilst everything is being run-in – as we gain experience, they will be turned down to prevent excessive oil use and carbon deposit build up.

Boiler/smokebox

The fire hole deflector plate has been made and fitted and the design is underway for the spark arrestor. It is intended to complete fitment of this at

Covenantors' Diary *By Alexa Stott*

As Mark Allatt has already said, it has been a truly remarkable two months since the last edition of *The Communication Cord*. I pinched myself every time I saw our wonderful locomotive running light engine or pulling trains – attracting people to every bridge and bank along the GCR.

Events

The first passenger trains for Covenantors and their guests on September 21 were celebrated in the most glorious weather imaginable – and with the help of my fabulous team of volunteers and the staff of the Great Central – was one of the most successful and definitely the biggest event yet organised by the Trust. My heartfelt thanks go out to all those who gave their time on this special day, and the two following days of public operations, to make it happen.

The 'A1' has since moved to York where visitors will be able to see the locomotive at the National Railway Museum when she is not out on main line trials. Following completion of the trials, she will be moved into the paint shop at the NRM. I am pleased to be able to announce that the Trust's Annual Convention will be held in York at The Yorkshire Museum and the NRM in the presence of the newly painted locomotive on December 13. This event will be for Covenantors and their guests only so please put this date in your diary. Further details and a booking form for the Convention are enclosed in this mailing.

Following the Convention, it is planned that *Tornado's* launch into main line service will take place at the NRM over a weekend early in 2009. Covenantors will have the first opportunity to travel behind *Tornado* on the main line

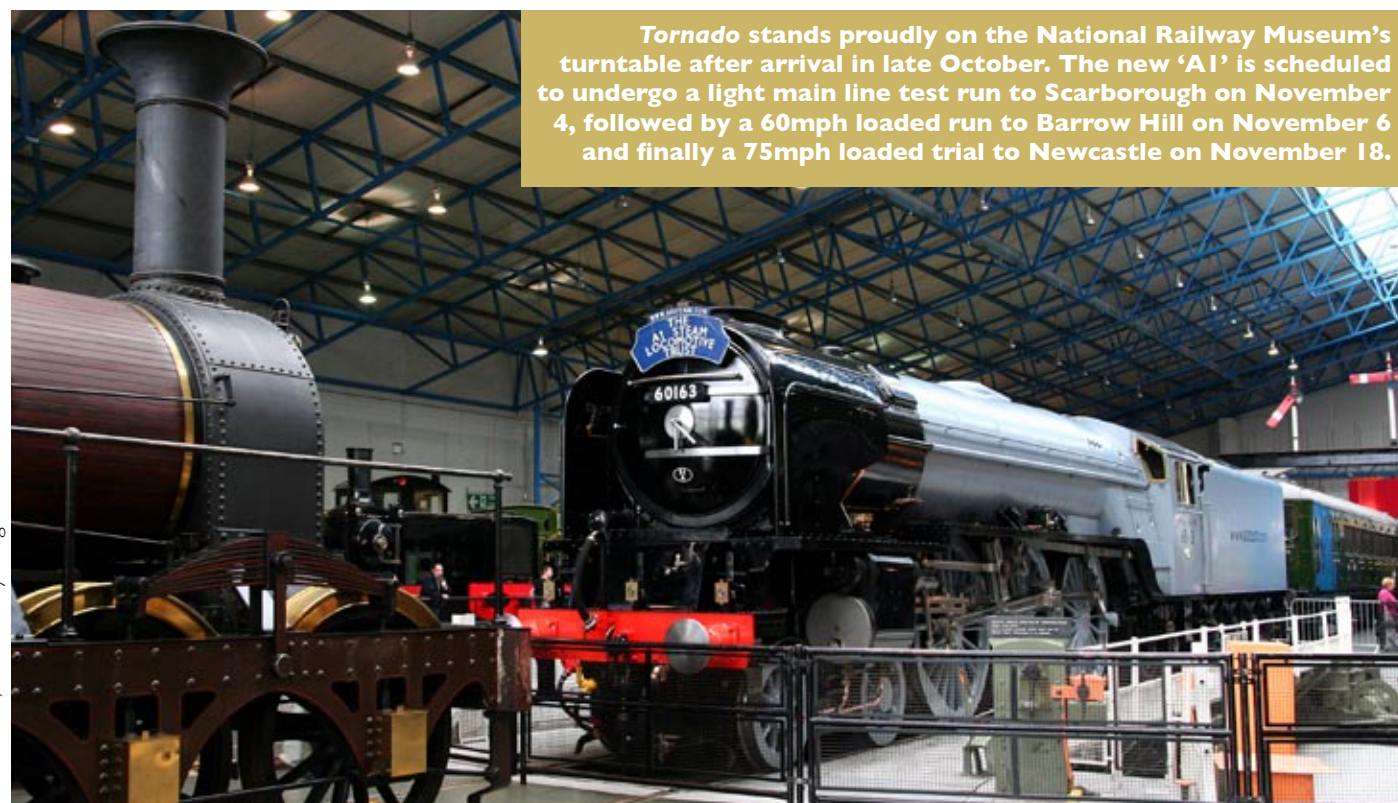
provisionally return trips from York to Newcastle on both the Saturday and Sunday. Details of these first main line trains will be publicised as soon as everything has been finalised.

APPEALS Volunteers

The Trust is still appealing for volunteers to help at various events it is attending throughout the rest of this year and when *Tornado* is operational on the main line. We had a great response from Covenantors and supporters living near – and not so near – to Loughborough, who lovingly cleaned and polished No. 60163, and also showed people around the shed was a great help to the engineering team and added several hundred pounds to the kitty for the main line certification. If anyone could spare a day or two to do something similar while *Tornado* is based at the NRM in York or would like to join the Trust's events team – we have been invited to attend the Warley Model Railway Exhibition at the NEC in November – please do get in touch with me via alexa.stott@a1steam.com. With an eye to main line operation, we are also looking for volunteers for stewarding and selling Trust merchandise on trains hauled by *Tornado*.

With the long term, profitable main line operation of *Tornado* at the heart of its future activities the Trust is always looking for enthusiastic and experienced volunteers, especially younger people. At the moment the Trust has a particular requirement for people with experience of finance, marketing & fundraising, retailing and commercial contracting. Please contact Mark Allatt via mark.allatt@a1steam.com for more information.

***Tornado* stands proudly on the National Railway Museum's turntable after arrival in late October. The new 'A1' is scheduled to undergo a light main line test run to Scarborough on November 4, followed by a 60mph loaded run to Barrow Hill on November 6 and finally a 75mph loaded trial to Newcastle on November 18.**



Britain's newest passenger steam locomotive meets British Railways' last operational passenger locomotive: *Tornado* rubs shoulders with 'Britannia' No. 70013 *Oliver Cromwell* at Loughborough.

Craig Sinchcombe



York before we go on the main line. Peter Neesam with guidance and assistance from GCR staff has completed No. 60163's first boiler washout.

Tender

The tender brake system was completed and a box made to cover the control equipment, which has still to be finished. The engine/tender weather-shield has been made from conveyor belting and fitted.

Painting

Ian Matthews has completed the painting in grey, visiting Loughborough as a volunteer to touch up and finish off painting. Negotiations are in hand for the final painting in apple green in the NRM, York paint shop.

Support

More work is being done on a spares inventory. Peter Neesam has seamlessly changed from builder to maintainer and has been looking after the locomotive at Loughborough in a very conscientious manner.

Staff

We have been fortunate in the wide range of ability and the dedication of our contractor work force – it is demonstrably evident in the high standard of construction leading to a virtually

trouble free entry into service.

All the contract staff except Peter Neesam have now finished working for the Trust (at least for the time being). I would like to take this opportunity to thank them for their invaluable assistance in building the 50th 'A1' class 'Pacific'. **TCC**

THE A1 STEAM LOCOMOTIVE TRUST VIDEO ARCHIVE

Now that *Tornado* is for all intents and purposes a complete locomotive it is felt that there will be more opportunities for video footage to be taken whilst it is operating on the main line and also on heritage railways. The Trust maintains a video archive and would be grateful for copies of any footage which supporters and others are prepared to donate to this archive for future reference and possible use.

If anyone has any suitable material, which can be archive footage from the days of steam when the original A1's were working, possibly shots of A1's in the works or most importantly, past, current and future video taken of *Tornado* itself, the Trust would be extremely pleased to accept copies for the archive.

Anyone who is prepared to offer copies of their video work to the Trust can contact Ron Muggleton, who has recently taken over the task of maintaining the video archive, on e-mail address

ron.muggleton@a1steam.com

and arrangements can be made for any material offered to be deposited in the archive.

When supplying video footage for this archive, donors are requested to please give their full contact details so that the donation is properly acknowledged, that necessary permissions can be formalised in writing and most importantly, they are asked to give as much detail as possible about the contents of the footage supplied so that the related archive records can be properly maintained. Without this information, retrieval of video clips from the archive can become much more difficult. Full details of date taken, location, etc. gives much more meaning to the video clip itself and makes the task of recording the work on archive records that much quicker and easier.

The Trust looks forward to building up an increasing archive of exciting and unusual videos of *Tornado* in action and hopes that it can count on your support. **TCC**

Next issue

- *Tornado* is painted – first pictures of apple green 'A1'!
- Main line trials report
- W P Allen in profile
- A guide to Barrow Hill Roundhouse

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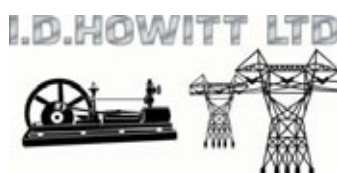
The A1 Steam Locomotive Trust is pleased to display the logos of organisations giving us their ongoing support. Their contribution is gratefully acknowledged.



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* All information correct at the time of going to press on October 23 2008. For up-to-date information and dates please check the website www.a1steam.com.

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● Daytime hotline: 01325 4 60163 ● Works: 01325 4 60022 ● e-mail: enquiries@a1steam.com ● website: www.a1steam.com

Darlington Locomotive Works is normally open to the public on the 2nd Saturday each month (11am – 4pm).

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

Charity registration No. 1022834.

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